*New London*

# *Incentive Housing Zone Design Standards*

*Respecting the Past Through Design in the Present*

City of New London, CT
Office of Development & Planning

September 28, 2010

Concord Square Planning & Development, Inc.

# Acknowledgements

The City of New London would like to thank the following individuals and offices for devoting their time and energy to the creation of these Design Standards, which are based on the Design Guidelines adopted by the Planning & Zoning Commission in 2009:

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The Planning and Zoning Commission:
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*Cover Images: Top – Oblique aerial taken December 2006, ©Pictometry International;*
*Bottom Left – View of State Street in 1920, from a postcard (public domain);*
*Bottom Right – View of State Street in 2010, Concord Square Planning & Development*

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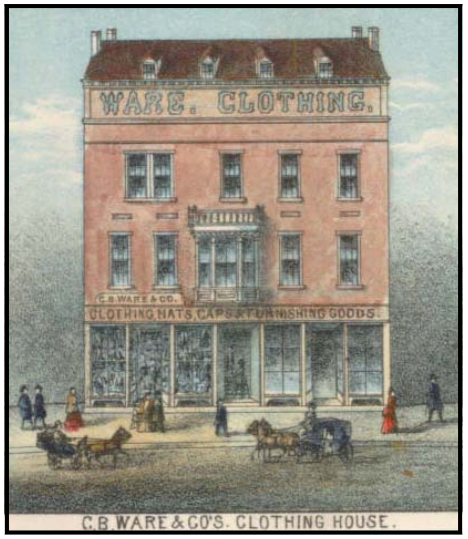






*Images from a Birds-eye drawing of New London, 1876, by O.H. Bailey & Co.*

# 1. Purpose and Applicability

## 1. *Purpose and Applicability*

These Design Standards are adopted by the Planning & Zoning Commission of the City of New London ("Commission") pursuant to the authority of Connecticut General Statutes, Chapter 124b and Section 537 of the Zoning Regulations of the City of New London. They supplement the Incentive Housing Zone Overlay District, Section 537 of the New London Zoning Regulations, and establish the site design requirements for Incentive Housing Development proposals within the overlay district.

These Design Standards shall be in effect upon adoption by a majority of the Commission and approval of the Connecticut Office of Policy and Management ("OPM"). The Design Standards may be amended from time to time by the Commission with the approval of OPM.

These Design Standards include both non-binding *Guiding Principles* and binding *Standards for Compliance* which apply to all Incentive Housing Development proposals. The guiding principles identify the City's goals and aspirations for the overlay district and are intended to provide guidance to a project's planning and design. The standards for compliance include specific design requirements and shall be used by the Commission in their review and consideration of Incentive Housing Development projects proposed pursuant to the Overlay District Regulations (Section 537).

Visual and spatial qualities that will create a harmonious streetscape are central to the review process. The intent of these guidelines is not to require particular architectural features or dictate architectural style. Rather it is to identify a range of design options to encourage development compatible with the historic character of New London.

These guidelines and standards cannot account for every proposal that will come before the Commission and therefore strive to allow for creativity and variety, provided the end result is of high quality and an asset to the City. Variety and coherence are not mutually exclusive. Replicating one or two particular styles throughout downtown New London will create an uninteresting streetscape, so creativity with design integrity is important.

Where it provides greater clarity regarding desired design outcomes, images have been used throughout this document to illustrate design principles. In some instances, where noted, images have been used to illustrate design features that are ***not*** permitted.

# 2. Definition of Terms

The following definitions supplement the definitions found in Section 210 of the New London Zoning Regulations:

Guiding Principles – A set of non-binding design and site planning principles intended to provide guidance to the applicant in the development of an Incentive Housing Development.

IESNA – Illuminating Engineering Society of North America (IES or IESNA), the professional society of lighting engineers, including those from manufacturing companies, and others professionally involved in lighting.

Luminaire – A complete lighting system, including a lamp or lamps and a fixture.

Open Space – An area of land such as a square, green, neighborhood park, pocket park, and linear pedestrian park which is located and designed for public access by pedestrians and/or bicyclists for passive or active recreation.

Orientation – Spacing, site coverage and set back from side and rear property lines.

Pedestrian Way – A way intended for use by the general public for the movement of pedestrians. Pedestrian Ways include sidewalks and pass-through walkways:

Sidewalk – A Pedestrian Way that is located adjacent to and incorporated within the design of a street.

Pass-Through Walkway – A Pedestrian Way designed solely for pedestrian use and intended to provide mid-block pedestrian access between streets or access from parking areas to the street.

Proportion – The relationship of height to width.

Scale – The size or bulk of a building as it relates to neighboring structures and the topography of the street.

Sign Band – Space above the windows, usually with an architectural detail to frame the name of the establishment.

Service Area – Exterior locations of a building including but not limited to loading, delivery and service bays, dumpsters or containerized trash receptacles, metering stations, and utilities.

Setback – The minimum horizontal distance between the lot line, property line or edge of a right-of-way and the nearest front, side, or rear line of the building (as the case may be), including terraces or any covered projection thereof, excluding balconies, stoops or steps. (Corresponds to the term "yard" in the New London Zoning Regulations.)

Standards for Compliance – A set of binding design and site planning requirements that are applicable to all Incentive Housing Development proposals.

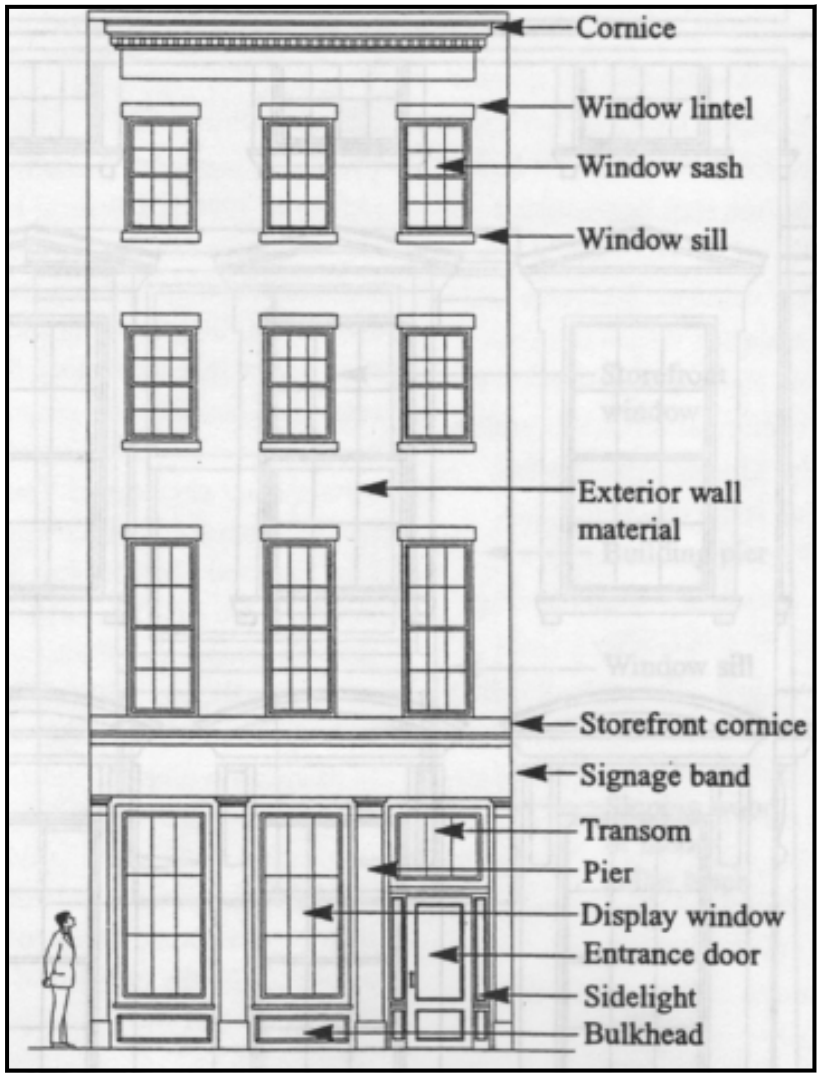
Streetscape – The visual elements of a street, including the road, sidewalk, adjacent building façades, street furniture, trees, and open spaces that combine to form the street's character.

Street Furniture – Elements in the public right-of-way or open spaces such as but not limited to street lamps, benches, trash containers, planters, bollards, mail boxes, traffic lights, traffic signs, bus stops, and bike racks.

Subdistrict – A specific and defined area of land within the New London Incentive Housing Zone Overlay District that is subject to specific requirements for allowable uses or dimensional requirements that may differ from the requirements for allowable uses or dimensional requirements in other specific and defined areas within the New London Incentive Housing Zone Overlay District.

Zero Lot Line – Construction of a building with one or more of the building's sides resting directly on a lot line (i.e. zero setback).

**ARCHITECTURAL ELEMENTS OF A BUILDING:**




***Roof-line cornice:*** Decorative band across the façade at the roofline to cap the façade.

***Window lintel:*** Structural support at the top of a window, usually is decorative and can be of the same material as the exterior wall or of a contrasting material (e.g. stone lintels on a brick building).

***Window sash:*** The portion of the window made of glass and wood or other material used to hold the glass in place.

***Window sill:*** The base of the window, usually made of the same material as the window lintel.

***Storefront cornice:*** May be simple or an elaborate series of moldings. It is a line that caps the storefront composition and divides the storefront façade from the upper levels of the building. It may include brackets, panels or ornamental details.

***Signage band:*** Space above the windows, usually with an architectural detail, to frame the name of the establishment.

***Transom:*** Located above the entrance and display windows. Originally intended to provide additional light into the retail space. They are often of multi-pane design or fitted with stained, leaded or textured glass.

***Pier:*** The structural supports for the upper floors of the building, often covered with wood or other decorative material.

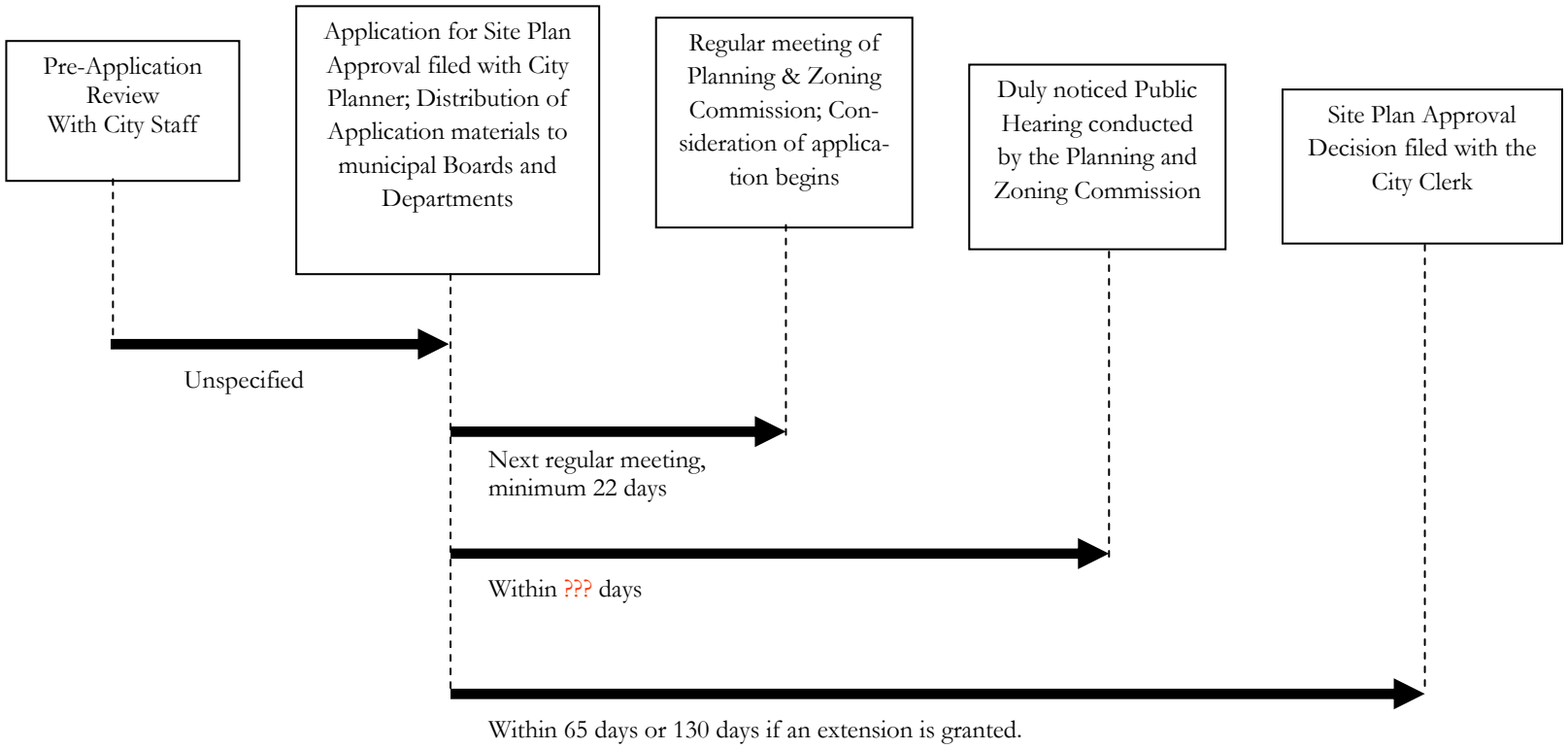
***Display windows:*** Large windows at the street level, they provide display space to advertise retail products, provide visual interest to pedestrians, and provide natural lighting in the store.

