



UNION SQUARE NEIGHBORHOOD - HOUSING

1.0 Identification and Analysis of Existing Conditions



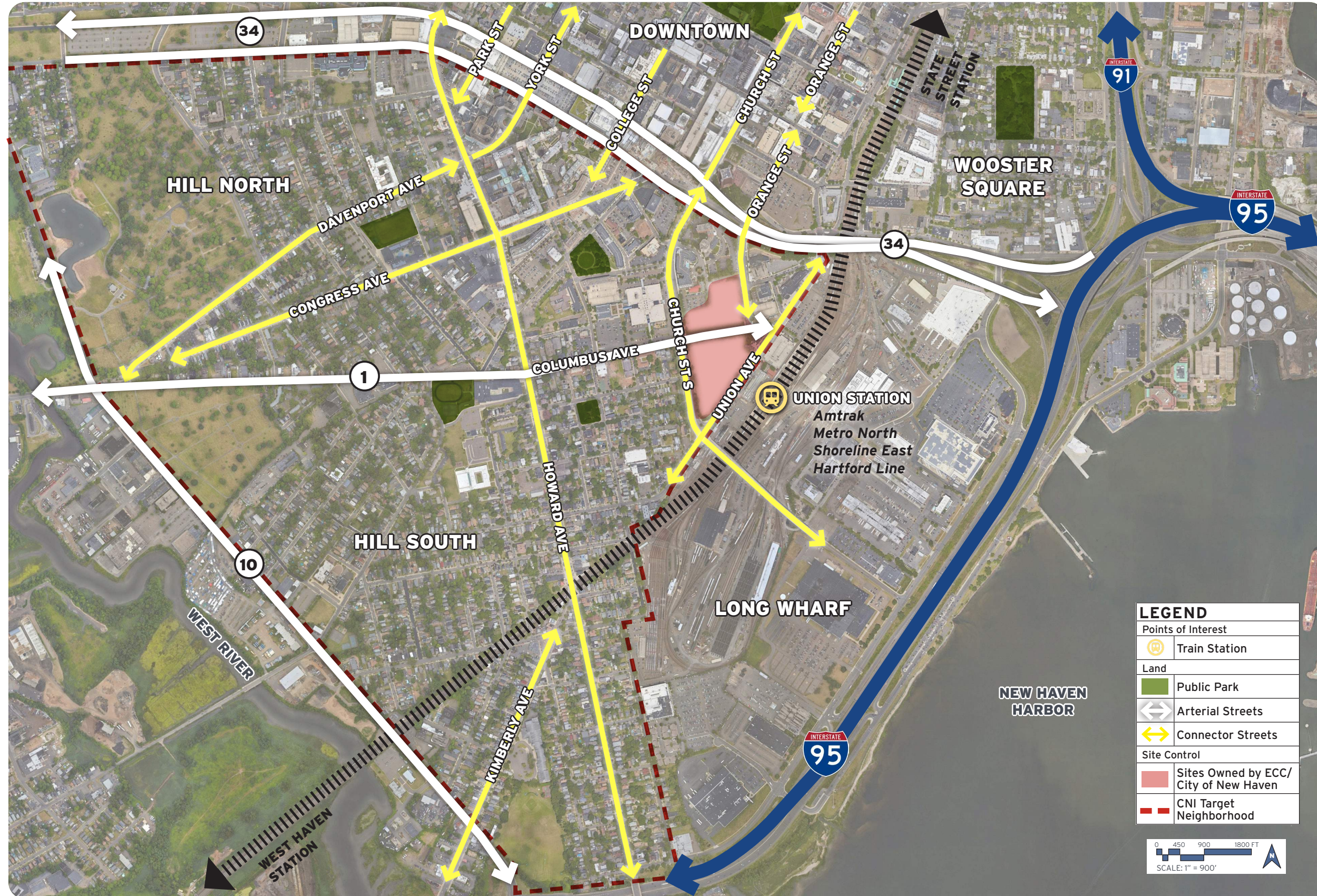
UNION SQUARE NEIGHBORHOOD - HOUSING

1.2 Contextual and Land Use Analysis

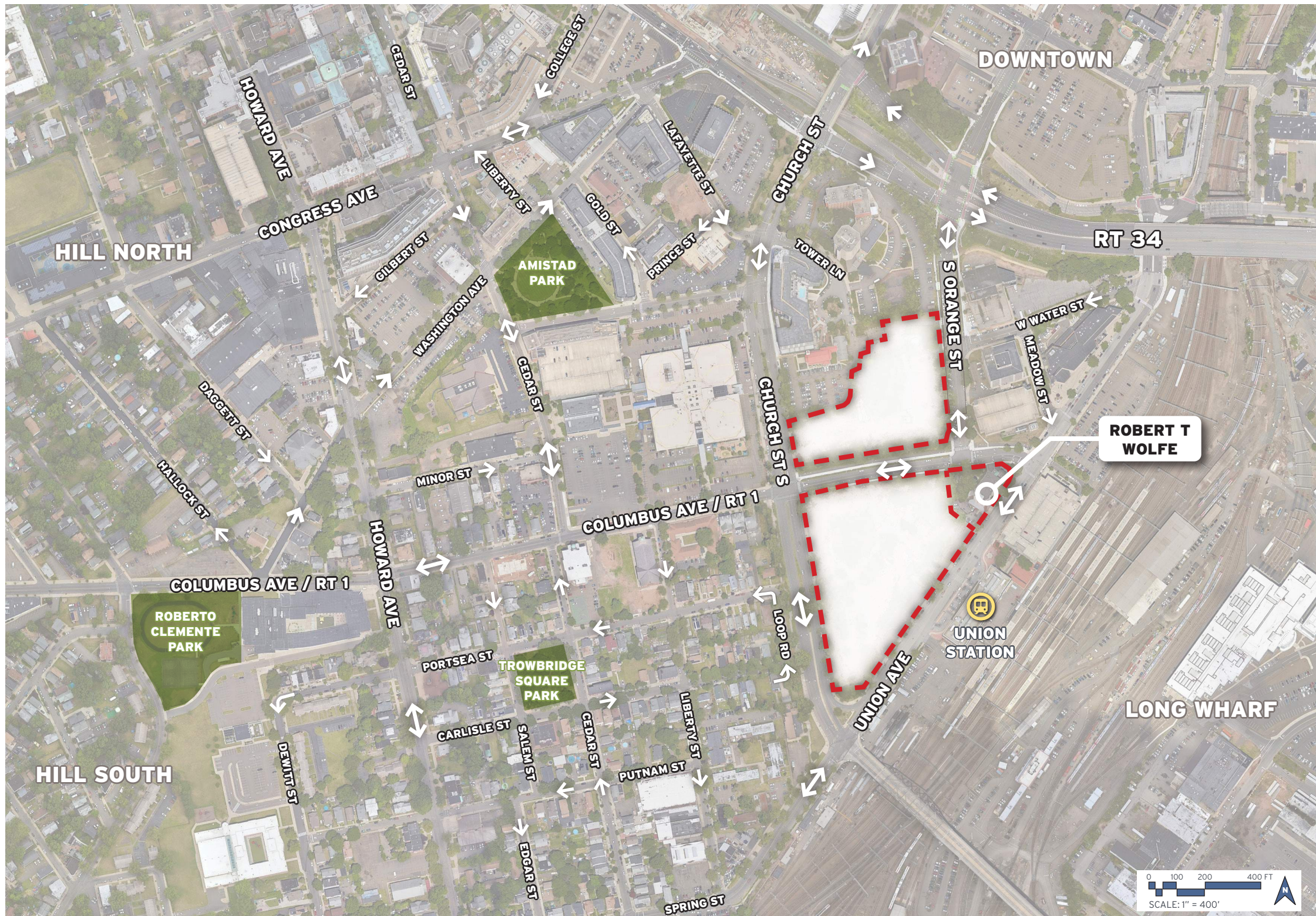
1.4 Existing Condition Analysis






Context: Target Neighborhood



Target Site & Surrounding Neighborhood





Legend	
Points of Interest	
	Train Station
Land	
	Public Park
Site Control	
	Sites Owned by ECC/City of New Haven

The Union Square Target Project Robert T. Wolfe Apartments, which is an 8-story, 93-unit public housing building. Adjacent to the Robert T. Wolfe site, Elm City Communities has acquired the sites of the former Church Street South Apartments. These properties, combined with the Robert T. Wolfe property, will be referred to as the "Target Site."

The Target Site is located across the street from Union Station, New Haven's primary train station. The Hill Neighborhood lies to the west of the site and is comprised of primarily low-density single and multifamily housing. Office buildings, a church, and higher density housing border the site to the north.

Target Site & Surrounding Neighborhood: Figure Ground

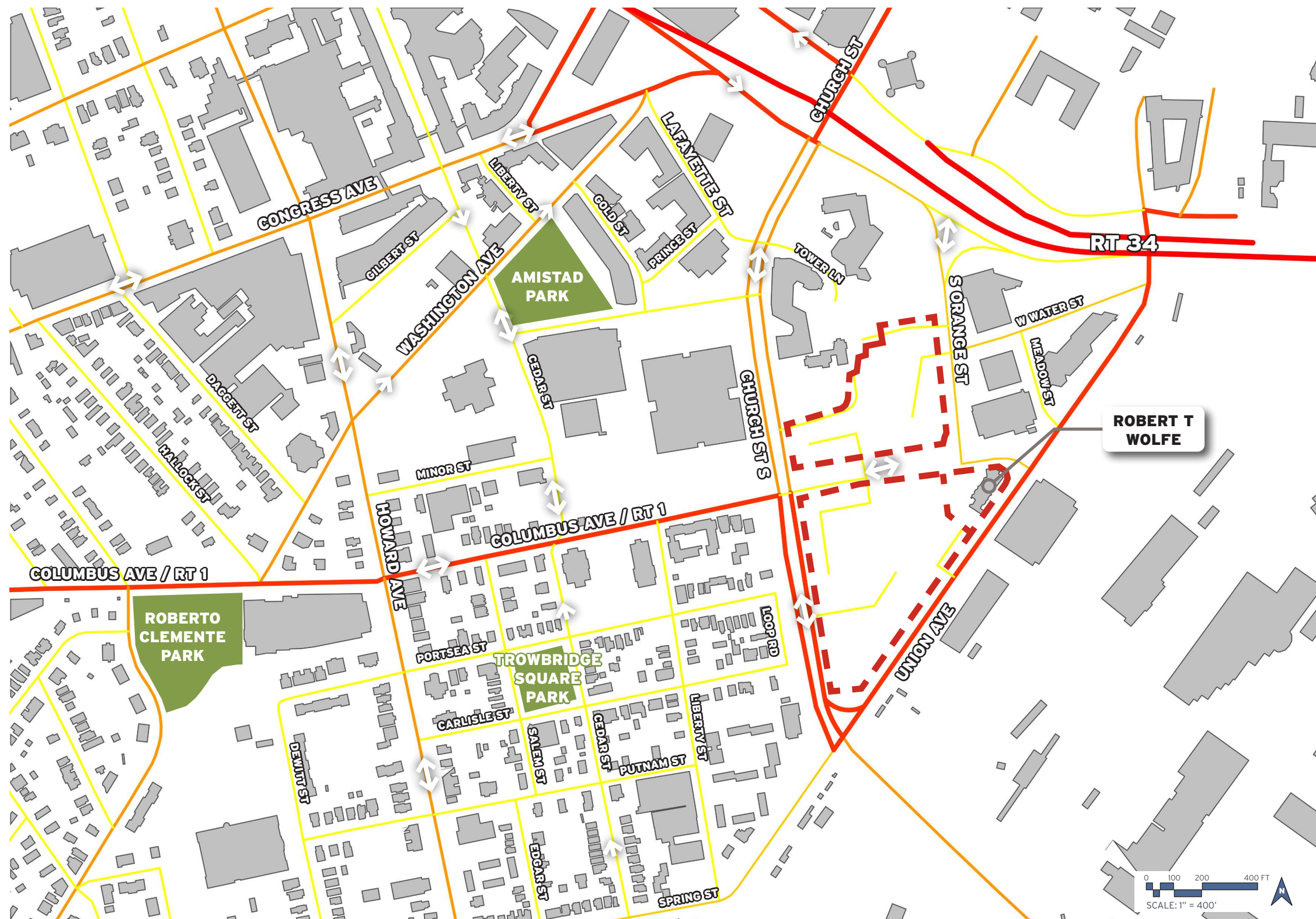


Legend	
Site Control	
	Sites Owned by ECC/City of New Haven
	Building Footprints

Takeaways

- The Site bridges between the low-density housing in the Hill Neighborhood and the higher density housing and office buildings to the north.
- Buildings in the area are not oriented to the street and many are surrounded by parking lots. The buildings do not hold a consistent street wall, making the pedestrian experience unpleasant.
- The Route 34 Connector separates the Union Square Target Neighborhood from Downtown New Haven. There are pedestrian crossings, but the wide-open nature of the connector creates an unsafe-feeling environment for pedestrians.

Target Site & Surrounding Neighborhood: Vehicular Circulation

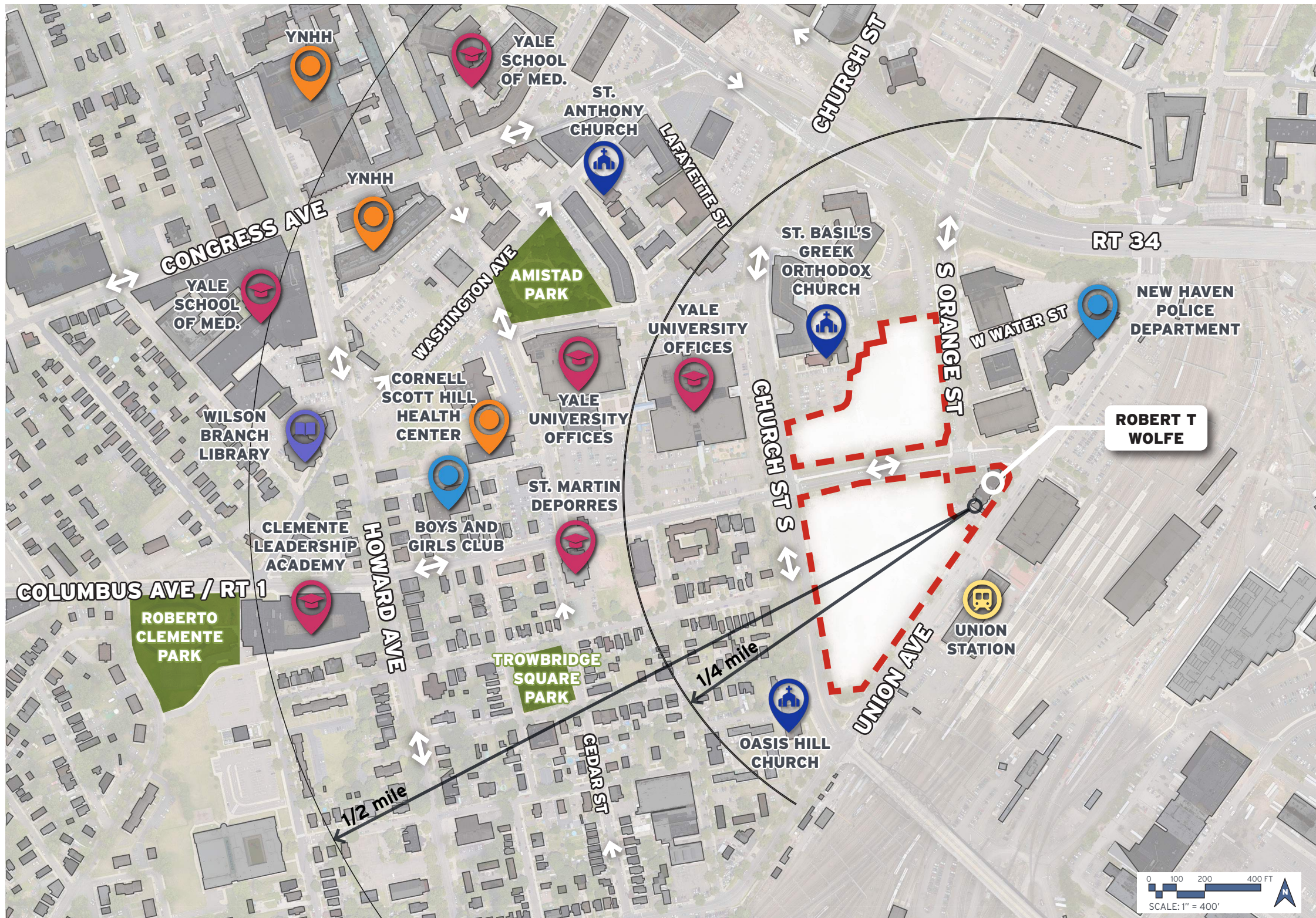


Legend	
Road Type	
	Principal Arterial
	Minor Arterial
	Major Collector
	Local
Land	
	Public Park
Site Control	
	Sites Owned by ECC/City of New Haven