***Sidelight:*** Usually tall, narrow windows flanking the entrance door.

***Bulkhead:*** Or kickplates. This provides the base for the glass and the display window. Typically they are frame construction and sometimes have raised panels. Retain original bulkhead as a decorative panel – this adds detail to the streetscape.

## Schematic Illustration of Timeline for Site Plan Approval Process pursuant to the IHZ Regulations

*This is intended for illustrative purposes only. For detailed requirements of the Site Plan Approval Process see Sections 537.6 and 800 of the Zoning Regulations.*

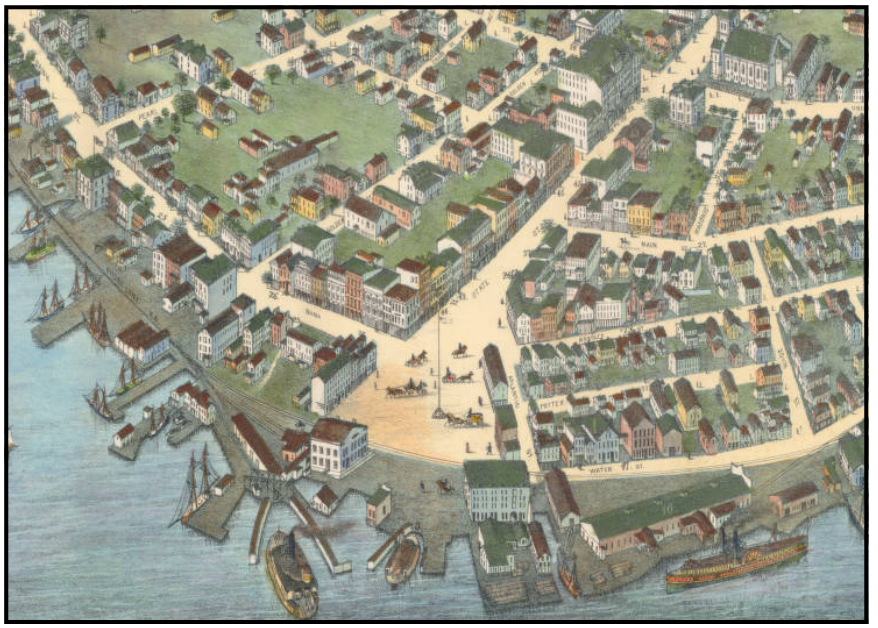


# 4. Background and Guiding Principles

Enhancing New London as a walkable city is essential to long range planning. Interesting sidewalks and visually interesting streetscapes lead pedestrians to explore shops, restaurants, art galleries and museums within New London's Incentive Housing Zone Overlay District.

21st century development will impact the 19th and 20th century architecture of New London's business district. The guidelines in this section are intended to recommend an approach to new building and the restoration of existing structures that will lead to a compatible streetscape. New construction that recognizes the integrity of historic buildings and the architectural elements within the existing streetscape will create a sense of place, leading to a convenient, safe, and attractive downtown business district.

The guiding principles and design standards in this document are based on site planning and design principles that articulate public interests in the physical design and aesthetic qualities associated with the land and its development. The following guiding principles should be considered by the applicant in designing the overall composition of a site, building improvements, and related infrastructure improvements. They are goals, and shall not be applied as regulatory standards.



*O.H. Bailey & Co, 1876*

*Oblique aerial of roughly the same area, 2006 (Pictometry International)*

## 4.1. *General Principles*

- Contemporary designs and material, used in a manner compatible with the sense of the past that is preserved throughout the Historic Waterfront District, is encouraged.
- Economic feasibility and durability of proposed improvements, along with aesthetic harmony, are primary concerns.
- Proposed IHD projects should complement the scale and architecture of existing buildings in the vicinity that have a functional or visual relationship to the proposed buildings.
- New construction should incorporate design elements of traditional,

*By considering the relationship with existing buildings, new construction can be a welcome addition to New London's historic architecture.*


significant, or historical uses or structures. When appropriate, the Commission will consult with and request opinions and information from the New London Historical Commission regarding specific structures or groups of structures.

- Architectural elements should be used to break up massive facades into smaller components of graduated heights to match neighboring buildings.
- Buildings should be set along the street in a manner consistent with their neighbors.
- Setback areas—if approved—should receive special design treatment, landscaping, street furniture, etc.
- Buildings facing onto major urban spaces should be designed to facilitate retail or commercial activities at street/pedestrian levels. Interiors should be visible from the outside to heighten pedestrian interest and provide security.
- Buildings should be designed to be visually and physically connected to neighboring structures to improve continuity of form and activity. New structures, including infill, should be designed with facades that continue uninterrupted street walls with no visible gaps with neighboring structures along streets where this pattern exists or can be restored to match historic building patterns associated with a project site.
- Average height and width should be determined by surrounding buildings. The massing and architectural design of new buildings should provide features that are directly related to the scale of neighboring structures in regards to the apparent height and width of the existing buildings from public vantage points along the street that the new building fronts.
- Proportions of new building elements - windows, doors, bases, cornices – should be similar to and compatible with those already

existing in surrounding buildings.

- Building materials, textures, and colors should be compatible with the streetscape.
- Access to buildings should be through a main entrance from the street façade of the building.
- Parking areas in front of buildings are discouraged as they interrupt the streetscape and create voids that detract from the pedestrian's comfort.

## 4.2. *Sustainability*

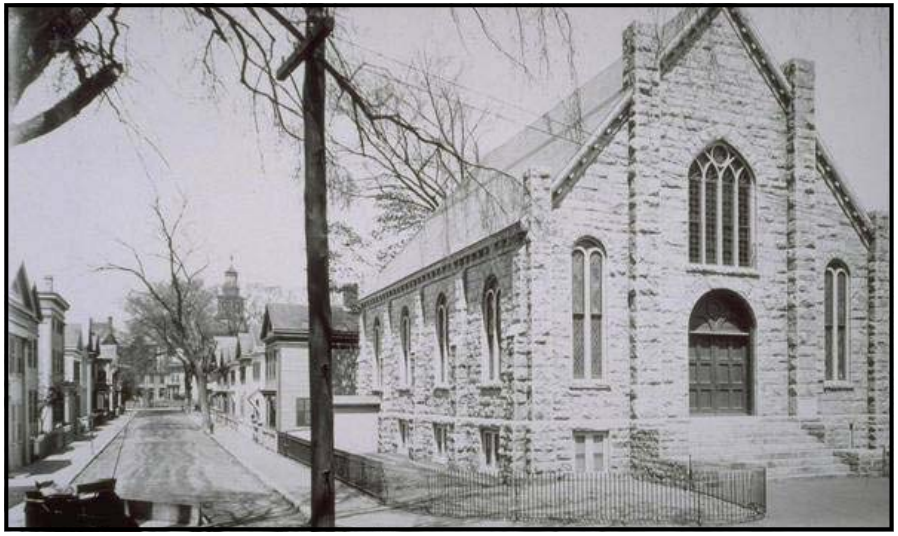
Given that New London's downtown is a mixed use area with numerous transit options, it is expected that increased use of alternative transportation methods will result in a reduction in typical vehicle miles traveled per unit of development. Combined with higher densities permitted by right in the IHZ Overlay District, it can be expected that structures will be more efficient and less consumptive of energy resources relative to lower density development patterns. New tools for increasing energy efficiency, reducing dependence on fossil fuels (solar panels, geo-thermal heating and cooling) creating "green" buildings and other technical advances in construction are a welcome part of the application review discussion.

- Sustainable construction techniques and materials should be incorporated in new construction.
- Renovation of existing buildings should seek to improve energy efficiency within the building.
- Energy efficiency should be a central goal in selection of lighting, windows, materials, insulation and heating/ventilation/air conditioning systems.

## 4.3. *Coordination with Infrastructure*

The City has the responsibility for maintaining and improving the public spaces, including the streets, sidewalks, parks, etc. within the IHZ Overlay District area, but responsibility for creating a vibrant and active environment is shared by everyone—property owners, business owners, residents, and the City. To that end, the following guiding principles will help to achieve the goal:

- New development fronting on public streets should propose improvements to the public infrastructure including sidewalks and crosswalks, street lighting, burial of existing overhead utility lines, or street trees and/or other landscaping enhancements.
- Where new development is proposed in proximity to existing public parks or open spaces, the applicant should consider proposing enhancements to these public spaces and the pedestrian connections between said spaces and the new development.
- Wayfinding signage should be installed to encourage walking and the use of public transit.




*It is important when designing Incentive Housing Developments to not lose sight of the rich history of New London. Clockwise from upper left: Brainerd Lodge at corner of Starr and Green Streets ca. 1900, Thames Club 1890, City Hall 1905, view up State Street ca. 1865. Images from CT History Online, source Mystic Seaport.*

## 4.4. *Eastern Core Subdistrict*

The Eastern Core Subdistrict includes a diverse mix of building uses and scales, and includes some of the most attractive and distinctive architecture in downtown New London. State Street is the primary east-west corridor in the subdistrict, while Eugene O'Neill Drive, Bank Street, and Water Street provide north-south movement through the area. This subdistrict has an extensive pedestrian network providing safe and convenient access throughout the area. Most streets have on-street parking, which is convenient for customers and acts to reduce traffic speeds and improve safety for pedestrians on the sidewalk. This subdistrict is an excellent location for additional development of both housing and convenience retail outlets. The new Parade Plaza, at the intersection of State and Bank Streets, will become both a visual focal point and a center of activity in downtown New London as redevelopment continues and daily, nightly, weekend, and year-round activity increases. Additional cultural uses such as performance or visual arts exhibition space would


*Map of the Eastern Core Subdistrict of the Incentive Housing Zone*
*Aerial Image from NOAA Coastal Services, 2004 image.*

*Oblique Aerial view of State Street, looking north.*
*Image courtesy of Pictometry International, December 2006*

enhance and strengthen the existing mix of retail, office, residential, cultural, and institutional uses. The Eastern Core Subdistrict will benefit from reinvestment in both smaller scale residential development and in mixed-use development with first floor commercial or cultural uses and upper story residential uses.


*Excerpt of an 1868 map of New London, by F. W. Beers*
*Courtesy of the CT Historical Society*
*Black outline approximates the Eastern Core Subdistrict boundary*

*Comparing the 2004 aerial image at left to this 1868 map above shows that the land use and development pattern of downtown New London was well established many years ago. Major differences are on the western end of State street where buildings were not as dense as today (many were residences), and the replacement of the Bradley, Potter, Douglas, John, and Prison Street area with the Water Street parking garage and office buildings now in that area.*

*Oblique Aerial view of Bank Street, looking east.*
*Image courtesy of Pictometry International, December 2006*

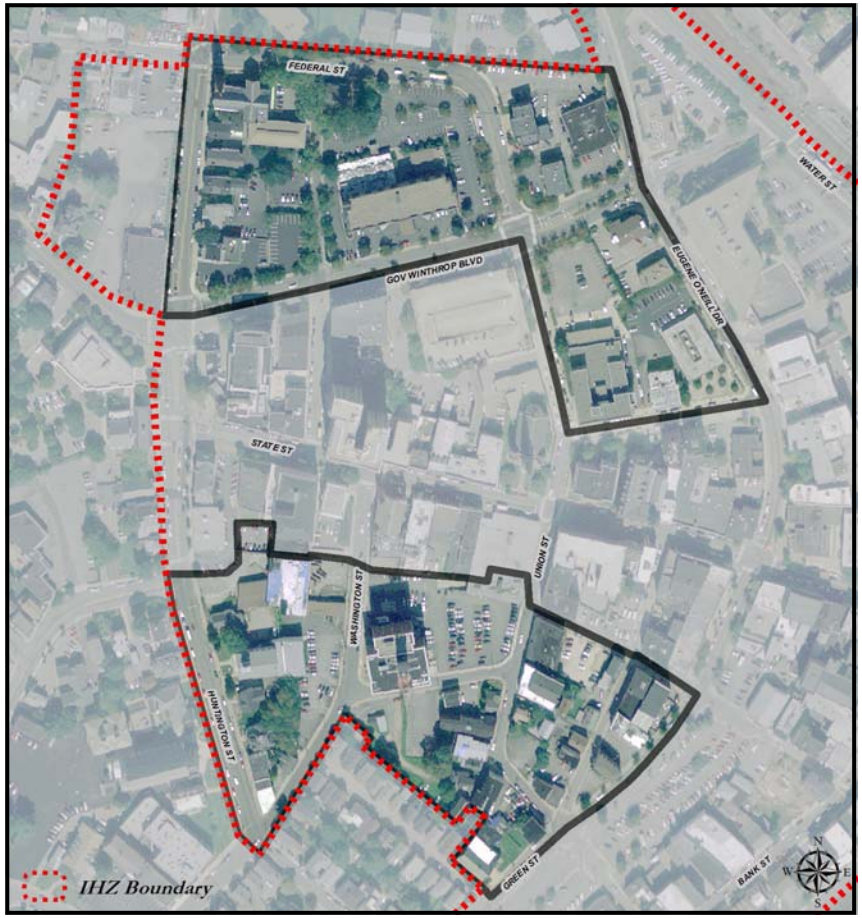
## 4.5. *North/South Subdistrict*

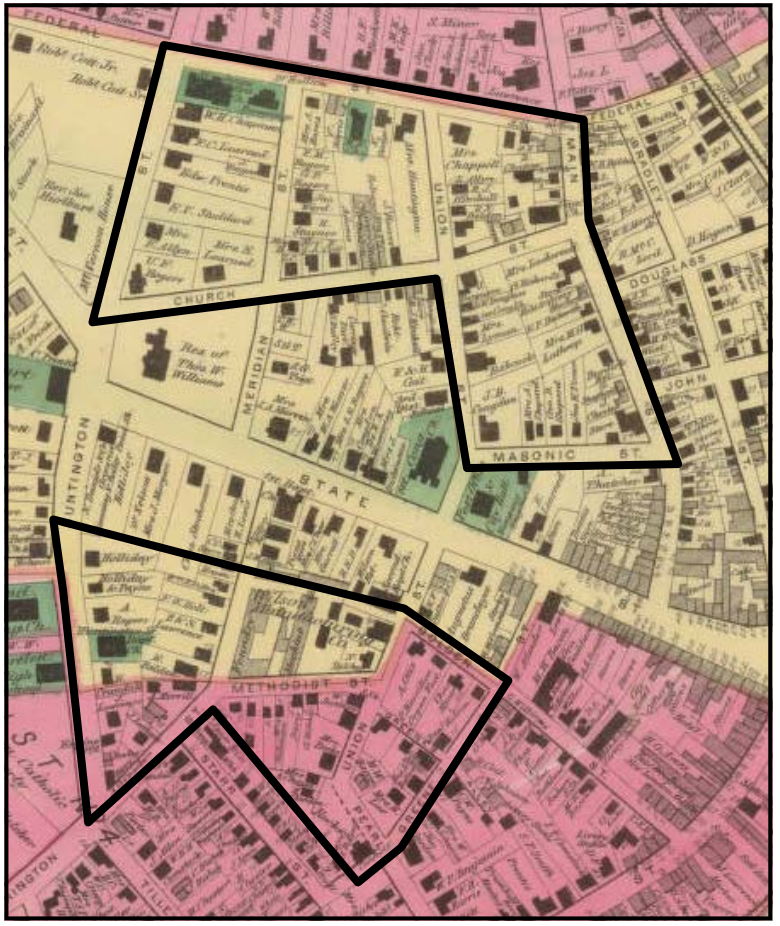
The North/South Subdistrict consists of two areas which abut the Eastern Core Subdistrict. These areas are less dense than the Eastern Core Subdistrict and have a different mix of uses as well, with more office space and much less retail space. There is only one residence in the North area (per New London Assessor data), while the South area has 103 housing units. The South area also has the Southern New England Telephone Company facility, which dominates the skyline with the communication equipment on the roof of their five story building.

The North/South Subdistrict differs from the Eastern Core Subdistrict in the amount of land area on individual parcels used for parking. While the Eastern Core Subdistrict includes two public surface lots and the Water Street garage, most of the properties on Bank and State Streets do not have on-site parking. This difference leads to the lower building density seen in the North/South Subdistrict. Additionally, parcels are generally much larger in this subdistrict than in the Eastern Core, which provides more opportunity for redevelopment that involves building additions or demolition than exists in the Eastern Core subdistrict. For these reasons, the proposed uses differ slightly – townhouse units are permitted in this subdistrict while only multi-family are permitted in the Eastern Core.

*Above: Oblique Aerial view of Governor Winthrop Blvd and Federal Streets, looking north.*
*Below: The Union Street, Methodist Street, and Washington Street area, looking north.*
*Images courtesy of Pictometry International, December 2006*

# North/South Subdistrict




*Comparing the 2004 aerial image at left to the 1868 map at right shows the extent of the major changes throughout this subdistrict. Of note is that the area now occupied by SNET was a foundry and machine shop for Wilson Manufacturing in 1868; while it may not be the ideal structure to dominate the skyline, the offices and communication business is a better neighbor than a foundry must have been.*

*In the North area, few remnants of the historical land use pattern remain. Most notably is Whale Oil Row, which was left untouched by the urban renewal efforts of the 1960's.*

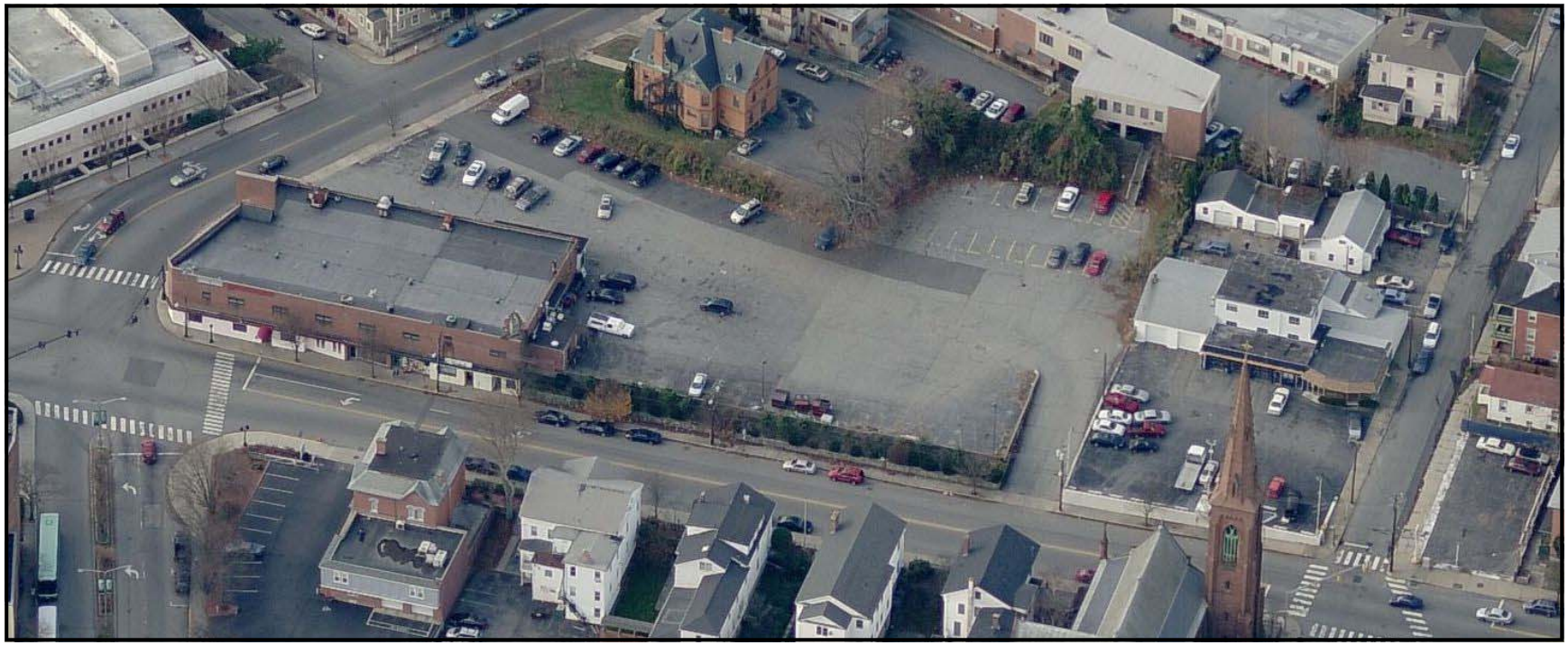
*Whale Oil Row*

*Excerpt of an 1868 map of New London, by F. W. Beers*
*Courtesy of the CT Historical Society*
*Black outline approximates the North/ South Subdistrict boundary*

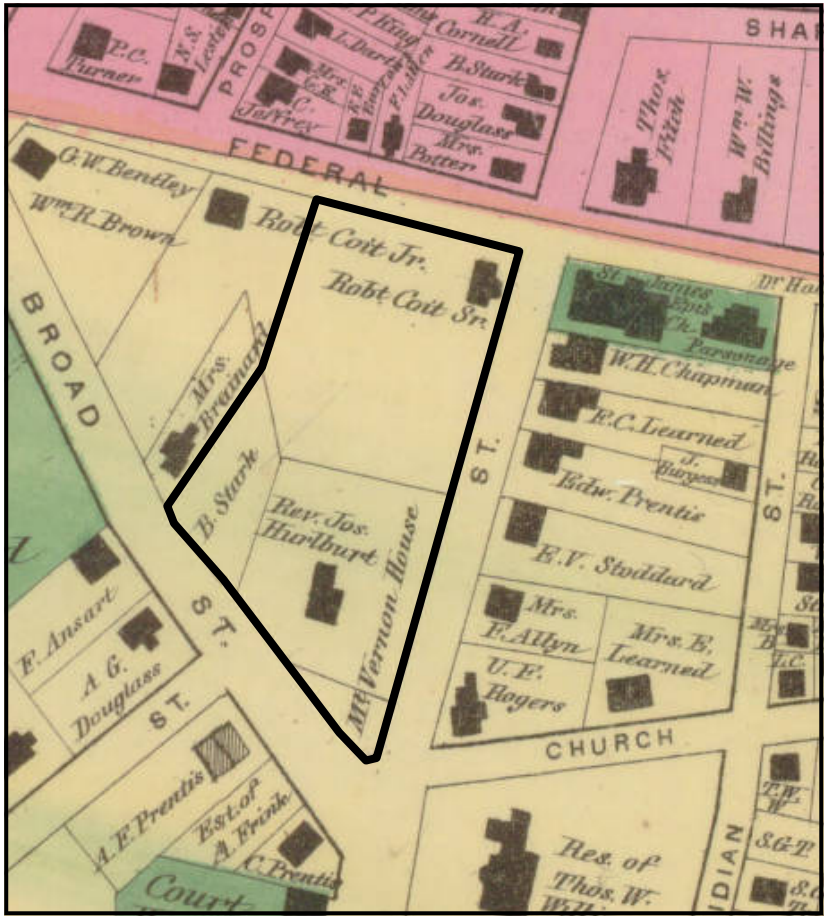
## 4.5. *Northwest Subdistrict*

The Northwest Subdistrict consists of 2.5 acres on the west side of Huntington Street, between Federal and Broad Streets. In examining possible district boundaries for the Incentive Housing Zone, it was determined that redevelopment of this area with housing or mixed use development would help to improve the visual quality of this street segment, which includes the four historic Greek Revival buildings known as Whale Oil Row on the east side of the street. While there is an elevation difference of several feet (see photo at right) along much of the Huntington Street frontage, the relationship of the structures and uses in the Northwest subdistrict to the structures and uses on the other side of the street should not be ignored.