Takeaways

- The Site is surrounded by two large and busy roads: Church Street South and Union Avenue
- Church Street serves as a connector between Union Station and Downtown New Haven
- Columbus Avenue/Route 1 is the primary connecting street between the Target Site and the Hill Neighborhood

Target Site & Surrounding Neighborhood: Community Assets

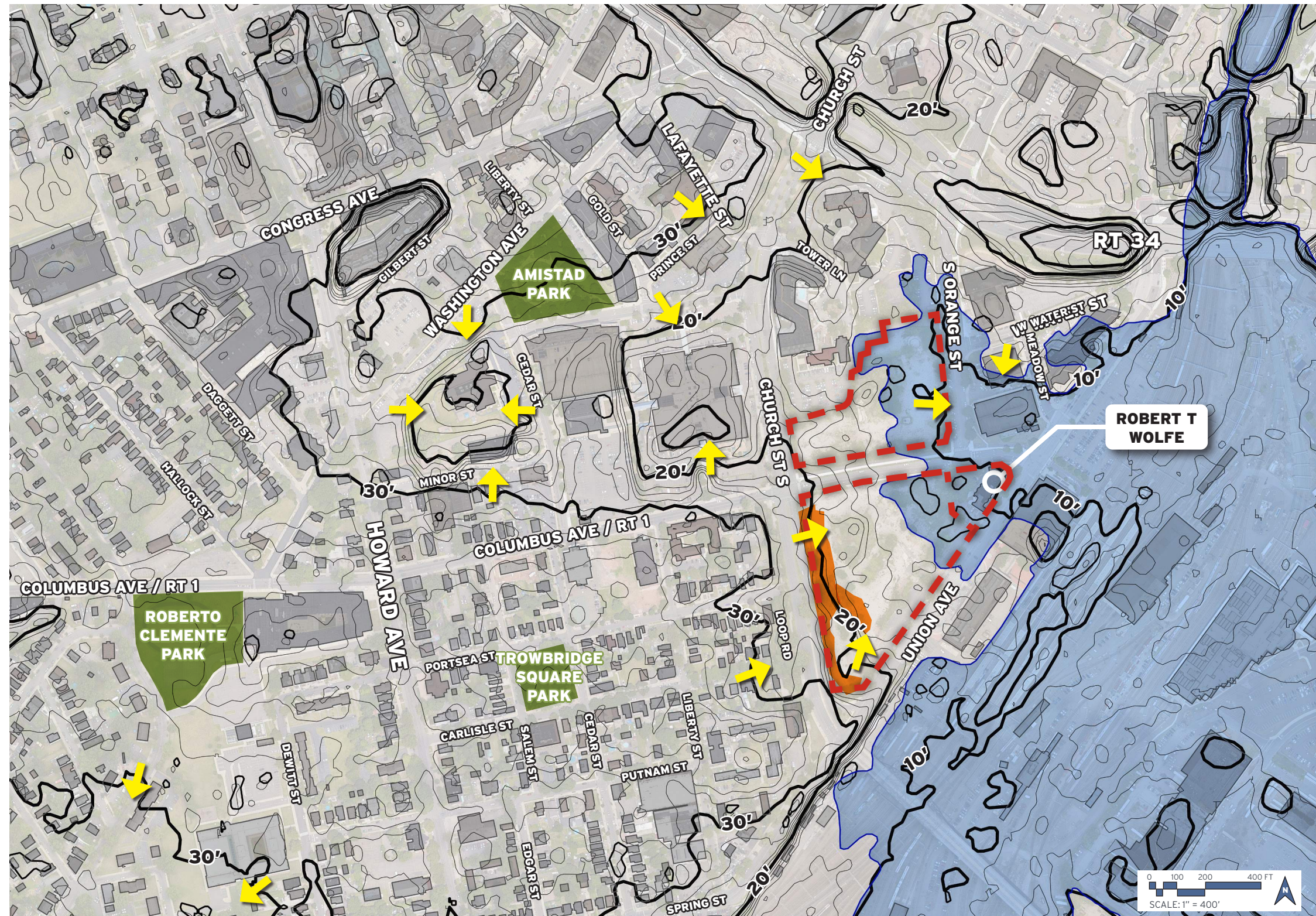


Legend	
Points of Interest	
	Education
	Healthcare
	Community Building
	Library
	Place of Worship
	Train Station
Land	
	Public Park
Site Control	
	Sites Owned by ECC/City of New Haven

Takeaways

- The Target Site is within 0.5 miles of many community assets, including healthcare facilities, a library, parks, the Boys and Girls Club, and New Haven's major train station, Union Station

Target Site & Surrounding Neighborhood: Topography and Flooding



Scale: 1" = 400'

Legend	
Site Control	
	Sites Owned by ECC/City of New Haven
Topography/FEMA	
	2' Contours
	10' Contours
	100 Year FEMA Flood Plain
	Downward Slope
	9%-11% Slope

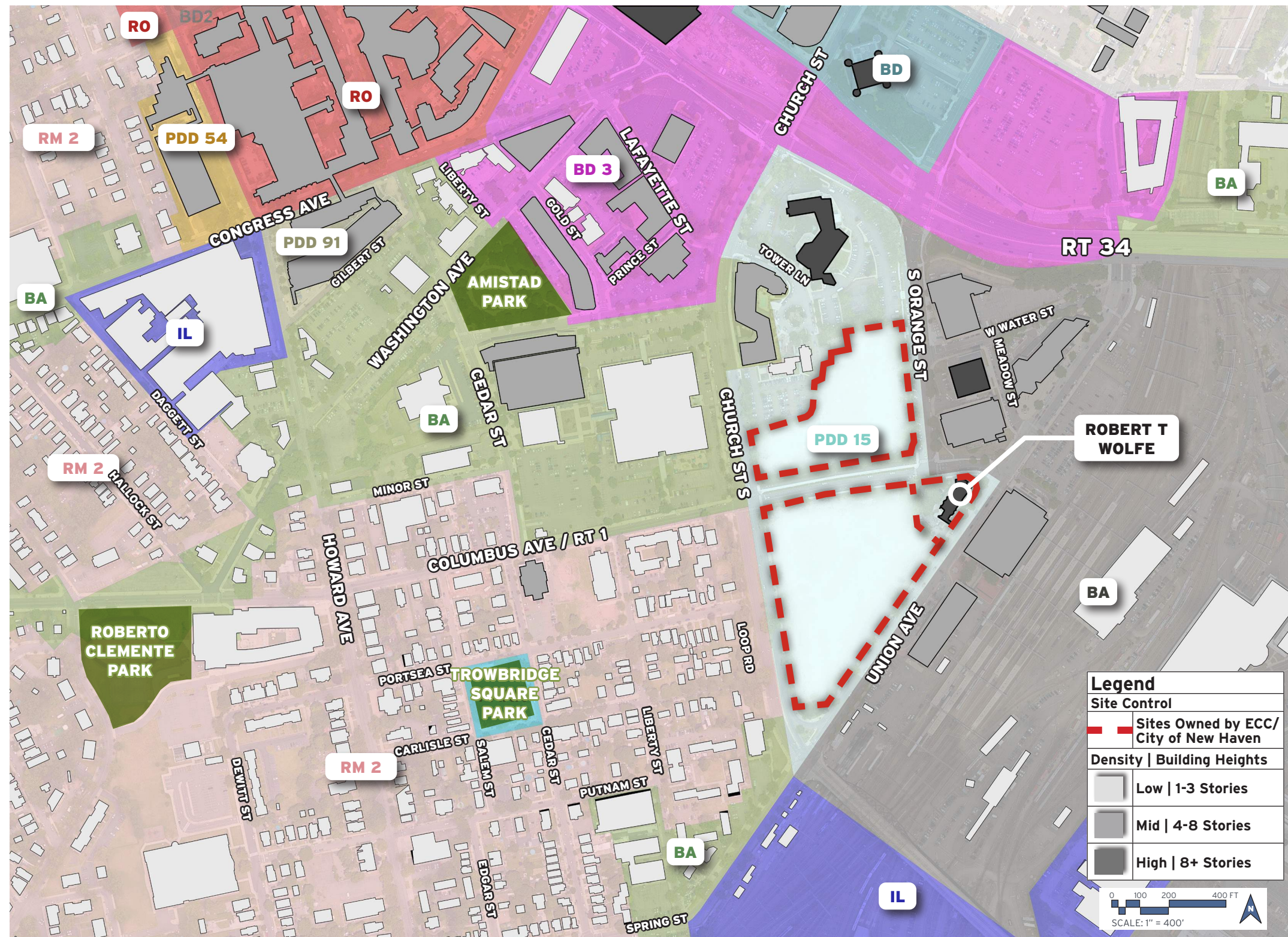
Takeaways

- A significant portion of the Site is in the 100 Year Flood Plain

From New Haven's National Disaster Resiliency Competition Plan:

- Limited Capacity - Downtown and the Hill flow to a choke point on Union Ave
- Storm Intensity - Increased precipitation volumes and intensity overwhelm drainage system
- Storm Surge - Severely flood low lying areas and erode shoreline compromising near shore infrastructure
- Sea Level Rise - Compounds an already limited drainage system

Target Site & Surrounding Neighborhood: Zoning & Height



PDD 15 - Planned Development District 15

Allowed Uses:	Maximum Height Allowed:
Single Family Housing	200+'
Multifamily Housing	
Parks & Playgrounds	Parking:
Religious Institutions	.75 space/du
Libraries & Museums	
Schools	
Healthcare Clinics	
Professional Offices	
Ground Level Retail	

RM 2 - Residential High-Middle Density

Allowed Uses:	Maximum Height Allowed:
Single Family Housing	4 stories or 45'
Multifamily Housing	
Parks & Playgrounds	Parking:
Religious Institutions	1 space/du
Libraries & Museums	
Schools	
Healthcare Clinics	

RO - Residence Office

Allows the same uses as RM-2 with the addition of Professional Offices

BA - General Business

Function: to provide central concentrations of convenience goods and services and locations for small businesses to operate outside the downtown area

BD - Central Business

Comprises the main downtown section of New Haven. Provides a variety of uses for a citywide and regional function - shopping, business, banks, offices, theaters, hotels, civic buildings

BD 3 - Central Business/Mixed-Use

Multi-story mid and high rise buildings in the urban core with a mixture of uses.

BE - Wholesale and Distribution



Wholesaling, warehousing, transportation, and processing for city and regional retail trade

Transit Oriented Community Zone

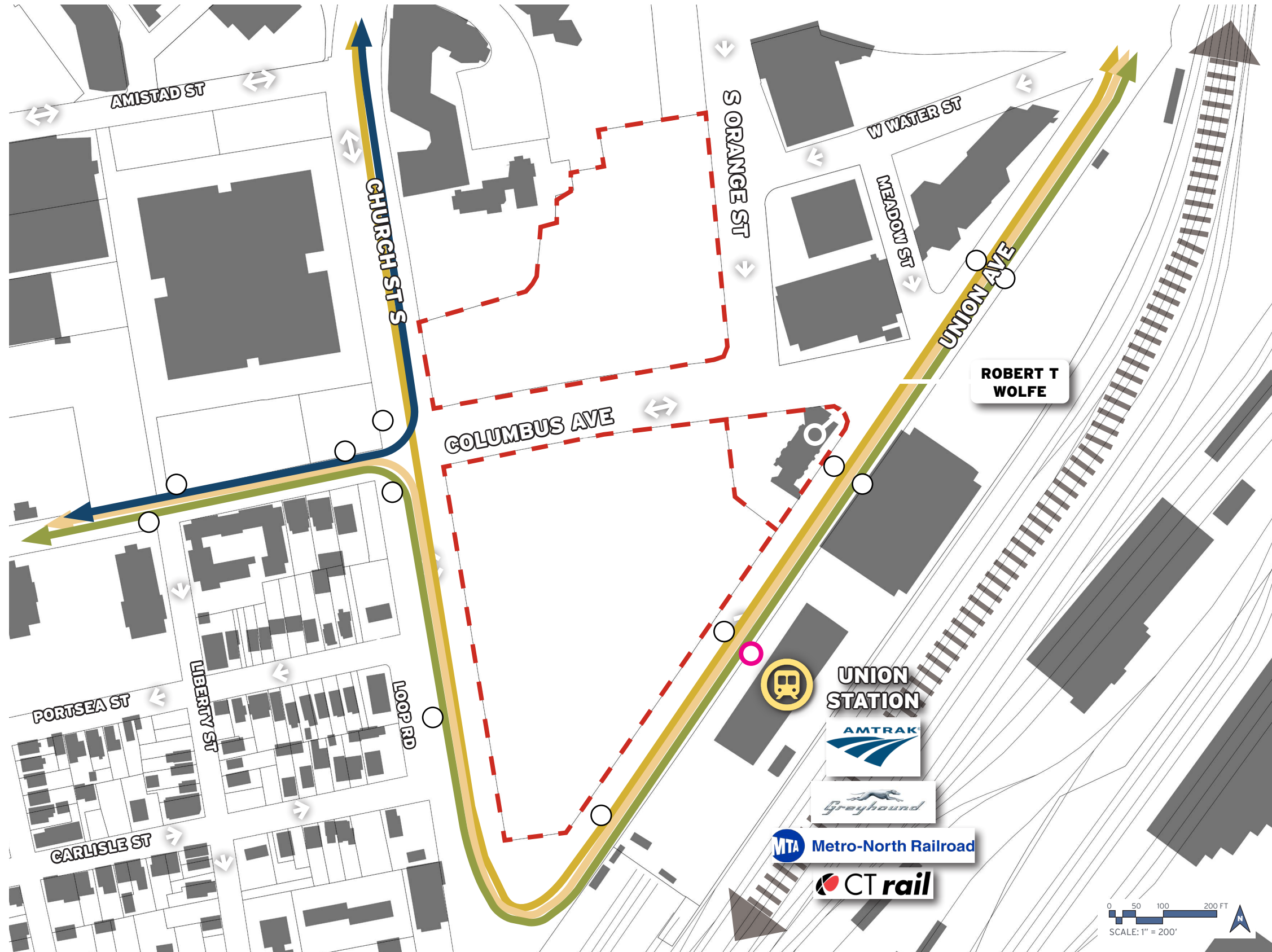
Increases FAR to 10, allowing for taller, denser mixed use development around Union Station

Target Site



Legend	
Points of Interest	
	Train Station
Site Control	
	Sites Owned by ECC/City of New Haven