Currently in the C-1 Commercial zoning district, the permitted uses and regulations in place today are not conducive to encouraging redevelopment of this area. With the large land area on the three non-residential parcels, there is potential for significant redevelopment here that would fit the character of the street and provide an appropriate residential location at the edge of the downtown, close to the courthouse and the Garde Theater.



# Northwest Subdistrict


The Northwest subdistrict was entirely residential in the 1860's (three homes), and today it is mostly non-residential, with three housing units in the upper stories of the stately building on "B. Stark" lot (on the 1868 map). The dominate structure in this subdistrict is the commercial building at the corner of Broad and Huntington Streets, which was built in 1949 and occupies a lot significantly larger than the two shown on the 1868 map.

*Excerpt of an 1868 map of New London, by F. W. Beers*
*Courtesy of the CT Historical Society*
*Black outline approximates the North/South Subdistrict boundary*

*Left: Oblique Aerial view of Huntington Street between Federal and Broad Streets, looking north.*
*Image courtesy of Pictometry International, December 2006*

## 5.1. *Exterior Surfaces*

5.1.1 New building materials should reflect the character of downtown New London and should be selected to convey a sense of quality, durability and permanence. Buildings shall use materials that are durable, economically maintained, and of a quality that will retain their appearance over time.

5.1.2 Building materials shall be considered for their textures including the size of their parts. New London's predominant brick and stone buildings provide a rich, textured appearance along the streets.

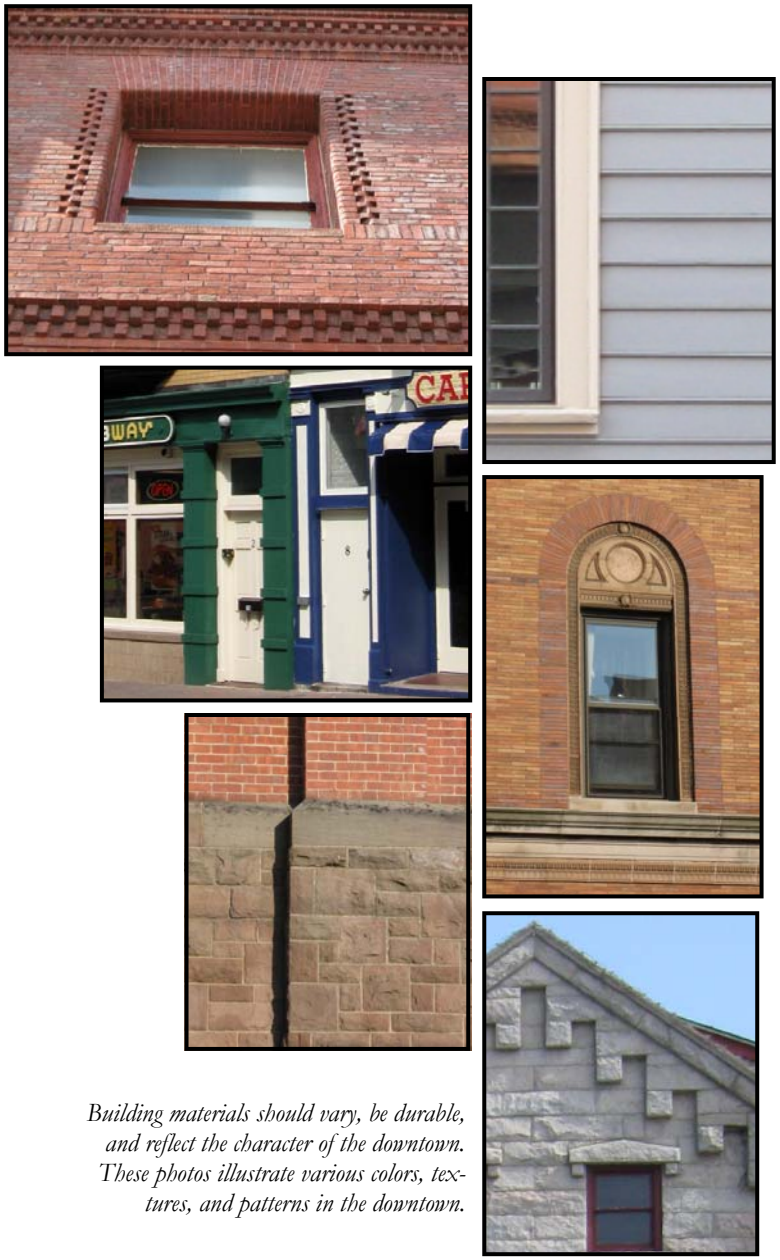
5.1.3 Predominant exterior building materials shall be brick, wood or stone and shall not be concrete block, tilt-up panels or prefabricated steel panels.

5.1.4 Full size brick veneer is preferable to brick tile. Brick veneers shall be mortared to give the appearance of structural brick. If used, brick tile applications shall use wraparound corner and bullnose pieces to minimize a veneer appearance.

5.1.5 Stone and stone veneers are appropriate as a basic building material or as a special material for wall panels or sills in combination with other materials such as brick and concrete.

5.1.6 Poured-in-place concrete and pre-cast concrete are appropriate as a basic building material with special consideration to formwork, pigments, and aggregates that can create rich surfaces. Stone or tile accents are recommended.

5.1.7 Where more than one material is used, traditionally heavier materials (stone, brick, concrete with stucco, etc.) shall be located below lighter materials (wood, fiber cement board, siding, etc). The change in material should occur along a horizontal line, preferably at the floor level.



*Building materials should vary, be durable, and reflect the character of the downtown. These photos illustrate various colors, textures, and patterns in the downtown.*

5.1.8 The use of vinyl siding or exterior insulation finishing system (EIFS) is prohibited.

5.1.9 Façade colors shall be low reflectance, subtle, neutral or earth tone colors, and shall complement and harmonize with the natural tones of nearby buildings.

5.1.10 Colors for windows, trim, etc. shall relate to the existing natural unpainted surfaces of brick, stone and mortar. Paint shall complement and harmonize with these natural tones.

5.1.11 Buildings with extensive frontage shall include variations in form and texture to avoid monotony and increase visual interest.

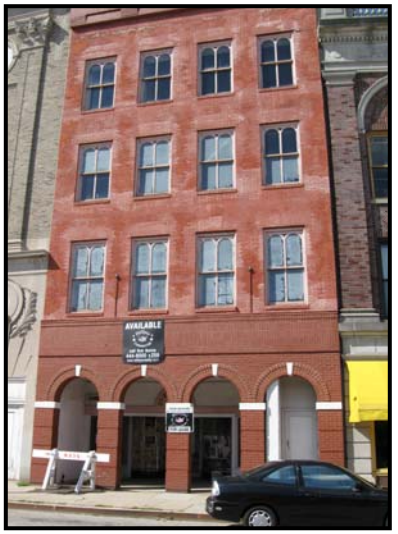
## 5.2. *Scale*

5.2.1 There is great diversity in the scale of New London buildings and every effort shall be made to evaluate size, rhythm of building elements, proportion and roof form in relation to surrounding structures.

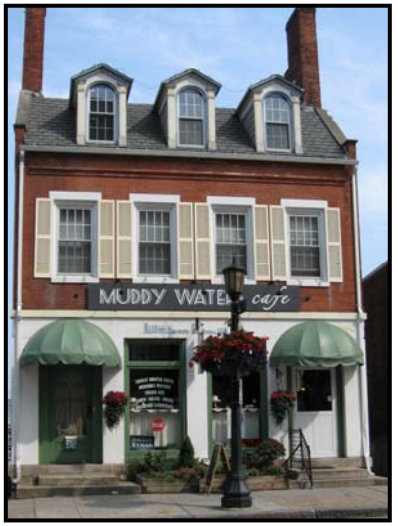
5.2.2 The massing and architectural design of new buildings shall provide features that are directly related to the scale of neighboring structures in regards to the apparent height and width of the existing buildings from public vantage points.

5.2.3 The scale of each building, its relative size, massing and orientation to the street shall contribute to, not detract from, the visual quality and atmosphere created by the built environment.

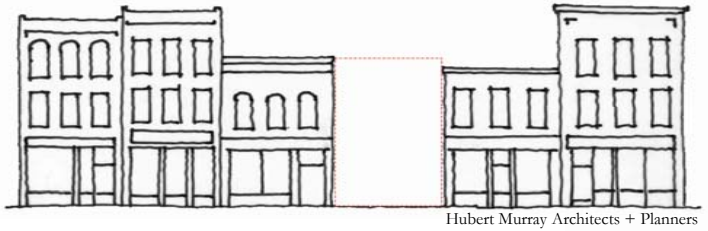
5.2.4 Diversity in individual scale or style is encouraged where it creates a pleasing rhythm, and architectural details of scale, windows, roof forms and street level retail spaces are appropriately related.





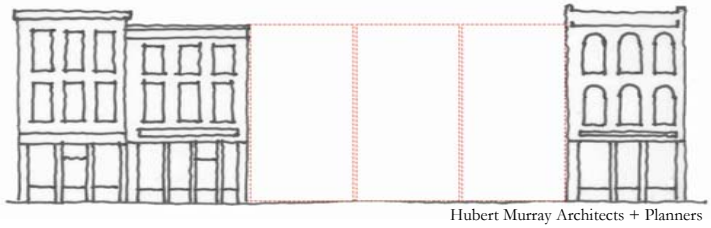



*Buildings whose height, proportion, and massing would meet the criteria set forth in these Design Standards.*



Hubert Murray Architects + Planners

*New building respects cornice line.*



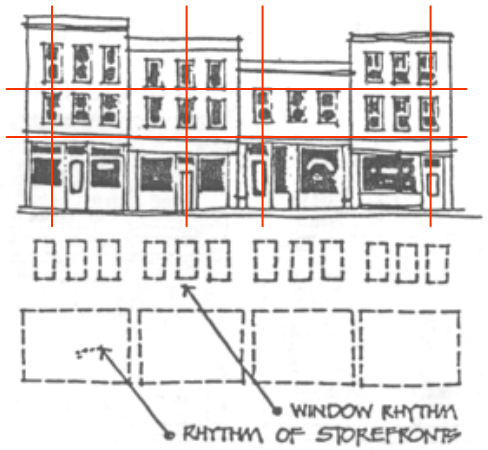
Hubert Murray Architects + Planners

*New building that fills a wider space respects cornice line and façade modules.*

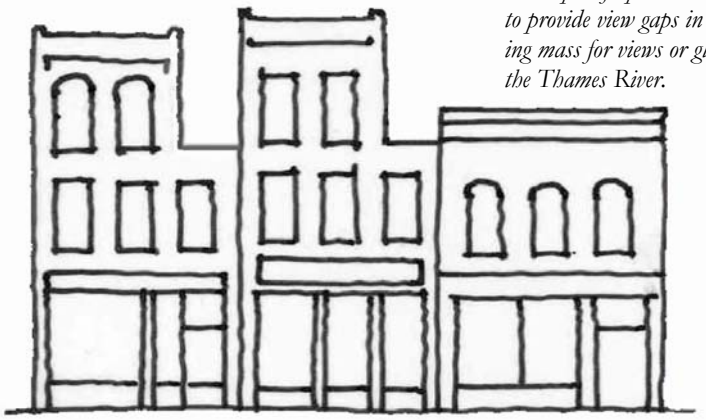
5.2.5 Ideally, buildings shall fill their space side to side with neighboring buildings. Rear spaces are determined on a case-by-case basis depending on the lot and buildings behind the new development.

5.2.6 Along the east side of Bank Street within the Eastern Core Subdistrict, the third story of buildings shall be set back from the sides of the building with a "penthouse setback", which shall preferably be located on the southern side of the third story to provide views down toward Long Island Sound, but which may be placed on either or both sides of the third story. This will provide view gaps that will provide glimpses of the Thames River from the upper levels of buildings on the west side of Bank Street, instead of walling off the riverfront from the rest of the downtown. (See diagram below.)

5.2.7 Buildings shall be sited at the edge of the sidewalk, matching adjacent structures. Where this building placement pattern has been broken, new buildings shall be sited appropriately to balance the new structures with neighboring structures.

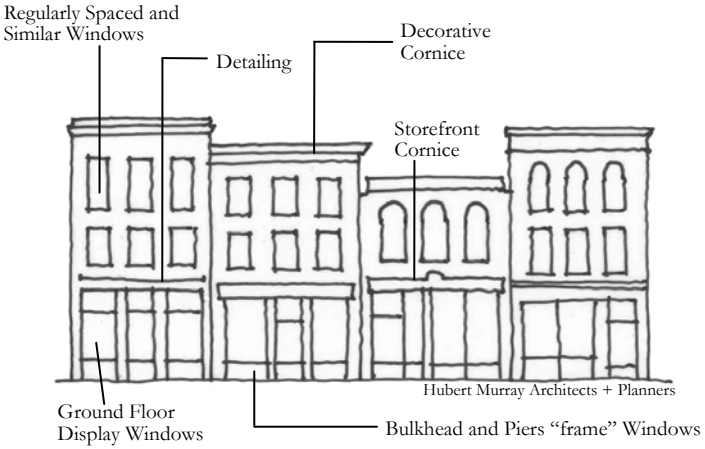



*Rhythms and proportions of building modules, storefront modules and upper floor modules. The vertical and horizontal alignment of windows, doors, and other architectural elements is apparent.*



*Example of "penthouse setback" to provide view gaps in the building mass for views or glimpses of the Thames River.*

*These buildings are of varying styles, though they complement each other. These buildings respect cornice lines, façade modules, and the rhythms and proportions of the streetscape.*




*Façade elements.*

*The rear façades of these buildings take advantage of the river views and relate to each other even if they do not relate to the front façades of the buildings.*

## 5.3 *Façade Design*

Existing New London buildings demonstrate a great variety of architectural style and window treatments. This variety, developed through the past 150 years, creates an interesting and varied streetscape. There is no single pattern or design of facades that must be followed. The maintenance of a harmonious and interesting street, lined with quality architecture, where each building contributes character and quality workmanship, is the goal of this section of the standards.

5.3.1 When designing the façade, neighboring window sill lines and signage bands should be extended onto the façade of the new building, or the placement of such elements on the new building shall relate to other horizontal elements on adjacent buildings (e.g. the top of the windows should be in line with the cornice line of an adjacent building).

5.3.2 Windowless walls are not permitted on any façade greater than 40 feet in width that is visible from any public vantage point, including the Thames River.

5.3.3 Side and rear facades should generally be articulated in a manner compatible with the design of the front façade.

5.3.4 Buildings more than forty (40) feet wide shall be broken down into a series of smaller elements or "bays" to evoke the pattern of historic shop fronts and mixed-use city centers, add visual character, and maintain the pedestrian scale of the streetscape. No uninterrupted width of any façade shall be permitted to exceed 60 feet without incorporating at least one of the following design elements: change in color, material, or texture, use of architectural projections or recesses, trellises, balconies, or windows.

5.3.5 Incorporate display windows, awnings or other such features to create visual interest on the street level façade facing a public street.

5.3.6 Windows shall be recessed and shall include visually prominent sills, shutters or other forms of framing.

5.3.7 Any building side that has frontage on a sidewalk or street shall include windows, doors, or other signs of human occupancy, such as porches or balconies.

5.3.8 Building designs shall create or maintain a visual distinction between upper and lower floors through the use of storefront display windows on the street level, smaller windows for the upper stories, sign bands above storefronts, small balconies at upper level windows, and the like. Second stories shall maintain this distinction whether or not they are residential in use. In order to modulate their scale, buildings greater than three stories should articulate the base, middle, and top, by separation with cornices, string cornices, stepbacks or other articulating features.

5.3.9 Building façades along public ways should incorporate recessed entries, recessed or projecting bays, and/or variations such as surface relief, expressed joints and details, color and texture. (See also Windows and Doors.)

5.3.10 Vertical divisions of ground and upper floors should be consistent across a building frontage (e.g. windows should align vertically).

5.3.11 Proposals for new building construction that use a particular historical style should utilize accurate elements of that style.

5.3.12 New construction shall include decorative elements that are compatible with surrounding structures.

5.3.13 Design for new buildings on corner lots or located at downtown gateways shall consider traffic flow, pedestrian safety and accessibility, and the building's visual relationship to other structures on opposing corners.

5.3.14 Exposed foundation walls shall be minimized, and if adjacent to a public way shall be designed with appropriate surface materials, textures, colors, or architectural elements such as windows to conceal their function.

*Examples of New London façades.*


*There will be times when flexibility is appropriate, such as the above example where the upper story windows are larger than those at the street level. In this case it was to take advantage of the river views. This design works since the upper story windows are dark, blending into the façade.*

5.3.16 Permanent façade extensions can enhance the pedestrian environment by injecting interest and animation into the streetscape, and shall be permitted when the following criteria are met.

5.3.16.1 A right of encroachment must be granted by the City Council.

5.3.16.2 Extensions on certified historic buildings are only permitted with the concurrence of the State Historic Preservation Officer and the New London Historic District Commission.

5.3.16.3 Extensions shall be for the purpose of promoting the goods or services offered by the business within the building being extended, and shall be pedestrian focused.

5.3.16.4 Extensions shall be a part of a project to renovate the entire façade, and shall constitute a maximum of 35% of the façade.

5.3.16.5 A minimum of 75% of the surface of the extension must be transparent, i.e. glass (excluding roof elements).

5.3.16.6 The extension must be illuminated during evening hours until midnight.

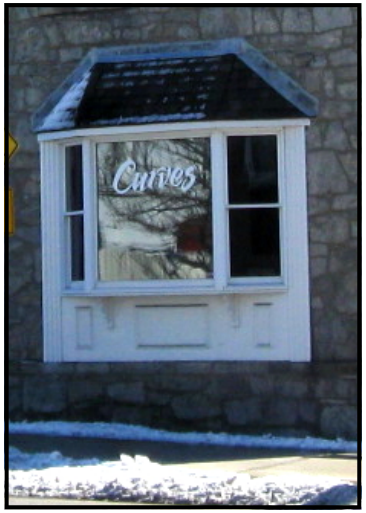
5.3.16.7 Extensions shall not prevent reasonable access to underground utilities.

5.3.16.8 Display window extensions are permitted at the street level or the second story level and shall extend a maximum of 2 feet into the public space (over the sidewalk). Such extensions shall be bay or similar windows that are cantilevered.

5.3.16.9 Display kiosk extensions are free standing structures adjacent to the building used for display of retail products. They shall have a maximum footprint of 10 square feet and a maximum height of ten feet including the roof structure.

5.3.16.10 Street level extensions extend from the ground to at most, the storefront cornice, and shall be designed to maximize pedestrian's view into the interior of the building.

*Example of a display window extension; this bay window extends over the sidewalk by less than two feet.*





*Example of a Street level extension which brought the façade out to the same vertical plane as the adjacent building, but was not designed to respect the character of the building.*

## 5.4. *Roof Design*

5.4.1 Roof forms vary considerably in New London. Attention shall be given to details of the roof and, most importantly the roof cornice, or other architectural features delineating the roof line, to insure they make a significant contribution to the appearance of the building façades on the block as seen from any public vantage point.

5.4.2 Variations in roof lines shall be used to add interest and complement the character of the streetscape.

5.4.3 Roof forms should be varied within a block, and may be varied within a building, incorporating parapets, decorative cornice treatments, belt courses, and window bays.

5.4.4 Mechanical equipment, including metal chimneys, and elevator penthouses on the roof of a building, shall be screened from view from streets; or they should be integrated into the overall design of the building by use of materials, placement, roof shape or form, or other means.

*Examples of rooflines in the Eastern Core Subdistrict. Streetscapes can be more interesting when there is some variation through a block.*

*Additional examples of rooflines; these are from the North/South Subdistrict where there is not as strong of an overall pedestrian oriented streetscape as there is in the Eastern Core Subdistrict. Nonetheless, many buildings maintain the flat roof design, most with a strong cornice line.*

## 5.5. *Windows and Doorways*

5.5.1 Windows shall be inset a minimum of three (3) inches from the exterior wall surface to add visual relief to the wall.

5.5.2 In general, all windows should be taller than they are wide. This is true of windows on the first as well as upper floors.

5.5.3 Windows on top floors shall not be larger than windows on the first floor except in unique situations where the difference in size is masked by other architectural design methods.

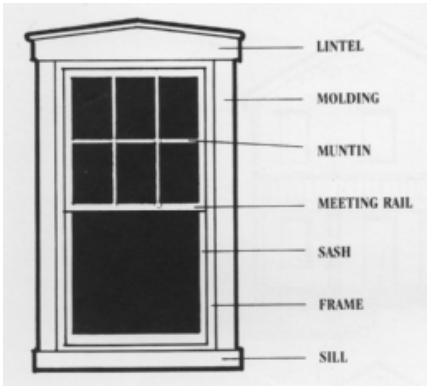
5.5.4 The proportion, general style, and symmetry of the existing window patterns shall be maintained.

5.5.5 The size, shape and scale of new windows shall be in proportion to the openings of neighboring buildings.

5.5.6 The ratio of window area to solid wall for the facade shall also reflect the pattern of neighboring buildings.

5.5.7 Retention of the original windows is preferred. However, quality energy efficient replacement windows, appropriate to the style of the building, are acceptable.

*Examples of windows and doorways that meet the intent of these standards. Note how the spaces are filled with glazing or appropriate architectural detail.*




*The windows at left should be reopened or covered with "fake" windows. A better treatment for the windows above would have been taller windows to avoid the top 8" or so from being blank filler.*

*The storefront below exhibits many of the characteristics discussed in these standards: appropriate windows, doors, lighting, architectural detail, etc.*

5.5.8 Replacement windows shall fill the entire original window opening and include all original window elements.

5.5.9 Frames, sash, muntins, mullions, glazing, sills and other window parts shall be similar to the original windows. (Do not add divided light windows to structures that historically did not have divided light windows.)