Target Site: Transportation Access

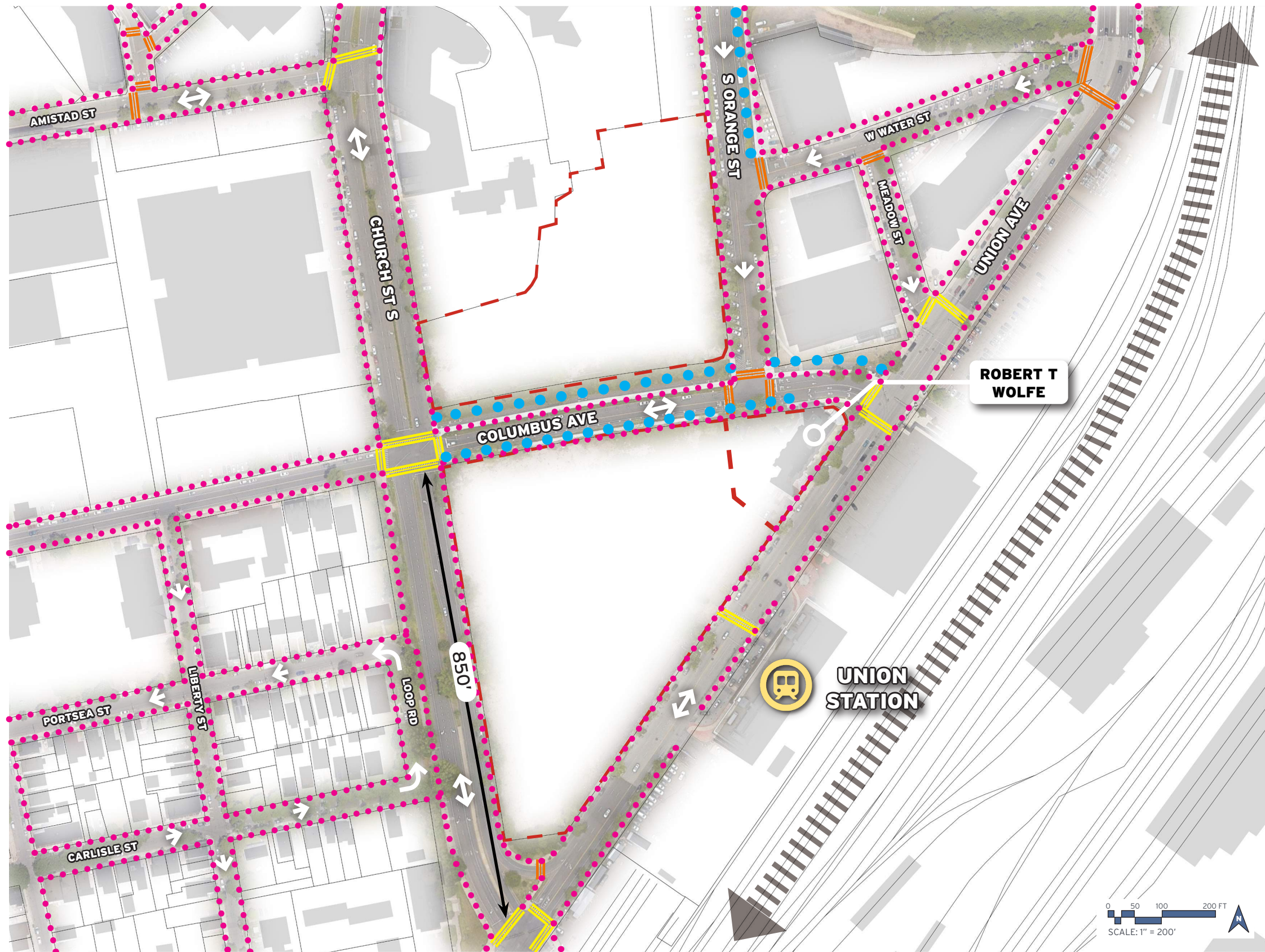


Legend	
Points of Interest	
	Train Station
	Bus Stop
	Bus Shelter
	Union Ave Bus Line
	Connector Downtown Loop Bus Line
	Kimberly Ave Bus Line
	Washington Ave Bus Route
Site Control	
	Sites Owned by ECC/City of New Haven

Takeaways

- The Site is well served by public and private transit. Four New Haven CT Transit bus lines directly pass the Site and there are numerous bus stops.
- Union Station offers additional transportation options with Amtrak, Metro-North, CT Rail, and Greyhound
- There is only one bus shelter near the site, all other bus stops are a simple post

Target Site: Pedestrian and Cyclist Mobility

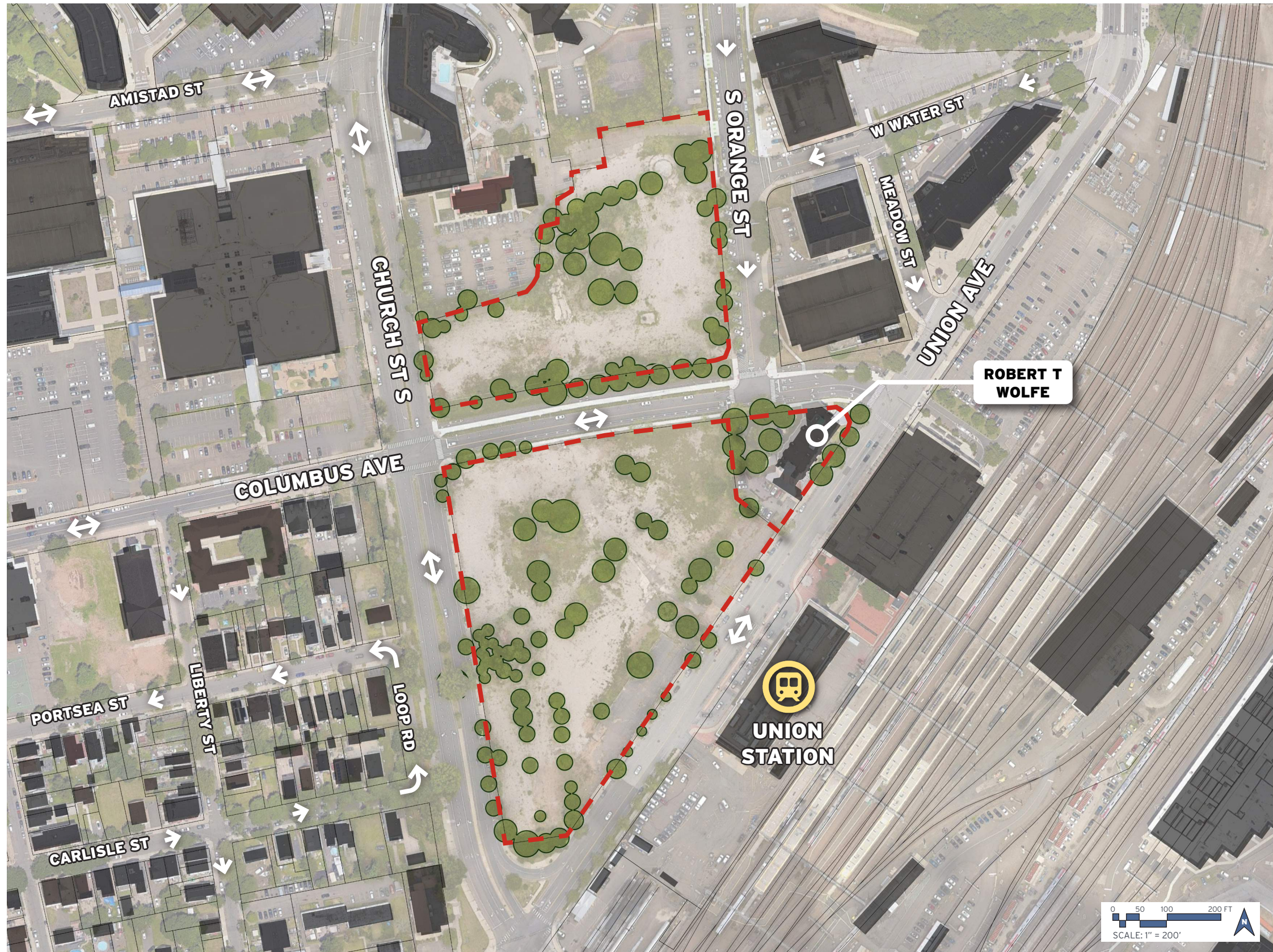





Legend	
Points of Interest	
	Train Station
	Sidewalk
	Bike Lane
	Signalised Pedestrian Crossing
	Unsignalized Pedestrian Crossing
Site Control	
	Sites Owned by ECC/City of New Haven

Takeaways

- There are minimal crossings on Church Street South. The distance between the crossing at Union Ave and the crossing at Columbus Ave is approximately 850'
- The bike lanes on Columbus Avenue are excellent, the cycling experience would be improved if they could be connected to the new bike lane on South Orange Street or the bike lanes farther north (off-map) on Church Street

Target Site: Existing Tree Cover

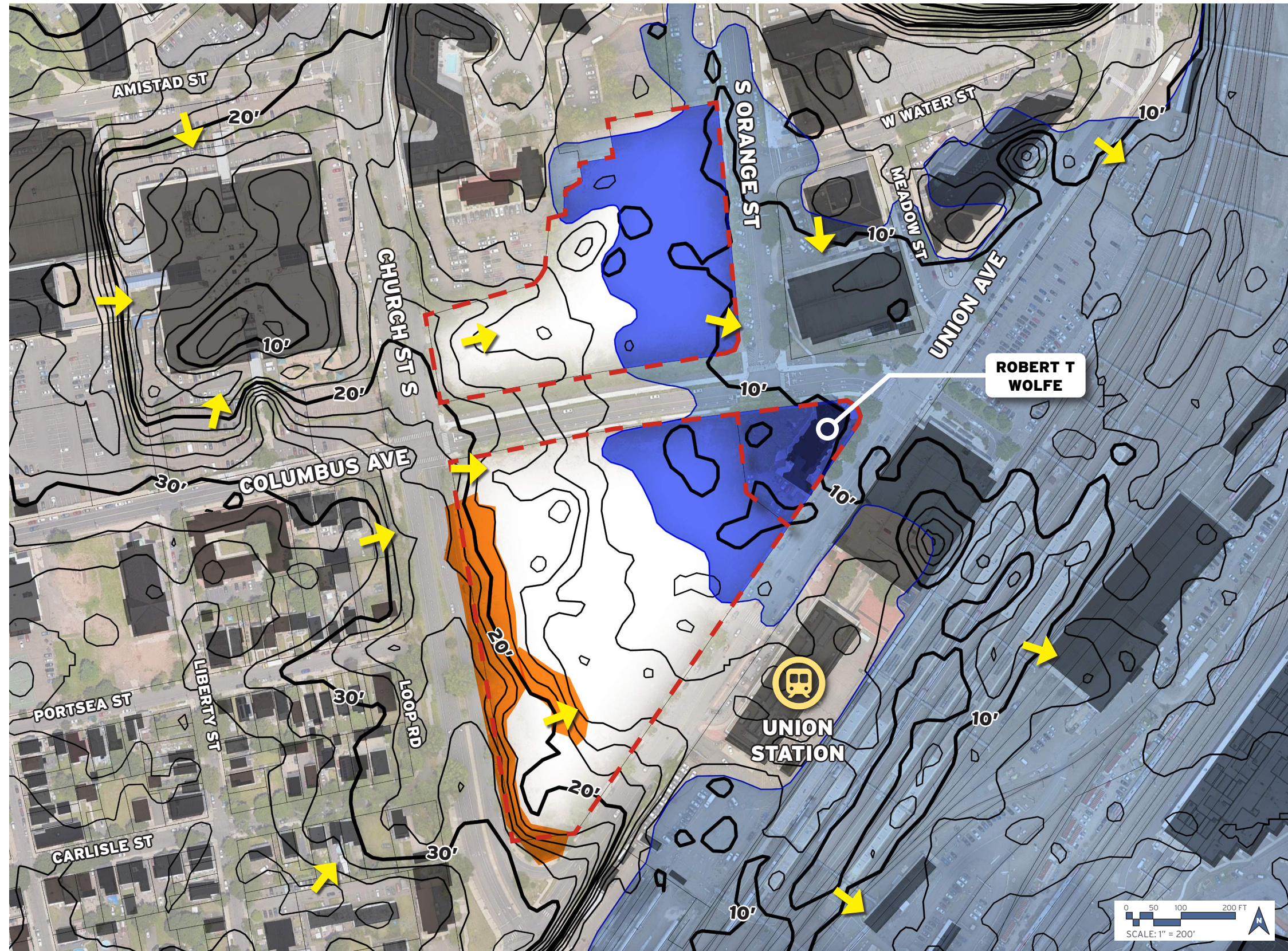


Legend	
Points of Interest	
	Train Station
Site Control	
	Sites Owned by ECC/City of New Haven
Landscape	
	Site Trees

Takeaways

- Tree locations are estimates based on aerial imagery, this graphic is not a tree survey
- TGP recommends a tree survey be conducted to assess the health of trees on the former Church Street South site to see if any can be preserved

Target Site: Topography and Flooding



Legend	
Site Control	
	Sites Owned by ECC/City of New Haven
Topography/FEMA	
	2' Contours
	10' Contours
	100 Year FEMA Flood Plain
	Portion of Site in 100-Year Flood Plain
	Downward Slope
	9%-11% Slope

Takeaways

Combined Site Area:
497,159 SF
11.4 Acres

Site Area Within the 100-Year Floodplain:
190,063 SF
4.4 Acres

% Site Area Within the 100-Year Floodplain:
38.22%

UNION SQUARE NEIGHBORHOOD - HOUSING

1.3 Previous Plans and Application Review and Analysis



2010 ADD Inc Masterplan



ADD Inc ARCHITECTURE + DESIGN



PARCEL D AS RESIDENTIAL BUILDING
CHURCH STREET MASTER PLAN NEW HAVEN, CT
07.20.2010



ADD Inc ARCHITECTURE + DESIGN

PHASE 1						PHASE 2																																																																																																																																																																																																													
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RETAIL SF	10,467	23,361	8,095	10,406	50,319	10,000	5,492	4,385	19,877																																																																																																																																																																																																										
ACTUAL PARKING	33	38	21	19	111	19	19	15	53																																																																																																																																																																																																										
TOTAL SF	190,563	191,269	138,795	206,997	727,624	271,003	176,142	143,185	590,330																																																																																																																																																																																																										
PARKING SF	43,200	21,600	23,000	35,000	122,800	87,000	17,125	35,000	139,125																																																																																																																																																																																																										
GARAGE PARKING	133	130	77	134	474	272	98	114	684																																																																																																																																																																																																										
SURFACE RES. PARKING	15	12	0	0	27	0	10	0	37																																																																																																																																																																																																										
RETAIL STREET PARKING	32	24	24	15	95	19	20	15	54																																																																																																																																																																																																										
TOTAL RESIDENTIAL SF	775,364																																																																																																																																																																																																																		
PROGRAM RESIDENTIAL SF	520,000																																																																																																																																																																																																																		
TOTAL UNITS	790																																																																																																																																																																																																																		
PROGRAM UNITS/1000 SF	842																																																																																																																																																																																																																		
TOTAL OFFICE SF	174,003																																																																																																																																																																																																																		
PROGRAM OFFICE	357,500																																																																																																																																																																																																																		
TOTAL RETAIL	70,196																																																																																																																																																																																																																		
PROGRAM RETAIL	45,000																																																																																																																																																																																																																		
TOTAL SF	1,281,488																																																																																																																																																																																																																		
TOTAL PROGRAM SF	2,529,442																																																																																																																																																																																																																		
TOTAL PARKING SF	261,925																																																																																																																																																																																																																		
PROGRAM PARKING	383,400																																																																																																																																																																																																																		
TOTAL GARAGE PARKING	919																																																																																																																																																																																																																		
TOTAL SURFACE RES. PARKING	37																																																																																																																																																																																																																		
TOTAL RETAIL STREET PARKING	149																																																																																																																																																																																																																		