5.5.10 Windows, especially at the street level, shall be transparent to maintain pedestrian interest. Do not use reflective, heavily tinted glazing. Windows shall not be blocked with large signage, curtains or other material.

5.5.11 Recessed doorways are preferred, in order to break up the building façade, provide a welcoming space, and provide protection from sun and precipitation. Where a recessed doorway is not used, an awning can have a similar effect. Adequate lighting for the doorway shall be provided at night.

5.5.12 Transoms were originally intended to provide additional light into interior space. They are often of multi-pane design or fitted with stained, leaded or textured glass. Renovations or new construction should include transom windows.

5.5.13 Bulkheads or kickplates are located below display windows and serve as the base for the glass and the display window. Typically they are frame construction and sometimes have raised panels. Retain original bulkhead as a decorative panel as this adds detail to the streetscape. If the original is missing, develop a sympathetic replacement design. The use of original materials (wood, metal, and masonry) is preferred.

5.5.14 Entry designs that are required to comply with ADA should use compliance methods that are most compatible with the architectural character of the building.

*More examples of well designed windows (some replacement, some original) and doorways.*

## 5.6. *Building and Garage Entrances.*

5.6.1. Building and garage entrances shall be sited to minimize the impact of vehicular turning movements on safe and efficient movement of vehicles, pedestrians, and cyclists within vehicular rights-of-way. New curb cuts shall not be located within twenty-five (25) linear feet, measured on center, from nearby vehicular intersections.

5.6.2 Building entrances shall provide direct access to sidewalks to emphasize pedestrian ingress and egress as opposed to accommodating vehicles.

5.6.3 Doorways to upper floors shall be visually separated from street-level shop entries, and doorway location and design should seek to minimize confusion over which doorway belongs to which use.


*The doorways for businesses and residences in these buildings (right and below) are clearly separated and easy to identify. While New London has five garages, none have entries through downtown blocks.*

## 5.7. *Service Areas.*

5.7.1 Service Areas shall be screened from streets and abutting properties to the greatest extent possible through the provision of architectural screening, landscaping, and fencing. Chain link fencing is not acceptable for screening purposes.

5.7.2 Service Areas shall not face an open space or public street directly (unless screened).

5.7.3 Trash receptacles should be located and designed for ease of trash service to the site. Trash receptacles may be located in the garage of buildings or in free-standing trash houses. Trash houses shall be located and architecturally designed to minimize their aesthetic impacts.

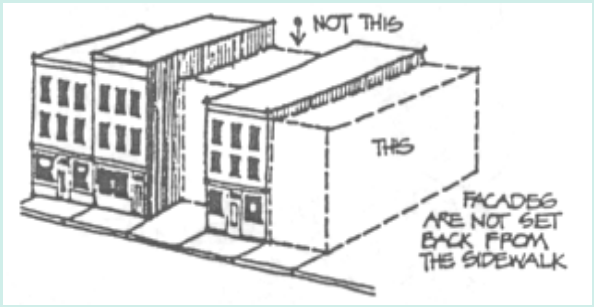

*Trash collection areas in downtown New London can be a challenge. Some properties, such as those pictured to the left, have little choice but to put trash cans out on the sidewalk on collection day. Others properties have better options, although a nicer streetscape would be created if the cans in the photos to the right were screened.*

## *Infill Construction*

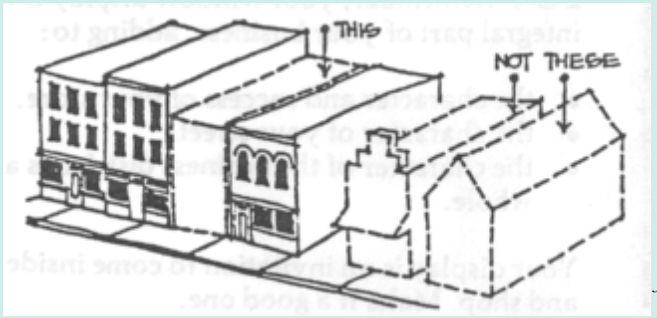
The standards for compliance covered in previous sections all apply to infill construction. The illustrations on this page provide examples of how infill construction can comply with the guiding principles and standards for compliance.

*A poor example of infill construction; the building (arrow) has little relationship to the adjacent buildings. It is too short, uses a different window pattern, an incompatible roof line, an incompatible façade, and leaves a large expanse of unbroken brick wall exposed on the adjacent building.*

*Building placement is important with infill construction; setting an infill building back too far creates awkward spaces that interrupt the building line along the street and can cause interior spaces of the new building to feel dark and disconnected from the activity on the street.*




*A good example of infill construction; the building uses design elements from the adjacent buildings: the stone, cornice detail, and trim color from the building on the right, and the roof line, storefront windows, and sign band from the building on the left.*




*The design of roof lines is also an important consideration for infill construction. It is usually better to maintain the same type of roof form that exists within a block, especially if all existing roofs are the same (such as flat roofs illustrated in the diagram).*

*The photos to the left show two examples of existing roof combinations in New London; while the one to the far left has variations in roof forms, neither are displeasing to the eye.*

*When existing structures are being renovated in the IHZ District, the existing facades and façade elements should be preserved as much as possible. When converting historic structures such as these, care should be taken to deviate as little as possible from the original building design.*

## 5.8 *Additional Standards for Renovation Projects*

5.8.1 Applicants for renovation of existing buildings are encouraged to meet with the New London Historical Commission prior to submitting an IHD application to seek their opinion regarding the historical significance of the buildings, if any, and to seek their advice regarding building elements that may benefit from restoration.

5.8.2 All renovations shall, to the maximum extent feasible, maintain the scale and proportion of the original building elements including roof shape and height, structural framework, cornice, sign band, window size and symmetry, and decorative elements.

5.8.3 The covering or removal of original façade elements (columns, pilasters, fenestration, arches, lintels, decorative elements) is prohibited. Proposals for a façade renovation that uses a particular historical style should utilize accurate elements or materials of that style.

5.8.4. Distinctive architectural features shall be restored, and elements that cover up original details shall be removed. Architectural features that are important to preserve include, but are not limited to: bay windows, transom windows, columns on the façade, the cornice, sign band, and other details including medallions and decorative panels. Architectural features that shall be removed include: siding that covers original brick, metal or wood siding and detail; and shed roofs or false fronts over first floor shop fronts, which may be replaced with awnings or traditional building sign bands.

5.8.5. In the event that commercial development is undertaken within a building originally designed as a residence, or where new commercial infill development occurs where the

neighboring structures are largely composed of buildings originally designed for housing, then residential architectural styles, massing and characteristics shall be retained and employed.

5.8.6. Original copper flashing on roofs and cornices should be restored where feasible.

5.8.7 If original entry is intact, preserve it. If it must be altered, restoring it to the original design should be employed as an option (research historic records).

5.8.8 Preserve or reproduce historically significant doors. Maintain the features important to the character of the historic door, including the door, door frame, threshold, glass panes, paneling, hardware, detailing transoms and flanking side lights.

5.8.9 Maintain the position and function of original primary entrances.

5.8.10 Preserve historic upper-story windows.

5.8.11 Reopen windows that are currently blocked.

5.8.12 Preserve the functional and decorative features of historic windows.

5.8.13 Frames, sash, muntins, mullions, glazing, sills and other window parts shall be maintained and/or repaired if at all possible.

5.8.14 High quality replacement windows, selected to maintain the character of the original windows, are acceptable.


*Downtown New London includes many buildings that are architecturally interesting and are worthy of renovation. These two buildings represent examples of structures that could be renovated within the District.*

## 5.9 *Additional Standards for Building Additions*

5.9.1 New additions shall make clear what is historic and what is not. Additions to historic buildings should not try to duplicate the original but should respect the original size and scale.

5.9.2 Additions shall be compatible with the character of the historic building but should also be distinguishable so that the character of the original is retained.

5.9.3 Additions shall be constructed so that their removal will not harm the historic form or integrity of the building.

5.9.4 The height and width (scale) of an addition shall not exceed that of the historic building.

5.9.5 Maintain the dominant roof shape and pitch of the historic building to increase compatibility.

5.9.6 Building material shall be compatible with those of the historic building. Construct additions in a manner that will minimize the loss of historic material.

5.9.7 Additions shall maintain the proportions and profile of the original building.

5.9.8 Construct additions so that important details of the historic building are not hidden, damaged or destroyed.

5.9.9 Windows and doors in an addition to an historic building shall relate in size, shape, scale and proportion to the original.

5.9.10 Floor-to-floor heights shall conform with the historic building.

5.9.11 An addition to the roof of a building shall be set back from the primary, character-defining façade.

5.9.12 Maintain the alignment of moldings, cornices, and upper-story windows.

5.9.13 Maintain compatibility in scale, texture and material with the original.

5.9.14 Set additions back from the front wall of the existing building.

5.9.15 Average height and width should be determined by surrounding buildings.

*The addition to the New London Library is an example of appropriate use of similar materials and colors yet a different architectural style that reflects features in the older building.*


*Building additions to historic buildings can be a challenge. The photo above shows a successful marriage of the old (to the right in the photo) with the new (to the left); the same type of material was used (stone) but in different size, color, and pattern. The addition in the photo at upper right is somewhat successful, but would have benefited by the use of a similar roofline. The photo at right shows an addition that doesn't work well due to the complete disregard to the original structure. The use of stone material, clapboards with a historically correct narrow reveal, or perhaps a brown color brick, and windows sized appropriately to those in the original structure would have made this addition much less noticeable.*

# 6. Sidewalks

Applicants should consider the pedestrian network in the design of their project. While the provision of and maintenance of sidewalks and other pedestrian facilities is primarily the responsibility of the City, there may be circumstances that result in the requirement for the applicant to provide such facilities to ensure public safety and convenience. In such cases, the following standards shall apply.

6.1 Where a project abuts a street without sidewalks, the proposal shall include construction of a sidewalk that connects to existing sidewalks.

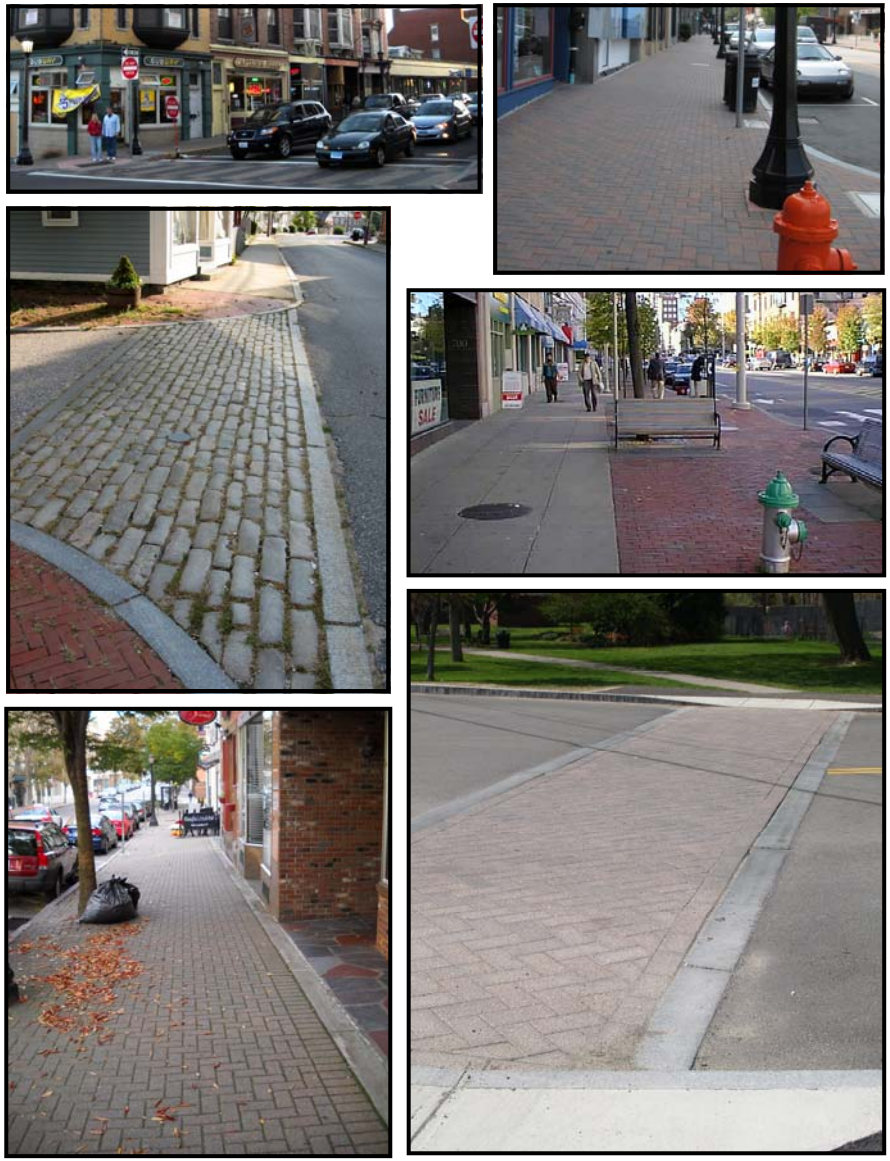
6.2 Where a project abuts a sidewalk that is in disrepair, the proposal shall include improvements to the sidewalk to provide a safe and pleasant pedestrian facility.