PARCEL D AS RESIDENTIAL BUILDING
CHURCH STREET MASTER PLAN NEW HAVEN, CT
07.20.2010

Owner/Developer: Northland Investment Corporation
Designer: ADD Inc. (Now Stantec)

- Vehicular access provided through the site via a boulevard with a linear park in between lanes of traffic
- Columbus Ave (Rt 1) connected to Union Ave
- Parking: on street parallel and perpendicular parking provided. Structured parking provided on all blocks
- Tallest building is **10 stories**
- **790** Residential Units 775,364 SF
- Retail space provided on all blocks 70,196 SF
- Office space on block O2 174,003 SF



1.0 Identification and Analysis of Existing Conditions

UNION SQUARE NEIGHBORHOOD CNI
NEW HAVEN, CT

2010 ADD Inc Masterplan - Added Office Option



PARCEL D AS OFFICE BUILDING
CHURCH STREET MASTER PLAN NEW HAVEN, CT
07.20.2010

PHASE 1					PHASE 2				
LEVEL	B	C	O1	E	O2	A	F	PHASE TOTAL	
LEVEL 9									
LEVEL 8									
LEVEL 7									
LEVEL 6									
LEVEL 5									
LEVEL 4									
LEVEL 3									
LEVEL 2									
LEVEL 1									
BASEMENT									
TOTAL SF	190,563	191,263	141,095	271,500	271,003	176,142	143,185	784,421	
PARKING SF	43,200	21,600	60,000	35,000	87,000	17,125	35,000	298,925	

PARCEL D AS OFFICE BUILDING
CHURCH STREET MASTER PLAN NEW HAVEN, CT
07.20.2010

Owner/Developer: Northland Investment Corporation
Designer: ADD Inc. (Now Stantec)

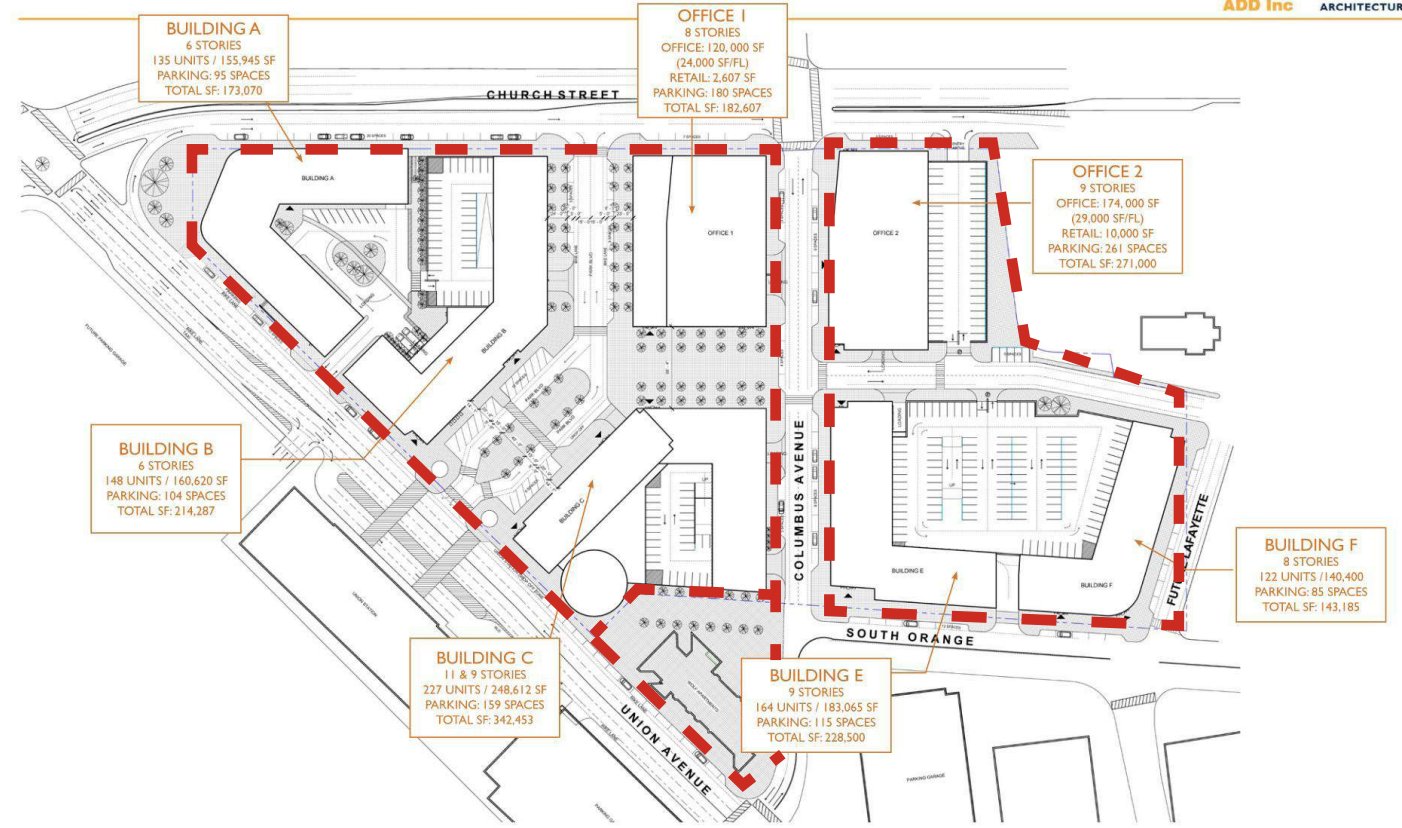
- Vehicular access provided through the site via a boulevard with a linear park in between lanes of traffic
- Columbus Ave (Rt 1) connected to Union Ave
- Parking: on street parallel and perpendicular parking provided. Structured parking provided on all blocks
- Tallest building is **13 stories**
- **791** Residential Units 773,167 SF
- Retail space provided on all blocks 70,196 SF
- Office space on blocks O1 & O2 299,003 SF

2010 ADD Inc Masterplan - Refinements

ADD Inc ARCHITECTURE + DESIGN



ADD Inc ARCHITECTURE + DESIGN



CHURCH STREET SOUTH
Illustrated Site Plan
January 11, 2012



OPTION 2 SITE PLAN
HALF BLVD. CONNECT TO CHURCH

Owner/Developer: Northland Investment Corporation
Designer: ADD Inc. (Now Stantec)

2011 (?) Refinement:

- Green spine is reduced, no longer exists at northern extension of central vehicular access path
- 796 Units
- 294,000 Office SF

2012 Refinement:

- Green spine is reduced, no longer exists at northern extension of central vehicular access path
- Added park and community space on South Orange Street
- Boulevard treated as a Woonerf



1.0 Identification and Analysis of Existing Conditions

UNION SQUARE NEIGHBORHOOD CNI
NEW HAVEN, CT

Findings

- A strong market for market rate rentals exists in Downtown New Haven that the Northland Transit-Oriented Development is poised to serve as it contributes to the Downtown's ongoing renaissance.
 - The primary target market consists of young professionals and Yale Medical residents, while empty-nesters represent a growing secondary opportunity.
 - Northland may expect absorption of approximately 200 units per year in Phase I of its development program if its unit mix and pricing are strategically aligned to these audiences. HR&A recommends a unit mix consisting of approximately 69% 1 & 2 bedroom apartments, with initial pricing that is 10-15% lower than that at comparable Downtown properties.
- There is a substantial retail gap in the surrounding area of \$100 million that the Northland site's 50,000 SF of convenience-oriented retail can address. HR&A recommends that a small grocery store (approximately 15k SF) anchor the retail component, supported by dining options consisting primarily of quick service eating places.
- Low market velocity in the commercial market suggests development will require coordination with regional institutional leaders, a modest first phase, and program flexibility to position the site for future growth.

Residential Programming

Unit Mix

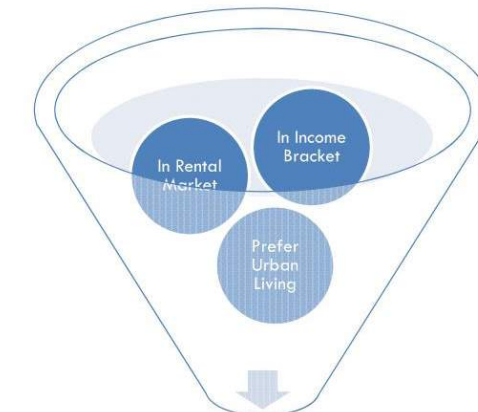
- Both Downtown / Medical District and residential catchment area demographic trends favor young professionals and empty nesters, while the population of children and middle-aged adults is declining.
 - 1 bedroom and 2 bedroom formats are poised to succeed in this market.
 - 3 bedrooms have had the most sluggish absorption at 360 State Street.
- Based upon the foregoing demographic analysis and projected demand by age group, the following unit mix for the 700 market rate units is suggested:

Bedroom Size	Recommended Number	Percent of Market Units
Studio	125	18%
1 Bedroom	235	34%
2 Bedroom	245	35%
3 Bedroom	95	14%
Total	700	100%

Source: HR&A, Market Intelligence

Residential Demand Forecast

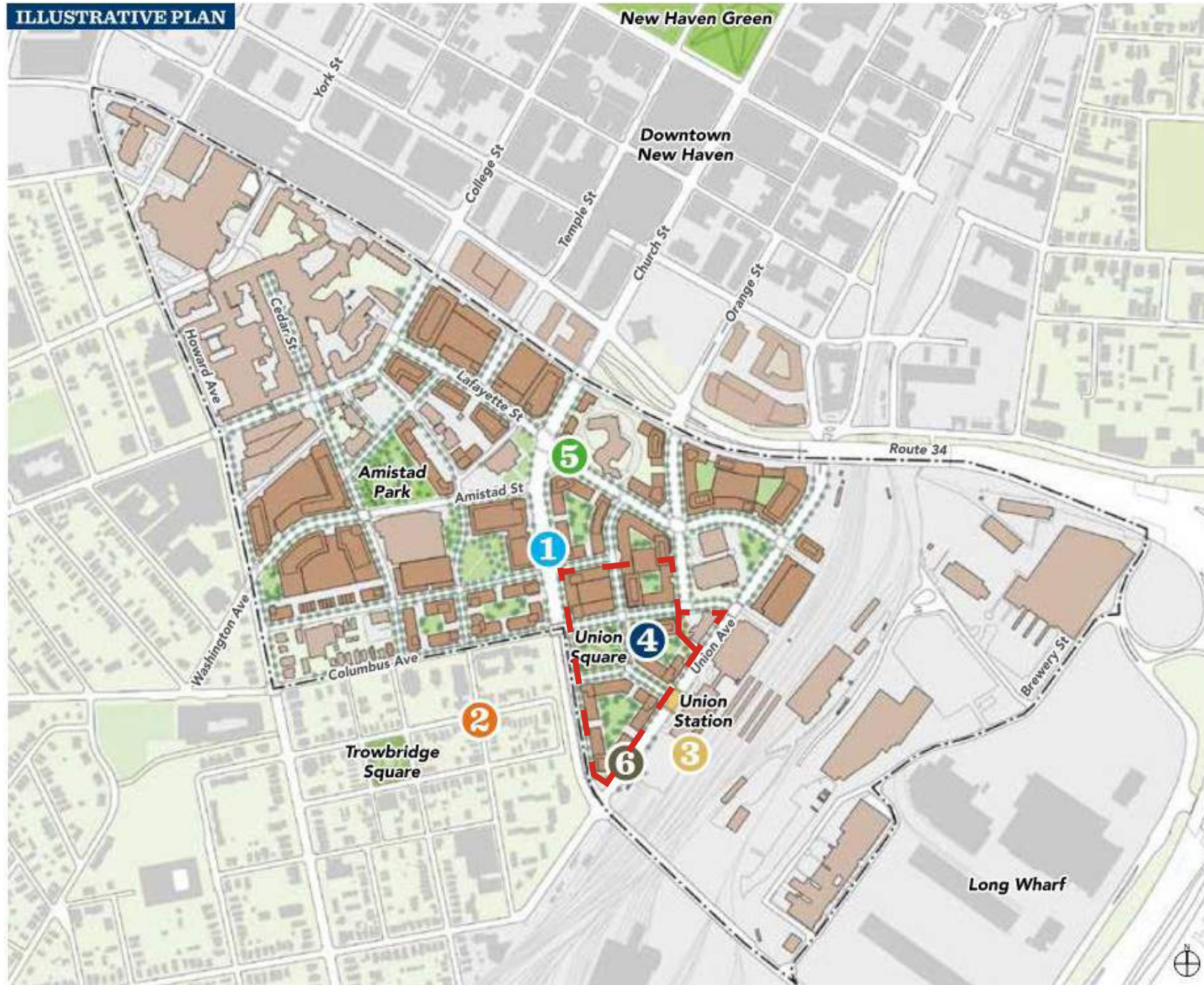
Summary of Demand for Market Rate Units at Union Station TOD



1,395 Households In Market for Similar Housing

- Assuming a 15% capture rate, HR&A estimates absorption of approximately 200 market rate units annually & 1050 units over five years.
- 350 Phase 1 market rate units could reach full occupancy within 2 years.
- Given the location's proximity to Downtown, the Medical District, and Union Station, absorption may be higher.

2012-2013 Hill to Downtown Plan



SIX KEY INITIATIVES

- 1 Establish Church Street as the Center of a Walkable, Mixed-Use District**
 The Community Plan establishes Church Street as an active, pedestrian-oriented roadway defined by new housing, open space, retail, research and institutional uses.
- 2 Invest in Existing Neighborhoods (Columbus, Howard, Trowbridge)**
 The Community Plan promotes strengthened connections between Hill-to-Downtown and Trowbridge Square. A significant reuse opportunity exists at the Sacred Heart Church campus on Columbus Avenue, with several infill opportunities on Cedar Street and Howard Avenue. Funding should be established for these targeted investments that will strengthen the existing neighborhood.
- 3 Connect Union Station to Church Street**
 The Community Plan seeks to reestablish a historic connection between Union Station and Downtown by creating a new pedestrian/vehicular corridor extending from the front doors of Union Station directly to Church Street.
- 4 Redevelop the Church Street South Residential Complex**
 The Community Plan shows a potential scenario for how this critical area of the district could be redeveloped as a new mixed-income residential community including retail, restaurants and a new destination open space at the doorstep of downtown.
- 5 Build a New Lafayette Street**
 The Community Plan establishes a New Lafayette Street, enhancing access, assisting with traffic demand management, and opening up significant development opportunities on key parcels of land along Route 34. The new street builds on the plan for New Orange and Temple Streets that is part of the Downtown Crossing initiative.
- 6 Strengthen Union Avenue**
 The Community Plan proposes roadway improvements for Union Avenue, making it a "complete street"—one that balances the needs of autos, pedestrians, and cyclists and anticipates future development next to and across from Union Station.

Owner/Developer/Client: City of New Haven

Support Agencies: HUD, CT Department of Economic Development, CT Department of Transportation

Consultants: Goody Clancy, CDM Smith, Language Link, MJB Consulting, Nelson\Nygaard, Newman Architects, Ninigret Partners, Reese Fayde Associates, Serena Neal Sanjurjo, Svigals + Partners, W-ZHA, Zimmerman/Volk Associates

The Hill-to-Downtown Community Plan is the result of a 12-month collaborative effort between community stakeholders and the City of New Haven to understand the challenges and opportunities facing this key city district.

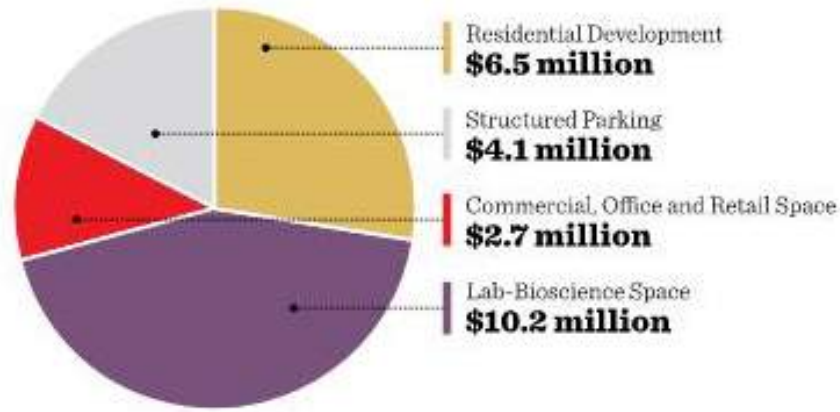


1.0 Identification and Analysis of Existing Conditions

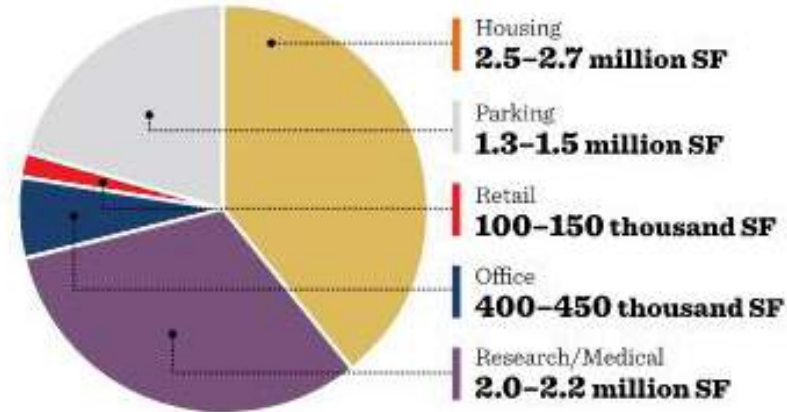
UNION SQUARE NEIGHBORHOOD CNI
NEW HAVEN, CT

2012-2013 Hill to Downtown Plan

ANNUAL NEW PROPERTY TAX REVENUE OVER THE LONGER TERM



HILL-TO-DOWNTOWN LONG TERM DEVELOPMENT PROGRAM



Full development of the Hill-to-Downtown district has the potential to generate over \$23 million in new annual property tax revenue for the City of New Haven.*

NOTE: LONG-TERM PROGRAM DOES NOT INCLUDE 100 COLLEGE STREET, DOWNTOWN CROSSING OR COLISEUM SITE DEVELOPMENT.

Market Analysis Findings

Conducted by: W-ZHA, Zimmerman Volk, Ninigret Partners, MJB Consulting, Nelson\Nygaard, and Goody Clancy

- New Haven was Connecticut's fastest growing large city between 2000 and 2010, with a population increase of 5% to 129,799 residents.
- Office/Institutional: development of up to **600k - 1 million square feet** of lab/research space and related office use is possible
- Residential: **1,050 - 1,300 market rate** and ownership units. **Affordable units** would be an additional 20% to 25% (**300**) of the market quantity
- Retail: **20k - 40k square feet convenience retail**

2012-2013 Hill to Downtown Plan

Three planning scenarios were developed for Public Meeting #6 incorporating public input, market assessment, new street connections, and a desire for placemaking in the Hill-to-Downtown district.

Scenario 1: Urban Village/ Station Square

A retail area surrounding a small green would be located directly across the street from Union Station, creating a focus of activity at a "Station Square". Additional retail would be encouraged along Orange Street to make a key connection back to downtown, while Church Street would become a landscape boulevard.



KEY FEATURES

Retail Focus neighborhood services and restaurants/cafes near Union Station.

Public Space Create civic park across from station and neighborhood green space along Columbus Ave.

Scale Keep buildings lower along neighborhood edge.

Scenario 2: Main Street/ Urban Gateway

Church Street becomes the focus of activity with retail on the Nursing School site and across the street on the existing parking parcel. This scheme envisions a new "Main Street" environment that would draw people from downtown or Union Station into the heart of the district.



KEY FEATURES

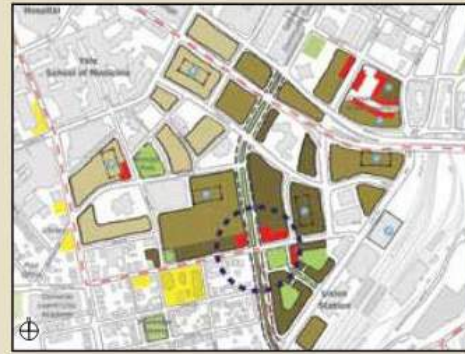
Retail Mix larger format retail (ex. large pharmacy) with neighborhood services to meet wide range of needs.

Public Space Create sequence of green spaces and plazas along Church St. to provide opportunities for different types of use.

Scale Keep buildings lower along neighborhood edge.

Scenario 3: Neighborhood Square

The third scenario scales back the amount of retail development on Church Street and focuses it around a new "Neighborhood Square" at the intersection of Church and Columbus. A new open space would link directly back (visually and physically) to Union Station.

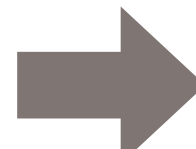


KEY FEATURES

Retail Focus neighborhood service establishments around Columbus Ave./Church St.

Public Space Create community green space at neighborhood intersection (Columbus Ave./Church St.) to define a new place for residents.

Scale Keep buildings lower along neighborhood edge.



The final Framework Plan was discussed at Public Meeting #7 and now serves as the foundation of this Community Plan.

The Framework Plan

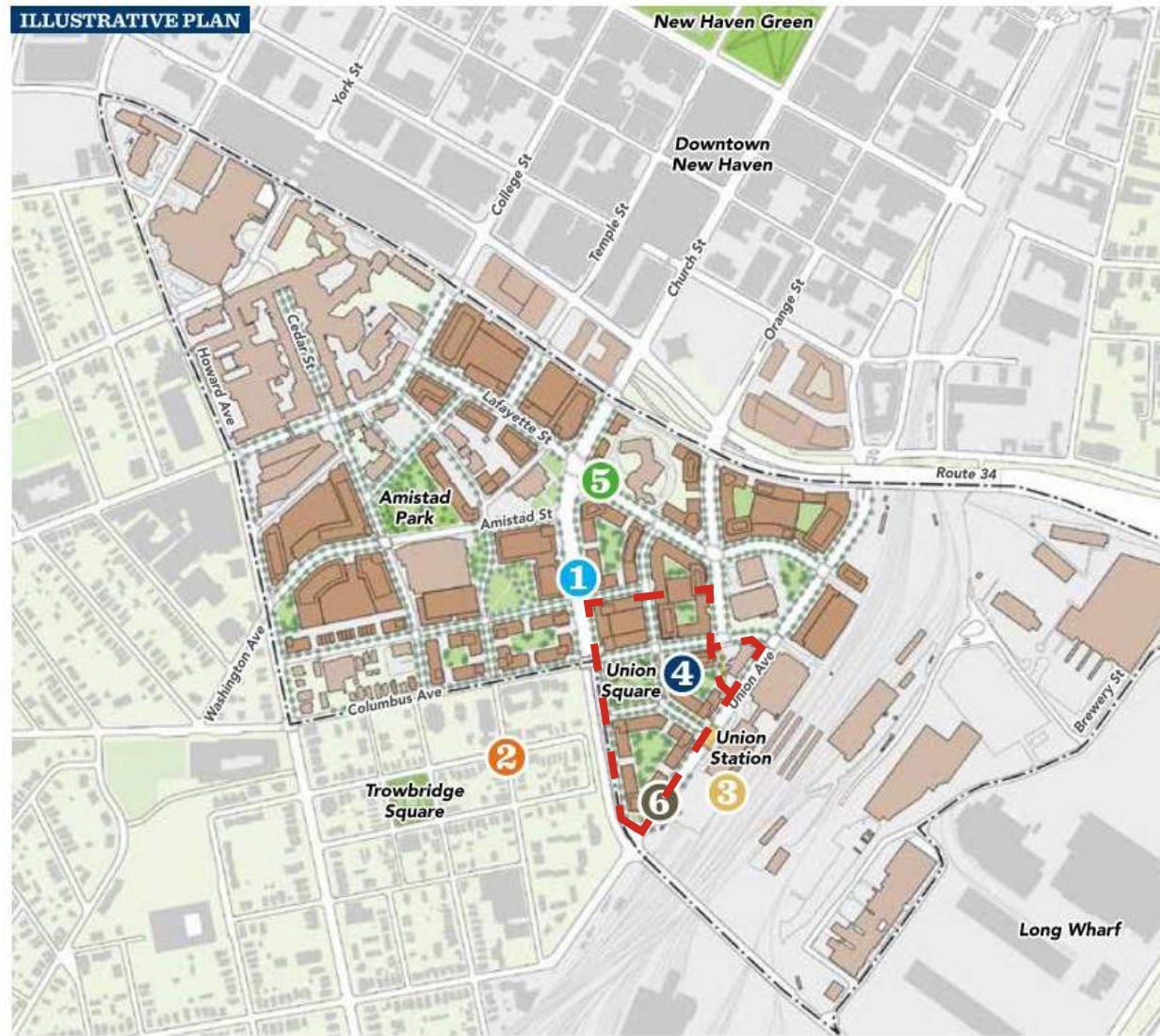
One key step in the process was a public workshop to review alternative future options for the district. Three options or "scenarios" were discussed at the public meeting, each one representing a different approach toward the general locations of residential, commercial, institutional and retail land uses and a variety of other concerns. Workshop participants generally concluded that an approach that blended Scenario 2 and Scenario 3 (shown below) most closely met community goals and provided the best foundation for the Community Plan.



Planning Process

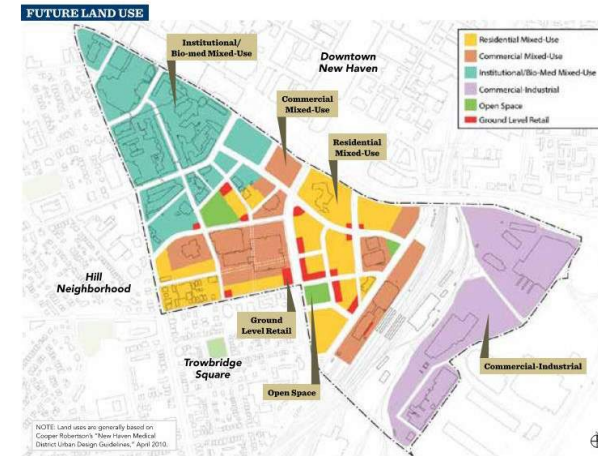
- **Seven** Public Meetings/Workshops generated 3 preliminary plans, which were then streamlined into one "Framework" plan
- **Community Goals:**
 - Create a Sense of Community
 - Provide Safety and Security
 - Provide Opportunities for a Diverse Mix of People
 - Become Connected
 - Incorporate Things to Do
 - Include New Public Spaces

2012-2013 Hill to Downtown Plan

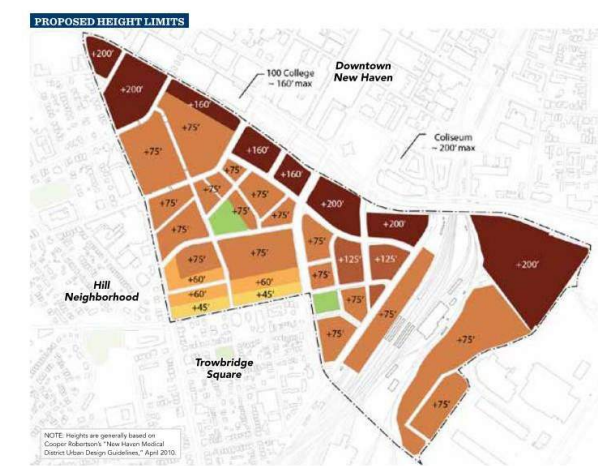
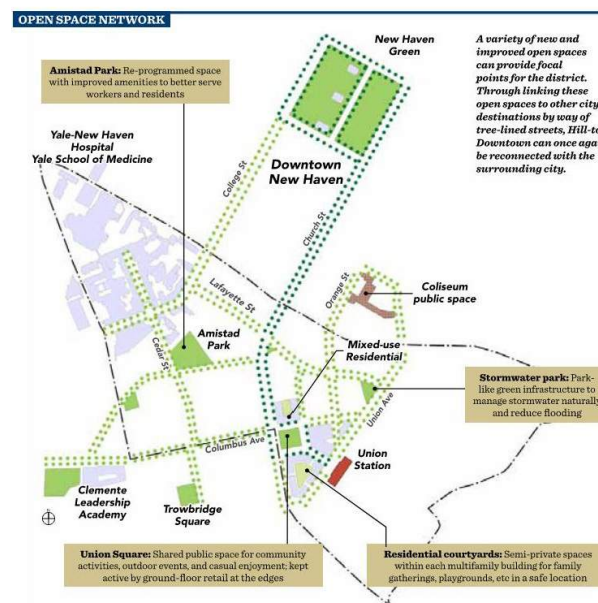


Final Plan

- Vibrant, walkable, mixed use district
- Union Square: a new public park acts as the heart of the plan.
- Church Street is the Main Street of the new district
- Strengthen and grow the Medical District



Proposed land uses call for more residential and commercial mixed-use in areas that are mostly surface parking lots today in order to bring more people and retail amenities to the study area.



Potential height limits are tallest near Downtown Crossing (Route 34) and step down toward the Hill neighborhood and Trowbridge Square.

Future Land Use

- East of Church Street: residential mixed use
 - Residential
 - Retail
 - Commercial
- West of Church Street: commercial and institutional mixed use
 - Offices, retail, medical offices and clinics, hospital beds, bio-med labs and educational facilities
- Ground Level Retail is concentrated around Union Square

Open Space Network

- Amistad Park
 - Re-programmed space and improved amenities
- Union Square
 - Surrounded by ground-floor retail. Community space for outdoor events and casual enjoyment
- Plan to link new parks with current New Haven parks through a new network of tree-lined streets

Building Heights

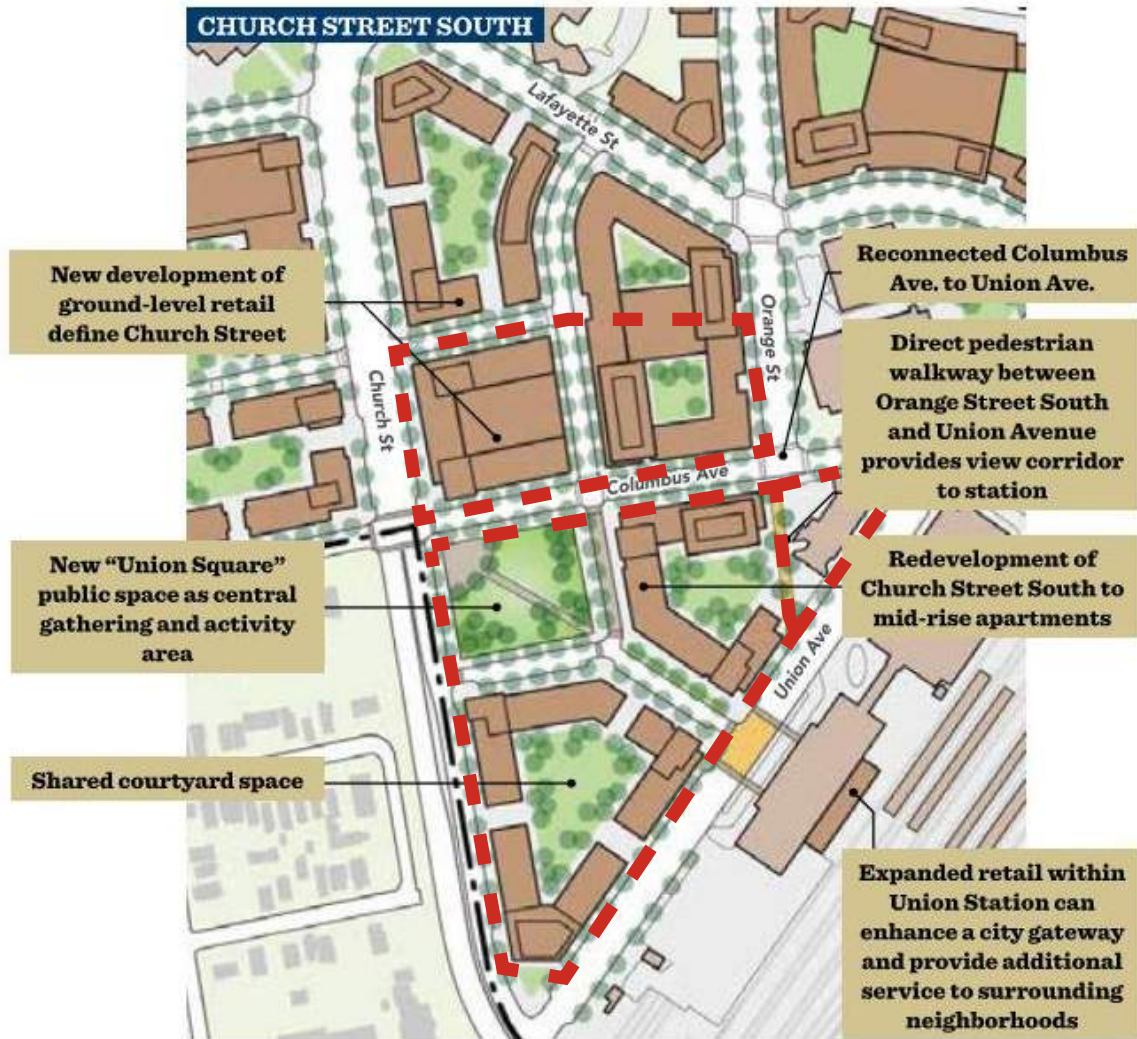
- Tallest heights border Route 34 and gradually step down to the residential Hill Neighborhood to the southeast