6.3 For infill construction of large buildings in the middle of a block, pass-through walkways may be incorporated into the site/building design to provide pedestrian access between streets, or to access parking areas. Pass-through walkways shall include bollards, vertical curbing or other means to prevent access by motorized vehicles.

6.4 Where a project abuts an alley or other existing pass-through walkway, the proposal shall include provisions for any necessary improvements to ensure it is a safe and pleasant environment for pedestrians, including lighting.

6.5 All new sidewalks and pass-through walkways shall be designed and constructed to be accessible to the handicapped in accordance with applicable laws including the Americans with Disabilities Act.

6.6 Sidewalks and pass-through walkways should connect proposed buildings with parking facilities intended as the primary supply to serve the use.

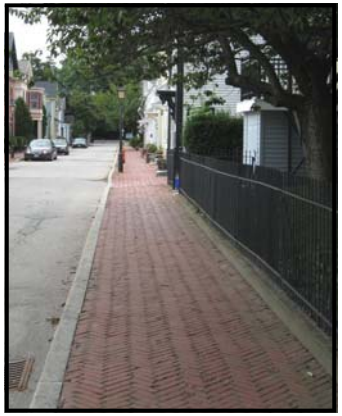


*Sidewalks and crosswalks with alternate building materials enhance the visibility of areas with pedestrian traffic or where pedestrian crossings occur.*

6.7 Applicants should coordinate with the Department of Public Works to ensure that crosswalks in close proximity to a proposed Incentive Housing Development exist and are in good condition. Where crosswalks are needed, or where repair or maintenance is needed, applicants may be required to contribute to the cost of, or to complete the work as part of their approval. Given the variety of locations within the IHZ, this must be determined on a case by case basis.

6.8 Materials for sidewalks and pass-through walkways shall include a mixture of masonry pavers and concrete to provide visual interest and to delineate public areas that may be used for other functions such as outdoor seating areas.

6.9 Sidewalks should include a variety of landscape elements including trees with tree grates, planters, and seasonal plantings. Landscape features such as plazas, sitting areas, and outdoor cafes should be selected to enhance the pedestrian environment.





*Examples of streetscapes and walkways that are pedestrian friendly using various types of materials.*

# 7. Exterior Signs

Signage is a vital component to a pedestrian-friendly, attractive streetscape. Size, lettering, shape and symbols are important elements of a sign. The unique combination of these elements creates a distinctive sign. Placement of signage on structures and within the streetscape also contributes to (or detracts from) the pedestrian environment. The majority of the IHZ Overlay District consists of streets where traffic should be moving slowly (the highest speed limit in the are is 30 mph), therefore large signs geared toward people in fast moving vehicles is unnecessary and inappropriate. Canopies, awnings, and marquees provide secondary locations for signage. They add color and interest to building storefronts and can emphasize display windows and entrances.

Signage in New London's Incentive Housing Zone Overlay District is subject to the provisions of Section 615 of the Zoning Regulations and the Sign Design Guidelines. The following supplemental standards apply to all Incentive Housing Development projects, and do not relieve the applicant of the required compliance with the Zoning regulations or Sign Design Guidelines.

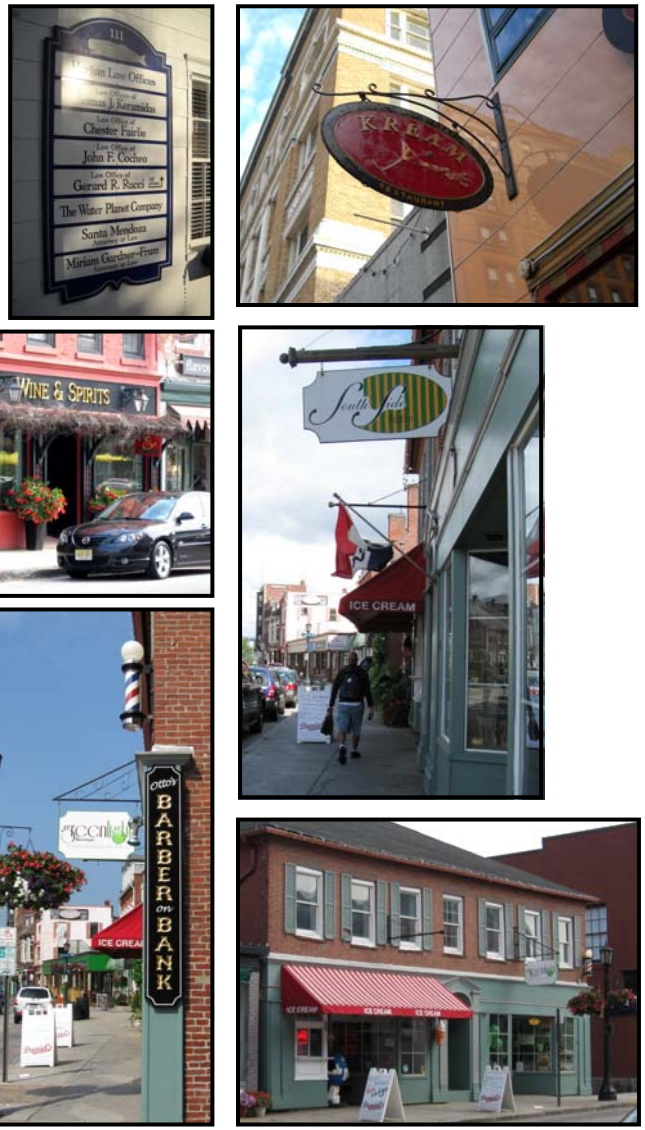
7.1 A sign shall be in scale with its architecture, appropriately placed and well-designed.

7.2 Avoid visual clutter. Too many small signs or signs that are too large or not well placed will actually reduce the effectiveness of the signage.

7.3 The overall design of the building and other nearby signs shall be considered together. Well designed signs combined with pleasant building facades, clean sidewalks and good lighting attract people to businesses.

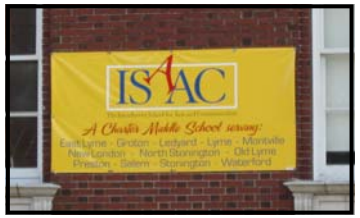
7.4 Important architectural details should not be concealed by awnings, canopies or marquees.

7.5 Canvas and fire-resistant acrylic are preferred awning materials. The use of vinyl or plastic as awning materials is discouraged.



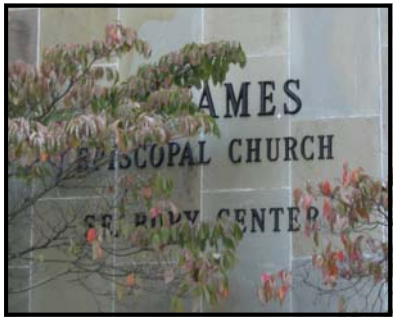

*Signage that compliments the architectural features of the buildings upon which they are located.*











*More examples of signs in New London. Of note, the sign in the photo at upper left shows a tasteful way to advertise available office space, while the sign in the photo at upper right would not comply with the standards—it is not constructed out of permanent signage material and the colors and placement of the sign conflict with the architectural character of the building*

# 8. Lighting

Lighting is an important component of the overall streetscape, as well as being an important factor in public safety. While much of the lighting in the IHZ Overlay District is provided by fixtures in the public domain (streetlamps), lighting provided by property owners to illuminate their businesses, landscaping, or signage plays a role in the general ambience of the area.

## 8.1 *General Standards*

8.1.1 Location and design of lighting systems shall complement the subject property, site amenities and site elements.

8.1.2 The purpose of lighting downtown building sites is to provide a level of illumination for safety, security and visual appeal in concert with existing street lighting.

8.1.3 Lighting shall be at a level to encourage pedestrian activity after sunset, without adding glare or lighting off-site areas.

8.1.4 Unique building or landscape features can be highlighted if the lighting does not create glare or distraction.

8.1.5 Uplighting is permitted to light a primary entrance, when the lighting fixture is wall-mounted under an architectural element (e.g., roofs over entries or overhanging, opaque eaves) so this uplight is captured.

8.1.6 Light poles and lighting fixtures shall be dark in color to reduce light reflectivity, and shall be proportionate to the buildings and spaces they are illuminating.

8.1.7 All light fixtures shall emit a steady and constant light and shall not emit a flashing or irregular light, unless specifically required by Federal, State, or municipal authorities.

8.1.8 Lighting should be provided for sidewalks and pass-through walkways that link buildings with public spaces and parking areas.

8.1.9 All outdoor light fixtures utilizing metal halide lamps shall be shielded and filtered. Filtering using quartz glass does not meet this requirement.

8.1.10 Parking lot light fixtures shall be focused and directed on the parking area and related walkways. (See also Section 10, Off-Street Parking.)

## 8.2 *Prohibited Light Sources*:

8.2.1 Mercury vapor, low pressure sodium and quartz lamps. For the purposes of these Design Standards, quartz lamps shall not be considered an incandescent light source.

8.2.2 Laser source light. The use of laser source light or any similar high-intensity light for outdoor advertising, when projected above the horizontal, is prohibited.

8.2.3 Searchlights. The operation of searchlights for advertising purposes is prohibited.

8.2.4 Cobra head light fixtures are prohibited.

8.2.5 Blinking, flashing, moving, revolving, scintillating, flickering, changing intensity and changing color lights are prohibited except for temporary holiday displays, lighting for public safety or traffic control, or lighting required by the FAA for air traffic control and warning purposes.

*Good lighting helps to create a lively streetscape during evening hours.*

*Samples of lighting and light fixtures appropriate for New London's downtown.*





# 9. Stormwater Management

Stormwater management in redeveloping areas such as New London's downtown should be geared primarily toward improving the quality of the stormwater runoff leaving the site. Discharge is expected to be to the existing municipal storm drain system. The following standards apply to Incentive Housing Development projects that involve the construction of new buildings, regardless of the presence of an existing building. They shall not apply to projects involving renovation of existing buildings.

9.1 Stormwater management systems shall be designed and maintained to manage runoff from paved areas in order to prevent flooding, control peak discharges where required (see 9.4), maximize retention where possible, and maximize stormwater treatment.