1.0 Identification and Analysis of Existing Conditions

UNION SQUARE NEIGHBORHOOD CNI
NEW HAVEN, CT

2012-2013 Hill to Downtown Plan

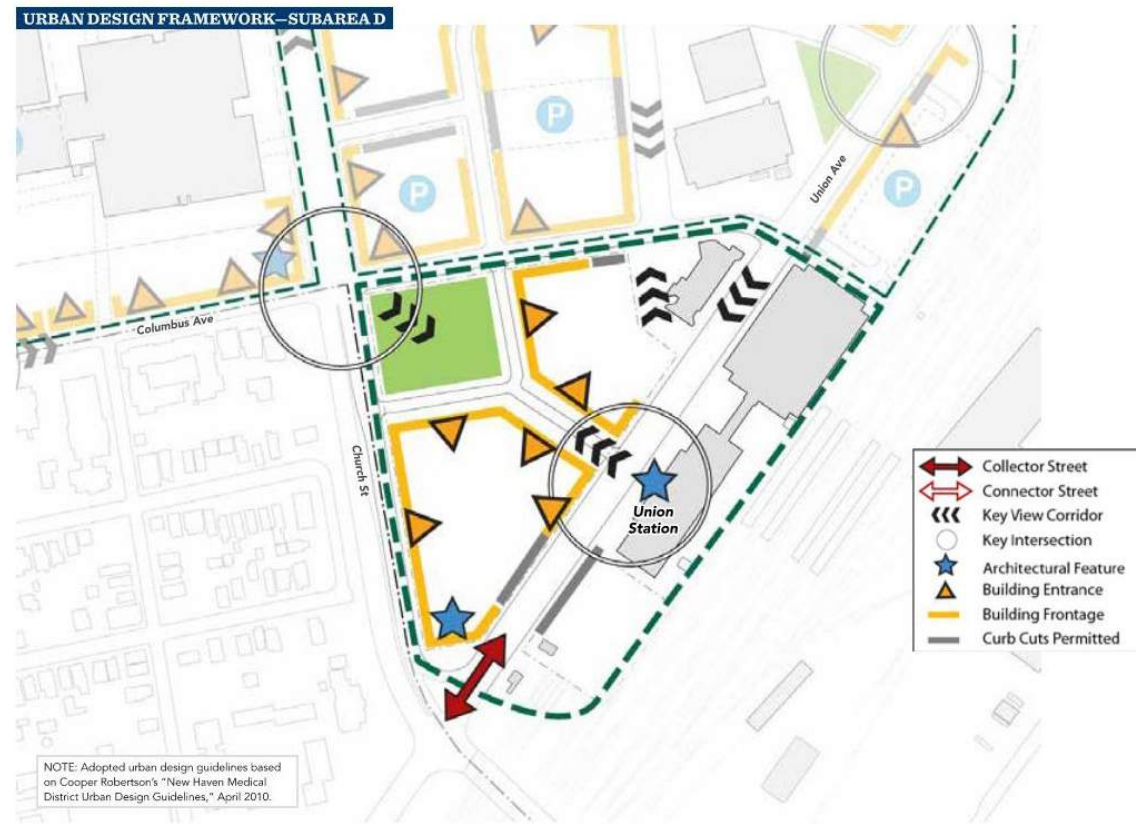
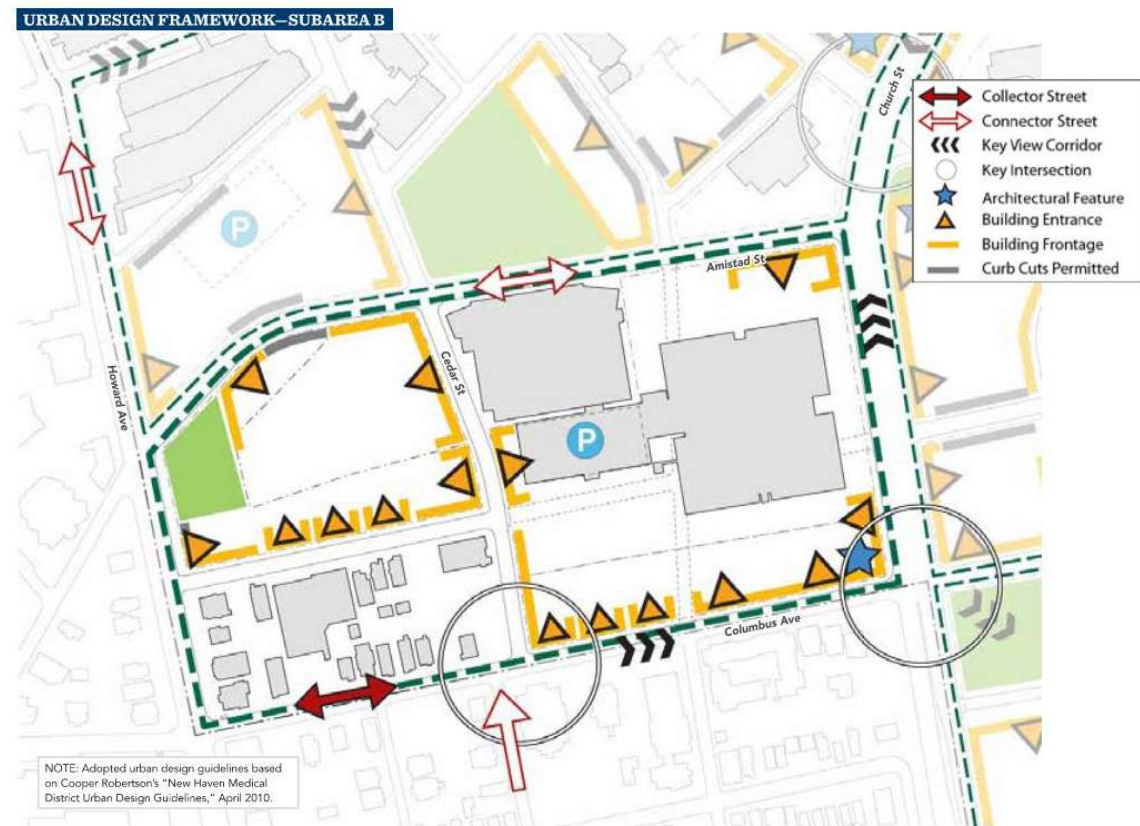
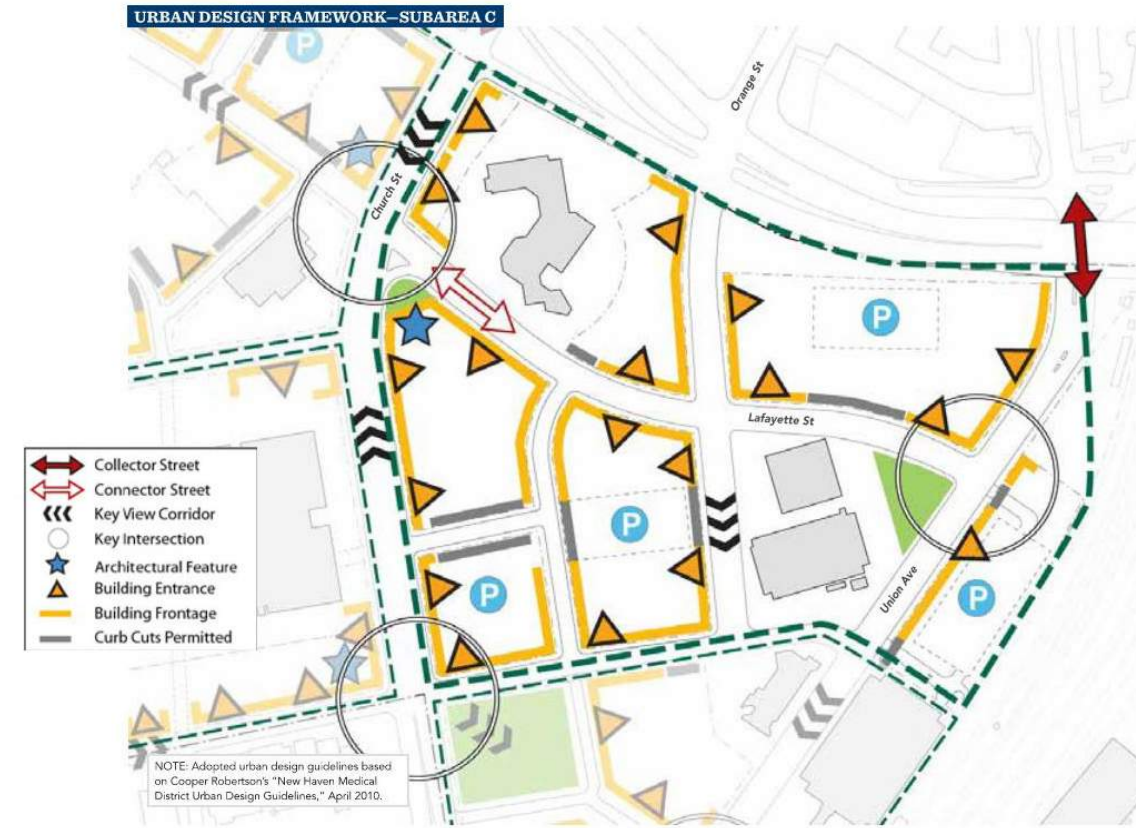
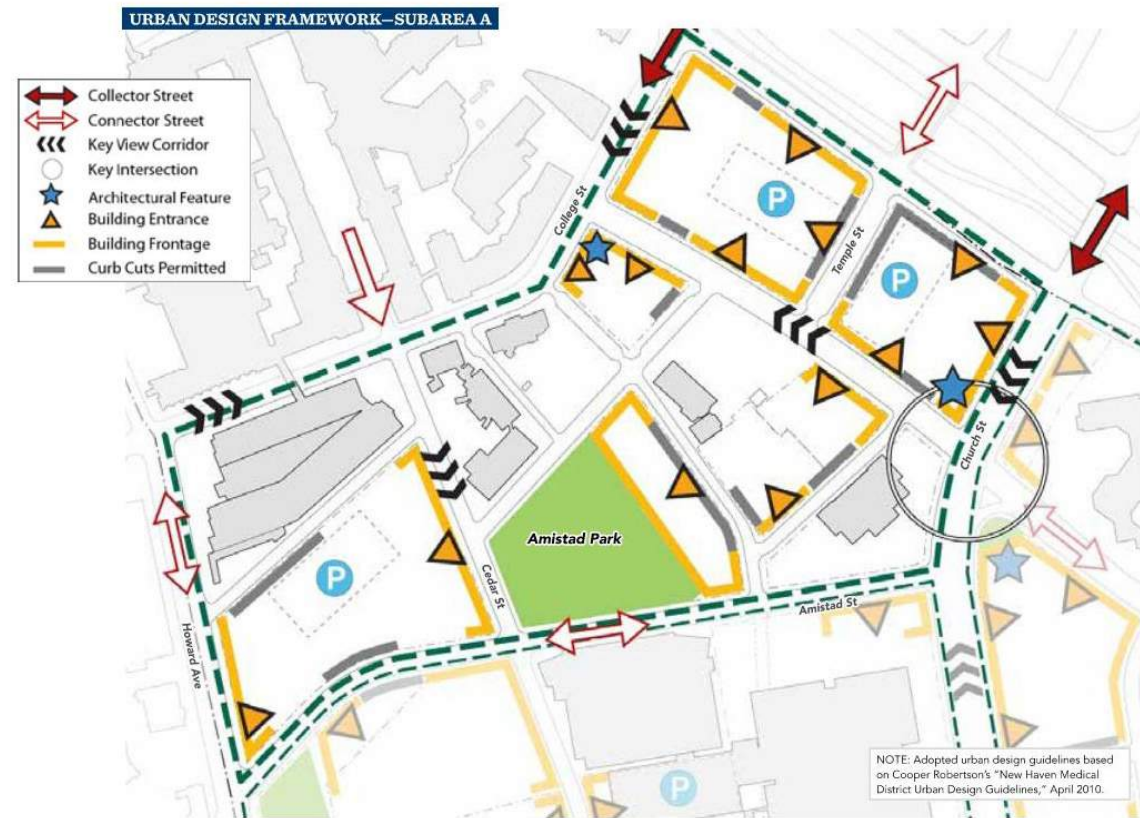


Redevelopment of Church Street South

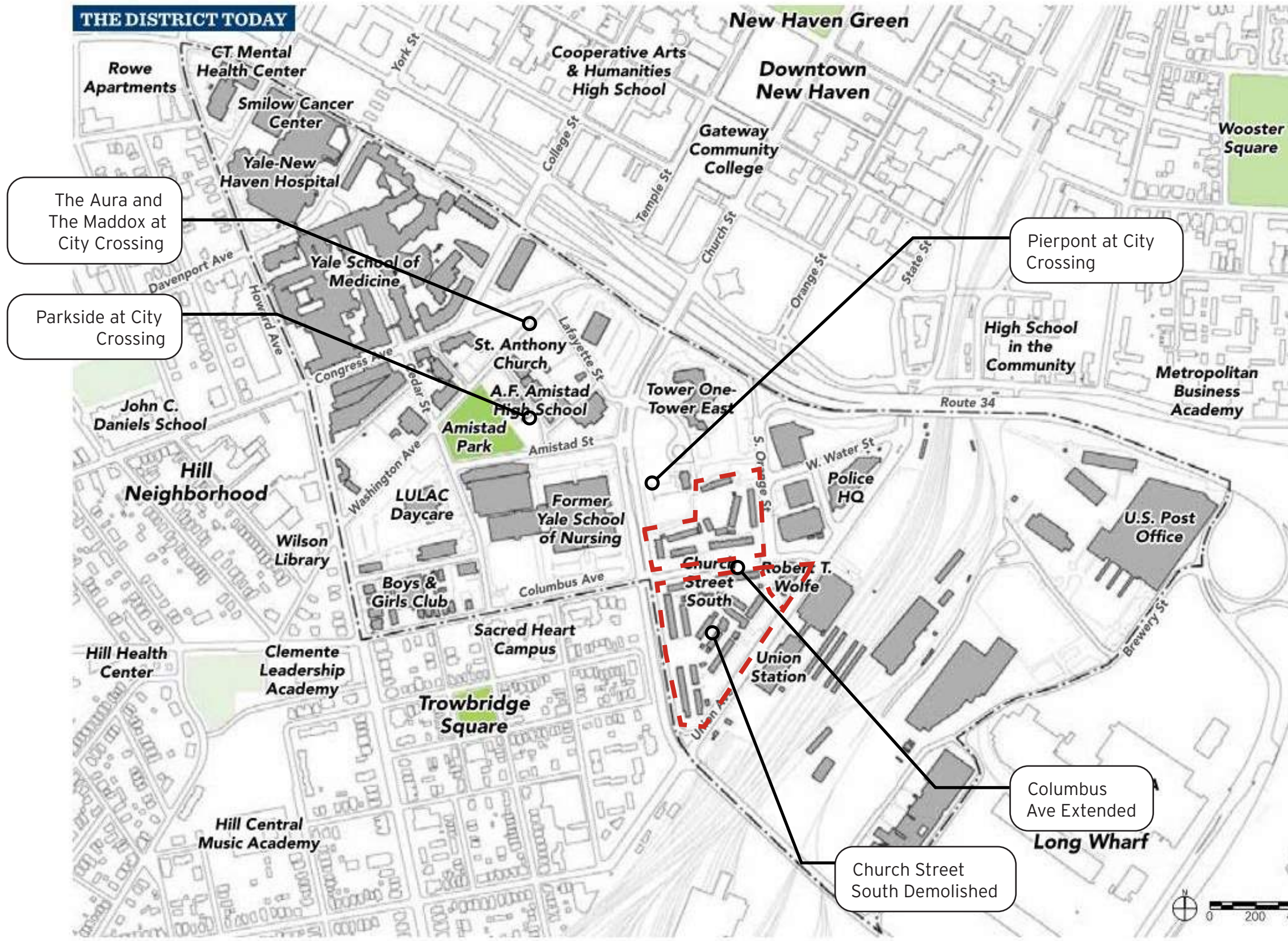
- Replaces **300 Church Street South Units** with approximately **600 market rate** units and **150 affordable** units
 - 70-100 3-Bedroom Units
 - Structured below-grade parking
 - Community center/Common Amenity space
 - Active and Passive Green Space
 - Commercial Office Building
 - Retail Opportunities around new Union Square

NB: In the Hill to Downtown Plan, there were not plans to redevelop Robert T Wolfe Apartments

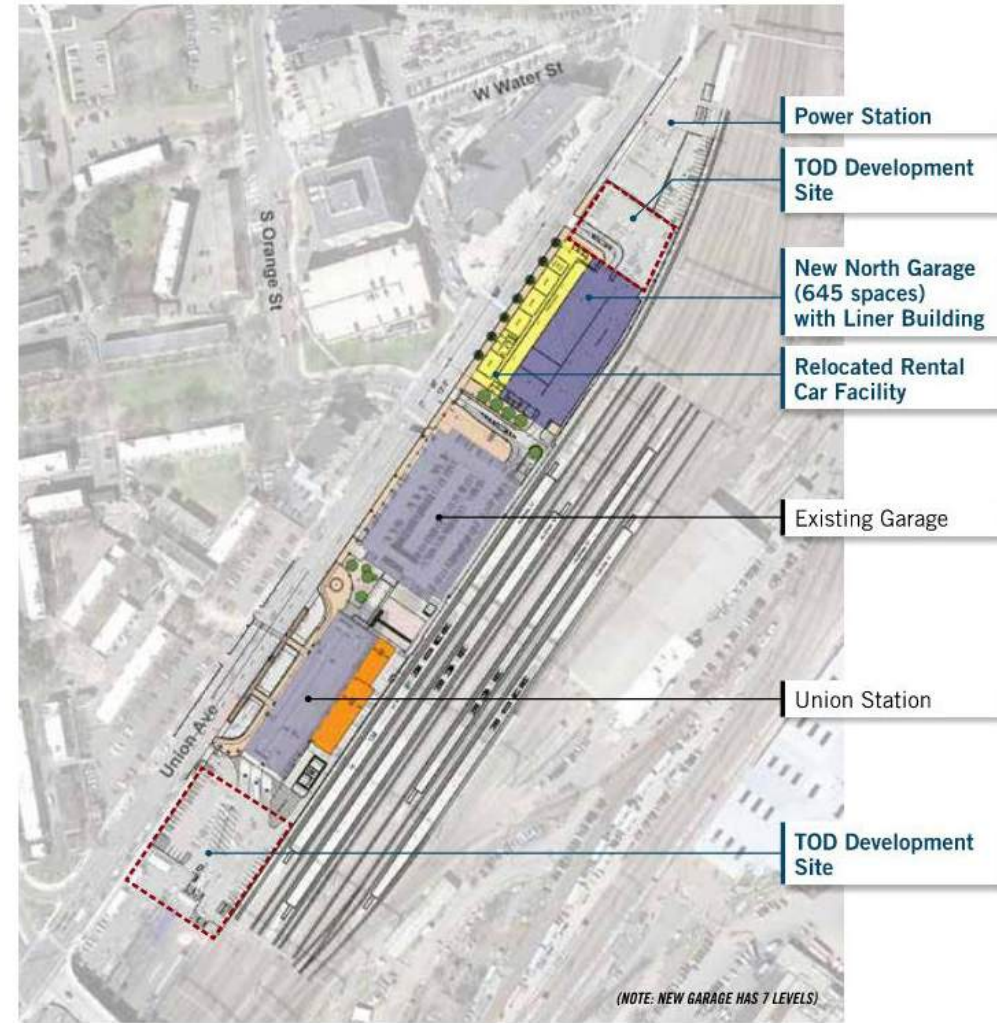
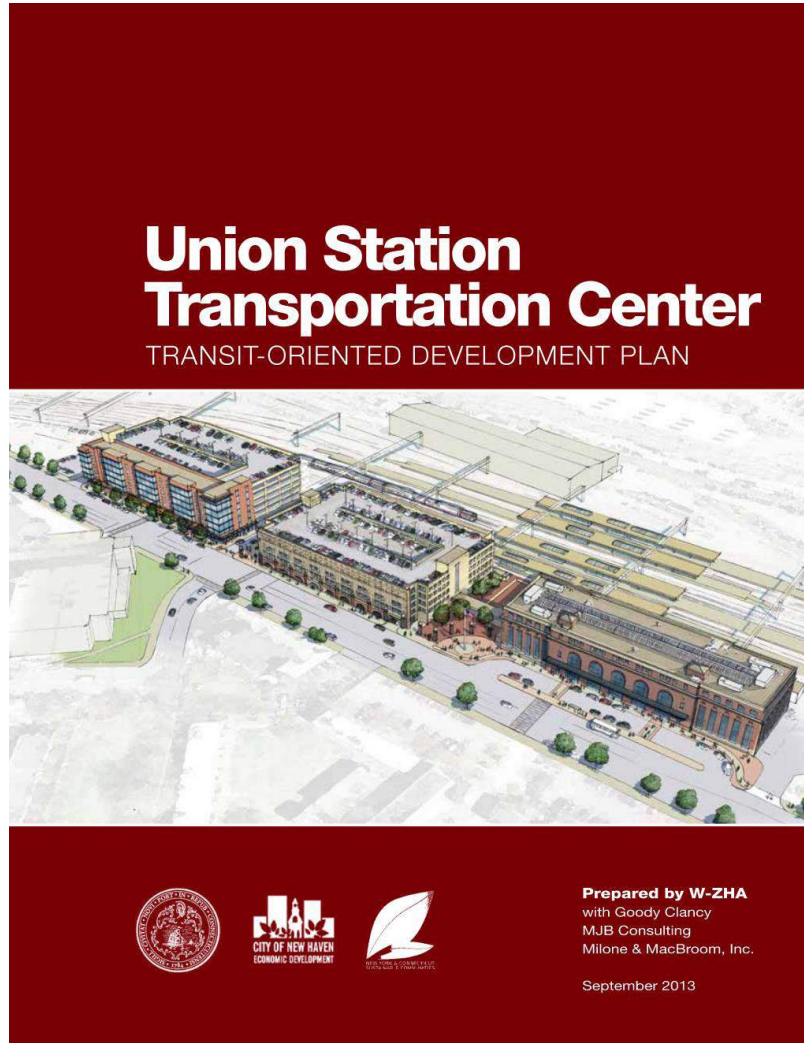
2012-2013 Hill to Downtown Plan: Design Guidelines



2012-2013 Hill to Downtown Plan: Progress as of 2024



2013 Union Station Transit-Oriented Development Plan



Owner/Developer/Client: New York-Connecticut Sustainable Communities Consortium
Support Agencies: City of New Haven, Connecticut DOT, Office of Rails
Designer: W-ZHA with Goody Clancy, MJB Consulting, Milone & MacBroom, Inc.

Proposed Improvements:

- Two-story Annex attached to the back of Union Station to offer additional retail, office, and passenger waiting space
- Development of a parking garage north of the Station's existing garage. To be lined with either 1. ground-floor retail or 2. a privately owned liner residential building

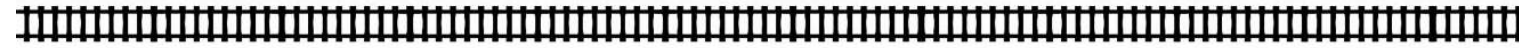


1.0 Identification and Analysis of Existing Conditions

UNION SQUARE NEIGHBORHOOD CNI
 NEW HAVEN, CT

2018 1 Union Ave and 54 Meadow Street Market Analysis

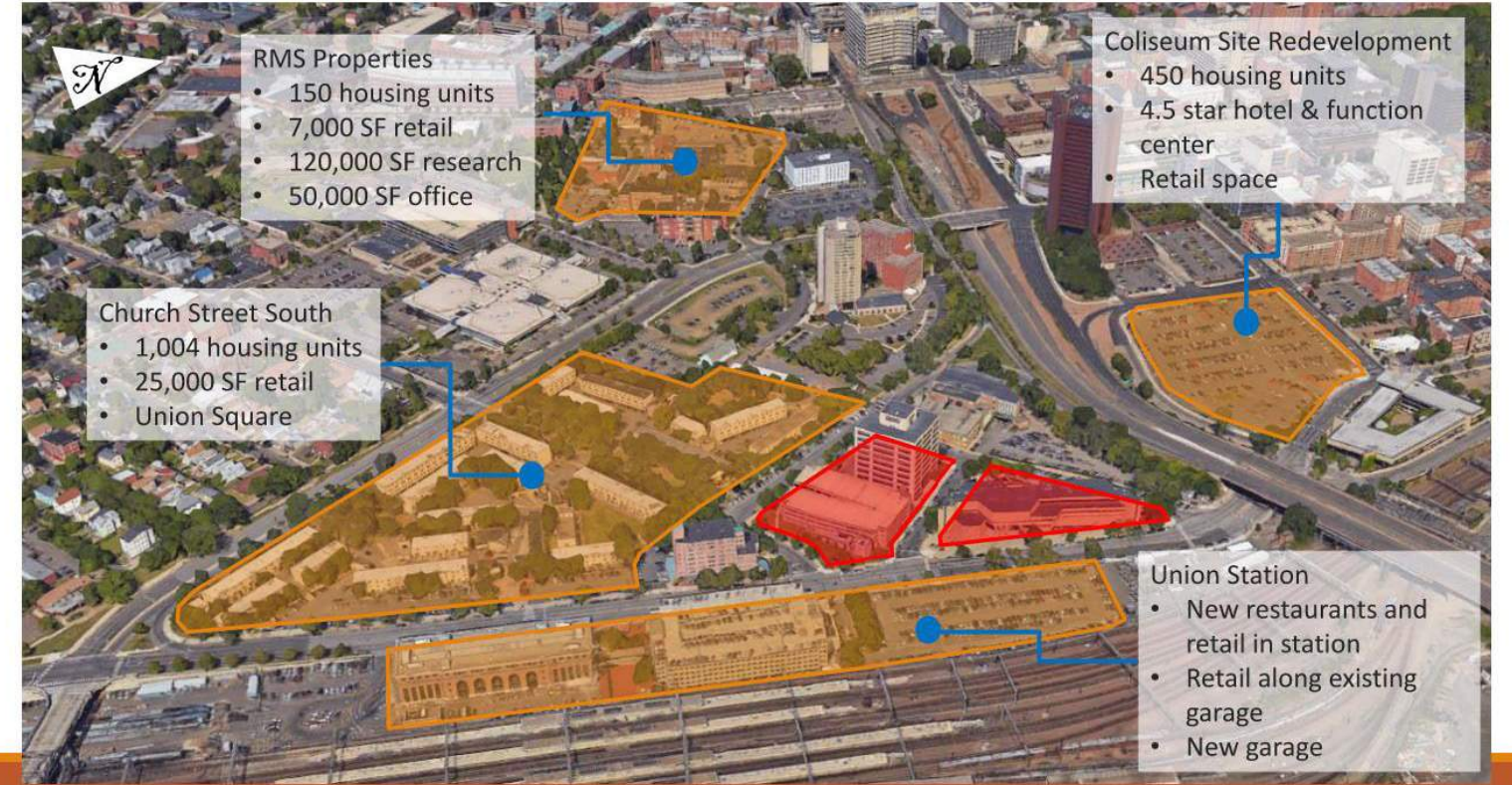
Transit-Oriented Development: *A Critical Opportunity*



The creation of a *dense, central location for a mix of uses, with immediate proximity to a transit station*

KEY BENEFITS OF TOD

- Command higher rents and sale prices
- Improved public realm
- Mix of housing types and price points
- Attractive to knowledge workers
- Lower office vacancy compared to suburban
- Reduced congestion and pollution



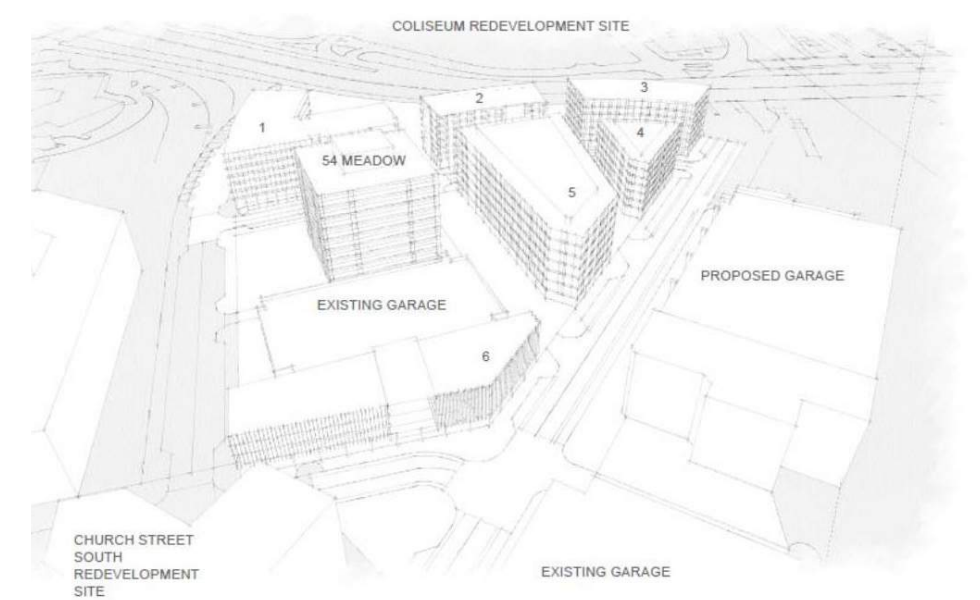
Owner/Developer/Client: City of New Haven Livable City Initiative
Consultants: Camoin Associates, MLRD Landscape Architecture + Urbanism

Purpose:

- Following the Hill to Downtown Plan, the City identified **54 Meadow Street** and **1 Union Ave** as strategic sites for redevelopment
- Market study is to identify the highest and best market-viable uses for the two properties, determine the financial feasibility of potential development scenarios, and examine the economic and fiscal impacts on the city.