9.2 Stormwater management systems shall be designed by a professional engineer licensed in the State of Connecticut.

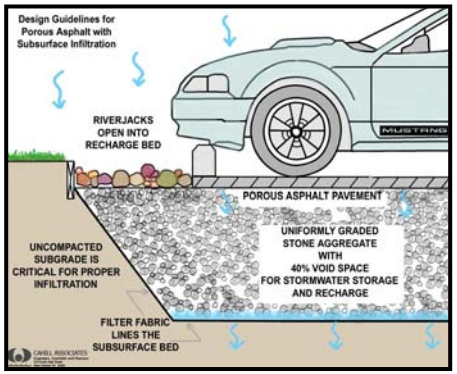
9.3 Stormwater runoff shall not cross any sidewalk or public street.

9.4 Stormwater management systems on sites within 500 feet of the Thames River shall be designed to retain and treat the first one inch of rainfall unless it can be demonstrated that specific site constraints prevent meeting this goal, in which case the system shall maximize retention and treatment to the extent technically feasible.

9.5 Stormwater management systems shall incorporate "Best Management Practices" (BMP) and Low Impact Development (LID) strategies. BMP/LID means and methods should be carefully integrated within the site design with a goal of decentralizing stormwater management systems to the greatest extent practical. The specific goal of the BMP/LID measures should be to achieve the highest level of water quality for all stormwater runoff.

9.6 Stormwater management systems should include elements such as infiltration chambers, landscaped swales, vegetated rain-gardens, infiltration trenches, dry-wells, permeable pavements and other runoff controlling features that in combination serve to achieve BMP/LID goals.

9.7 A stormwater management plan shall be submitted in accordance with the provisions of Section 614.C.20 of the Zoning Regulations.




*Rather than channeling rainwater into structural catch basins and pipes, bioretention cells can be designed into parking areas to improve the quality of stormwater runoff.*

*The use of permeable pavers will improve groundwater recharge and water quality.*

*Images courtesy of the Metropolitan Area Planning Council (MAPC).*

# 10. Off-Street Parking

The intent of these parking standards is to encourage a balance between pedestrian-oriented development and necessary car parking. It is recognized that most parcels within the IHZ Overlay District are too small to realistically provide significant amounts of parking, and that the majority of parking demand will be satisfied with public parking in surface lots, garages, and on-street. The following standards apply to those Incentive Housing Development projects that will include on-site parking.

## 10.1 *General Provisions*

10.1.1 The design of parking areas shall provide a safe pedestrian environment, encourage vehicular and pedestrian connection to adjacent parking areas, and minimize curb cuts.

10.1.2 Parking areas are considered an integral part of the site plan and must coordinate with pedestrian walks leading to the building's entrances and to public sidewalks.

10.1.3 Pedestrians shall have clear access to businesses via sidewalk or walkway, not through or around parking areas.

10.1.4 Consider the use of brick, pavers, concrete, concrete aggregates or patterned concrete instead of asphalt, especially in areas adjacent to the street. The use of permeable pavement is encouraged to allow the infiltration of stormwater.

10.1.5 The portion of access drives extending from the street edge to the property line shall be concrete with granite curbing.

10.1.6 Parking areas shall not be designed in a manner that forces vehicles to back out directly into a public street.

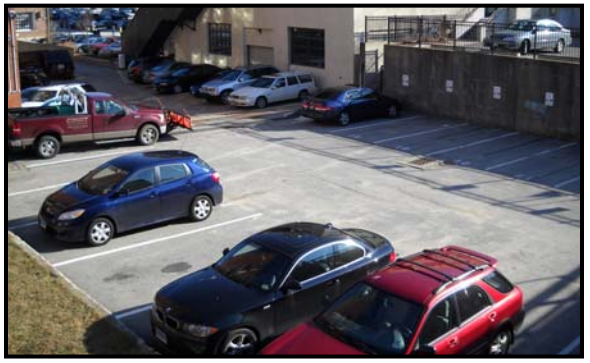
10.1.7 All parking spaces, directional arrows, stop bars, fire lanes, and loading areas shall be clearly marked with paint and maintained in good condition. Alternative marking methods such as flush curbs shall be utilized for non-standard pavement markings.

10.1.8 Fire lanes shall be provided and marked as required by the Fire Department. No parking is permitted in fire lanes.

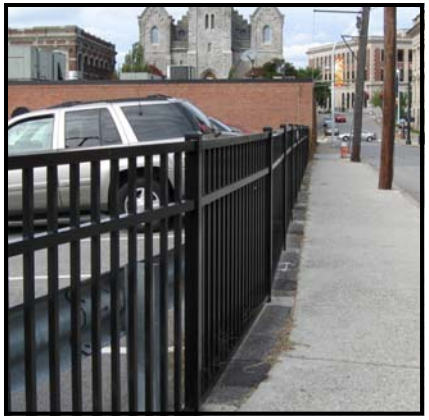
## 10.2 *Surface Parking Lots*

10.2.1 Parking shall be located at the rear or sides of buildings.

10.2.2 Off-street parking lots shall be set back a minimum of 3 feet from any property line.



*This parking is internal to a block.*



*Examples of screening of surface parking lot using landscaping or fencing.*

10.2.3 Buffer adjacent properties through the use of perimeter plantings, fences, low walls or hedges. Screening shall be at least 3 feet high.

10.2.4 Parking areas shall be made more attractive by reducing their visual impact by adding landscape features to provide shade and seasonal interest, both along the perimeter and within the parking area. These landscaping areas shall be a minimum of 3 feet wide along the perimeter and a minimum of 100 square feet or 10 square feet per parking space, whichever is greater, for interior landscape islands.

10.2.5 The perimeter landscape area shall include a minimum of one tree of at least 3 inches caliper and 6 feet in height at time of planting for every 50 feet of perimeter of the parking lot. These trees may be planted in groupings to enhance the parking lot.

10.2.6 Where a parking area abuts a residential zoning district, it shall be screened from view of the residential district by a buffer consisting of landscaping, a berm, an opaque wall or fence, or similar method, and shall be high enough to screen automobile headlights.

10.2.7 Perimeter and island landscape areas should utilize Low Impact Development techniques which include placing the landscaping bed lower than the surface of the parking lot, and including breaks in the curbing to channel stormwater runoff into the landscape bed.

10.2.8 Parking spaces in a parking lot shall have minimum dimensions of 8.5 feet x 18 feet.

10.2.9 Parallel parking spaces shall have minimum dimensions of 8 feet x 22 feet.

10.2.10 Compact car spaces may be provided to a maximum of 25% of all non-parallel parking spaces. The minimum stall size for compact cars is 8 feet x 16 feet and signage and pavement markings shall be installed identifying compact car spaces.

10.2.11 Aisle width in parking lots shall be a minimum of 13 feet for one-way 45 degree angle parking, 16 feet for one-way 60 degree parking, or 24 feet for two-way 90 degree parking.

10.2.12 Accessible parking spaces shall be provided in compliance with all applicable regulations, including the 2005 State Building Code. Each space shall be a minimum of 15 feet wide including 5 feet of crosshatch for cars, and 16 feet wide including 8 feet of crosshatch for vans.

10.2.13 Accessible parking spaces shall be located in the closest area of the parking lot to the nearest entrance of the building, via an accessible route.

## 10.3 *Parking Garages.*

Special design provisions should be undertaken to conceal parking that is contained within buildings and create exterior architectural envelopes and site enhancements to avoid the appearance of large scale, undifferentiated surfaces or volumes. The goal is to disguise the automobile uses that are contained within the structures.

10.3.1 Whenever possible, parking garages shall be located within the interior of the block to minimize visibility from public streets.

10.3.2 Design shall match the proportions of neighboring buildings.

10.3.3 The façade of parking structures visible from any public vantage point shall be consistent with abutting buildings

and shall comply with the provisions of Section 5, Standards of Compliance, as applicable.

10.3.4 Parking structures shall be located underground or behind buildings where feasible.

10.3.5 To the extent consistent with feasible development, garage design shall provide uses along street frontages for uses other than parking, and conceal parking below grade or behind those uses.

10.3.6 When ground level parking is visible from the public way (street or sidewalk), it shall be screened with landscaping. One technique to help reduce the visibility of ground level parking is to put one half level below grade.

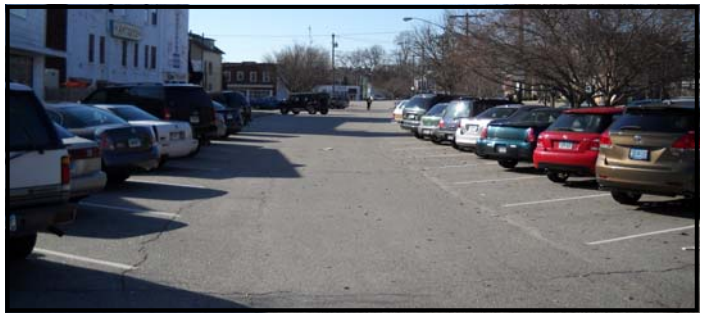
10.3.7 Blank walls on parking garages are not permitted.

10.3.8 Vehicular entries should be clearly marked with architectural details and signage and shall be of minimum width necessary for vehicular access and egress (i.e. avoid wide cavernous entries).

10.3.9 Signage and light sources internal to the parking structure shall not be overtly visible from outside the parking structure. Lighting, particularly on parking decks, shall not illuminate or produce glare on adjacent properties.

10.3.10 Trellises, screens or other architectural features shall be used to partially cover and conceal ventilation openings into parking levels, but must be designed to not impede air flow.

*Public parking garages in New London; above, garages; below, surface lots.*




*Consideration should also be made to helping patrons locate parking facilities.*

*An example of how a building was renovated to include one or more levels of structured parking.*

# 11. Landscaping

*Clockwise from upper left: an example of a street tree grate; large containers for plantings; use of appropriately sized containers along the Bank Street sidewalk; an example of landscaping in a limited space; and a multi-purpose planting bed.*

Landscaping within the Incentive Housing Zone is currently minimal, given the history of the area's use. In the early days of the city many of the streets were lined with large trees, but that era is long since past and contemporary landscaping is by necessity primarily in the form of container plantings. These standards are intended to help create a pedestrian friendly environment throughout the IHZ Overlay District while recognizing the limitations of planting in an urban environment.

11.1 Planters, hanging baskets, trees and low shrubs shall be planned with relationship to the sidewalk and recognition of pedestrian use. Views of historic buildings, open vistas and water views shall not be interrupted by over-sized landscape elements.

11.2 Maintenance of urban character is important. While green spaces break up the monotony of pavement and hard surfaces, they shall be designed to enhance, not interfere with the urban character of the street.

11.3 Plan landscaping that is relatively easy to maintain. Use of native plants and trees that will survive the hazards of the urban environment, providing eye-appeal is encouraged.

11.4 Fencing shall be of low height and, where visible, ornamental in appearance (no chain link or stockade fencing).

11.5 Preserve existing trees on the site to the extent feasible.

11.6 Landscaping improvements may include street furniture such as artwork, fences, stone walls, fountains, benches, tables, and trash cans for public use.

11.7 All plantings shall be native species. Invasive plant species are prohibited. In addition, plants located near streets, driveways or parking lots must be salt-tolerant.

11.8 Planting selections should vary from block to block to in-



crease overall resistance to disease and infestation (consider nearby plantings in selecting plants).

11.9 Street trees shall be installed in metal grates at least 16 square feet in area to allow for infiltration of rain water.

11.10 Street trees shall be a minimum of 3" caliper measured at breast level.

11.11 Proper planting techniques shall be used to minimize plant mortality and maximize the health of trees and other plantings.

11.12 Where feasible, the practice of continuous trench planting should be incorporated.

11.13 To minimize water consumption, the use of low water vegetative ground cover is encouraged instead of turf.




*Top row: some streets continue to have large trees, providing shade as well as visual diversity in the streetscape. Middle row: much of the landscaping in the Eastern Core Subdistrict is by necessity container plantings. Bottom row, from left to right: the recently completely Parade park at night; plants are seen in unexpected places, adding visual interest; the Hygienic Garden provides a much needed park area in the middle of the activity on Bank Street; an example of a fence that would fit nicely with New London's historic building materials.*