Outcome:

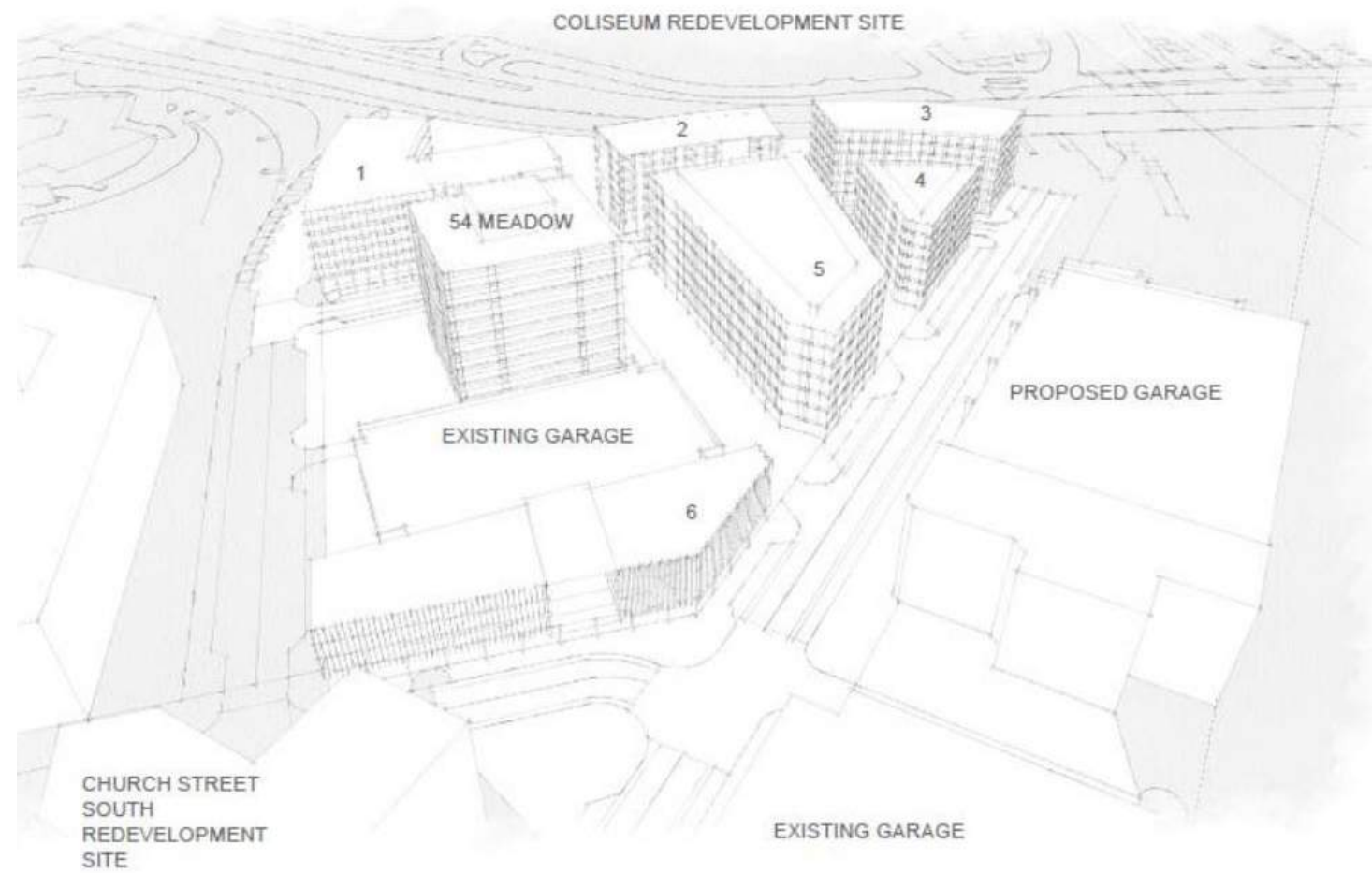
- The study generated two redevelopment concepts for the site
- **Scenario A:** Transit-Oriented Living, Shopping, & Dining
- **Scenario B:** Business + Technology Hub



1.0 Identification and Analysis of Existing Conditions

UNION SQUARE NEIGHBORHOOD CNI
NEW HAVEN, CT

2018 1 Union Ave and 54 Meadow Street Market Analysis



Scenario A: Transit-Oriented Living, Shopping & Dining

- 35,942 SF of food-oriented retail/restaurant
- 443 residential units - Studio, 1, 2, and 3 bedroom
- 61,728 SF fitness center/recreation-oriented retail
- 257 parking spaces

Scenario B: Business + Technology Hub

- 94,198 SF office/institutional
- 85,512 SF meeting/event space
- 35,942 SF retail/restaurant
- 61,728 SF fitness center/recreation-oriented retail
- 274 residential units - Studio, 1, 2, and 3 bedroom
- 267 parking spaces

2022 Union Station East West Lot Study

General Side Plan



Orientation and Connectivity



Owner/Developer/Client: CT DOT (?)

Consultants: Svigals + Partners, Desman Associates, Patriquin Architects

- Studies potential development on the two surface parking lots adjacent to Union Station
- West Lot
 - Designated as a multi-modal transportation hub to replace the capacity of the surface lots and expand bus parking, rental car services, shuttle service area, and loading and service areas
- East Lot
 - Option A: 14 story Residential/Retail/Office Tower w/ surface parking
 - Option B: 18 story Hotel/Office/Conference Tower w/ second level structured parking
 - Option C: 18 story Hotel/Office/Conference Tower w/ sub level structured parking

2022 Union Station East West Lot Study

Multi-modal Summary of Options

Givens for each option		Pedestrian Connection	Service & Loading Dock	Footprint	Height	
<p>+ 600 max car parking spaces</p> <p>+ Ground level circulation of Multimodal is reserved for shuttles & buses only</p> <p>+ Designated bus/shuttle parking & turnaround</p> <p>+ Designated space for car rentals</p> <p>+ Vehicle entry for general public is accessed off Union Avenue directly onto second floor of garage</p> <p>+ Photovoltaic panels provided on south facade of Multimodal</p> <p>+ Create a more pedestrian friendly environment around Union Station</p> <p>+ Considerations to be given for retail & associated loading/trash on street level along Union Ave</p> <p>+ Garage cannot be taller than Union Station, per SHPO</p> <p>+ Considerations to be given for SHPO requirements during design</p>	<p>Option A Enclosed Pedestrian Bridge</p>	<ul style="list-style-type: none"> • Pedestrian bridge runs on center axis into new addition of Union Station • Addition to West facade of Union Station 	Part of Future Addition in rear of Union Station	Within property limits of existing lot	<ul style="list-style-type: none"> • 8 floors - based on max footprint of the property limits • Multimodal is taller than Union Station • Top floor has PV panels 	
	<p>Option B Underground Service & Loading Dock</p>	<ul style="list-style-type: none"> • Pedestrian bridge runs on south side of site and turns north into new addition of Union Station • Addition to West facade of Union Station 	Below grade connection to Basement level of new addition of Union Station	Within property limits of existing lot	<ul style="list-style-type: none"> • 8 floors - based on max footprint of the property limits • Multimodal is taller than Union Station • Top floor has PV panels 	
	<p>Option C Open Pedestrian Canopy</p>	<ul style="list-style-type: none"> • No bridge - pedestrians cross from Multi-modal Center to Union Station on ground level under covered canopy • No addition to West facade of Union Station 	Part of Future Addition in rear of Union Station	Within property limits of existing lot	<ul style="list-style-type: none"> • 8 floors - based on max footprint of the property limits • Multimodal is taller than Union Station • Top floor has PV panels 	

SVIGALS + PARTNERS

DESMAN ASSOCIATES | UNION STATION EAST & WEST LOT DEVELOPMENT STUDY

PATRIQUIN
ARCHITECTS
OCTOBER 2022



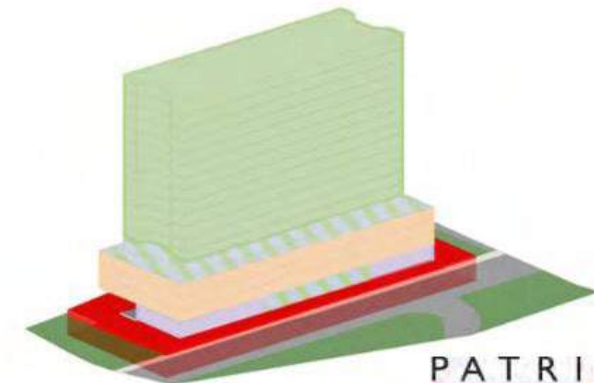
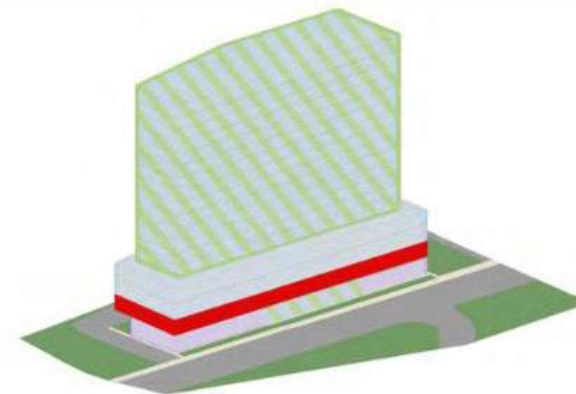
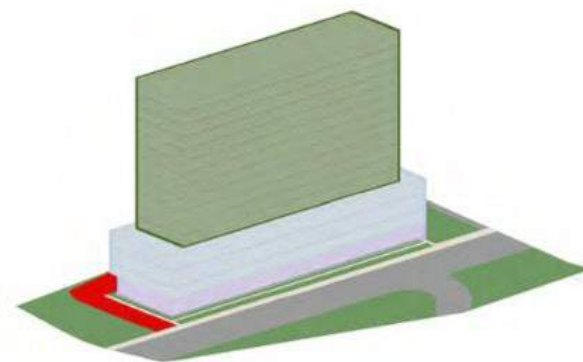
1.0 Identification and Analysis of Existing Conditions

UNION SQUARE NEIGHBORHOOD CNI
NEW HAVEN, CT

2022 Union Station East West Lot Study

Mixed Use Tower Options

Categories	Option A Tower w/ On Grade Parking	Option B Tower w/ Second Floor Parking	Option C Tower w/ Subsurface Parking
Size (SF)	400,000 GSF	455,000 GSF	447,000 GSF
Parking	+/- 35 Spaces	+/- 50 Spaces	+/- 120 Spaces
# of Units/Rooms	+/- 270 units	+/- 540	+/- 540
Program	Residential/Retail/Office	Hotel/Office/Conference	Hotel/Office/Conference
Stories	14	18	18
Tower	Residential (12 Floors)	Hotel / Office (14 Floors)	Hotel (14 Floors)
Terrace	Residential / Public Amenities	Hotel / Office Amenities	Hotel Amenities / Office Co-working
Podium	Office / Co-Working (2 Floors)	Office (2 Floors)/Parking	Conference (2 Floors)
Ground Floor	Lobby / Retail	Lobby / Retail	Lobby / Restaurant / Retail
Sub Grade	NA	NA	Structured Parking
Site	Traffic modifications required for site development.	Traffic modifications required for site development.	Traffic modifications required for site development.



SVIGALS + PARTNERS

DESMAN ASSOCIATES | UNION STATION EAST & WEST LOT DEVELOPMENT STUDY

PATRIQUIN
ARCHITECTS
OCTOBER 2022



1.0 Identification and Analysis of Existing Conditions

UNION SQUARE NEIGHBORHOOD CNI
NEW HAVEN, CT

2022 Church Street South Masterplan



Aerial View

Perspective

Church Street South Masterplan | 218421366 | 2022.06.28 | Stantec



Proposed Siteplan

Enlarged Conceptual Roofplan

Church Street South Masterplan | 218421366 | 2022.06.28 | Stantec

Owner/Developer/Client: Northland Investment Corporation

Consultants: Stantec

Goal:

- Revisits previous redevelopment masterplans of Church Street South and incorporates planning efforts from 2013-2022, including the Hill to Downtown Plan

Program:

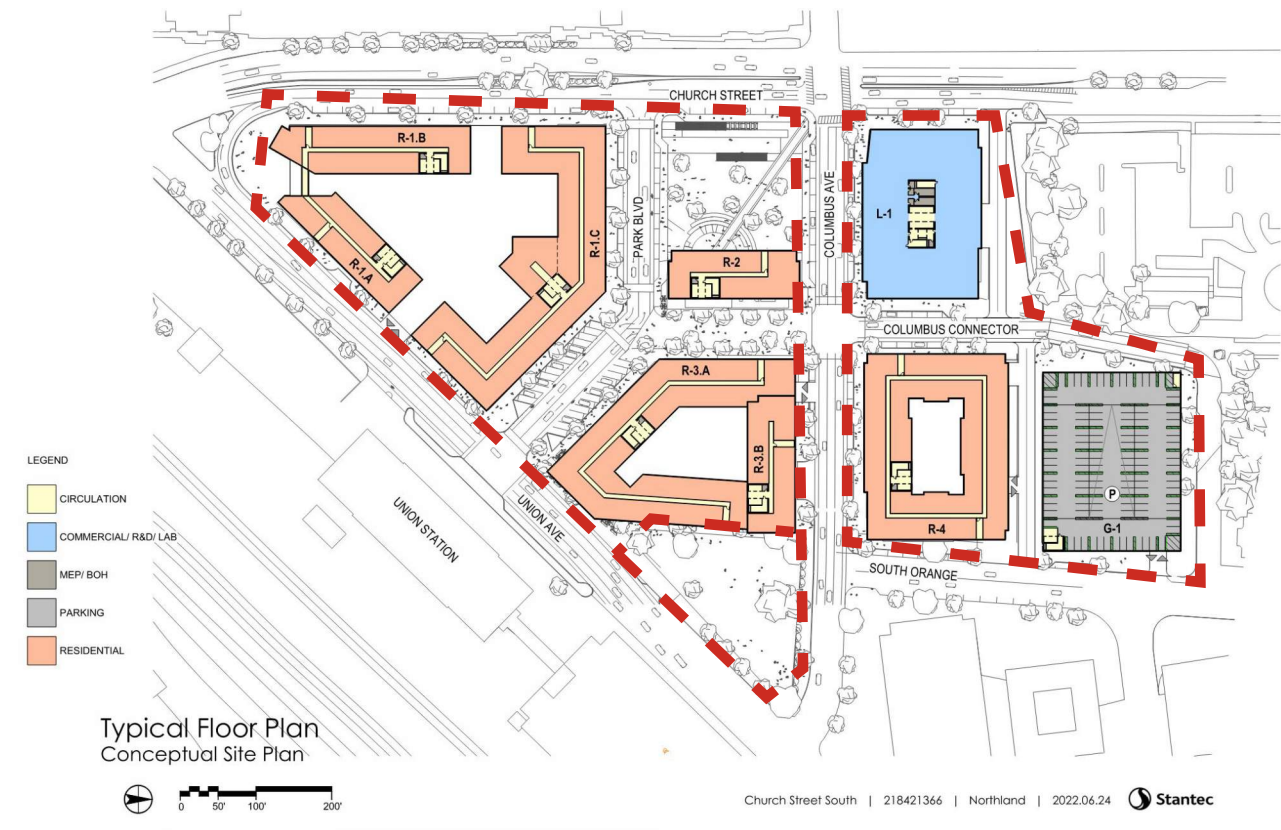
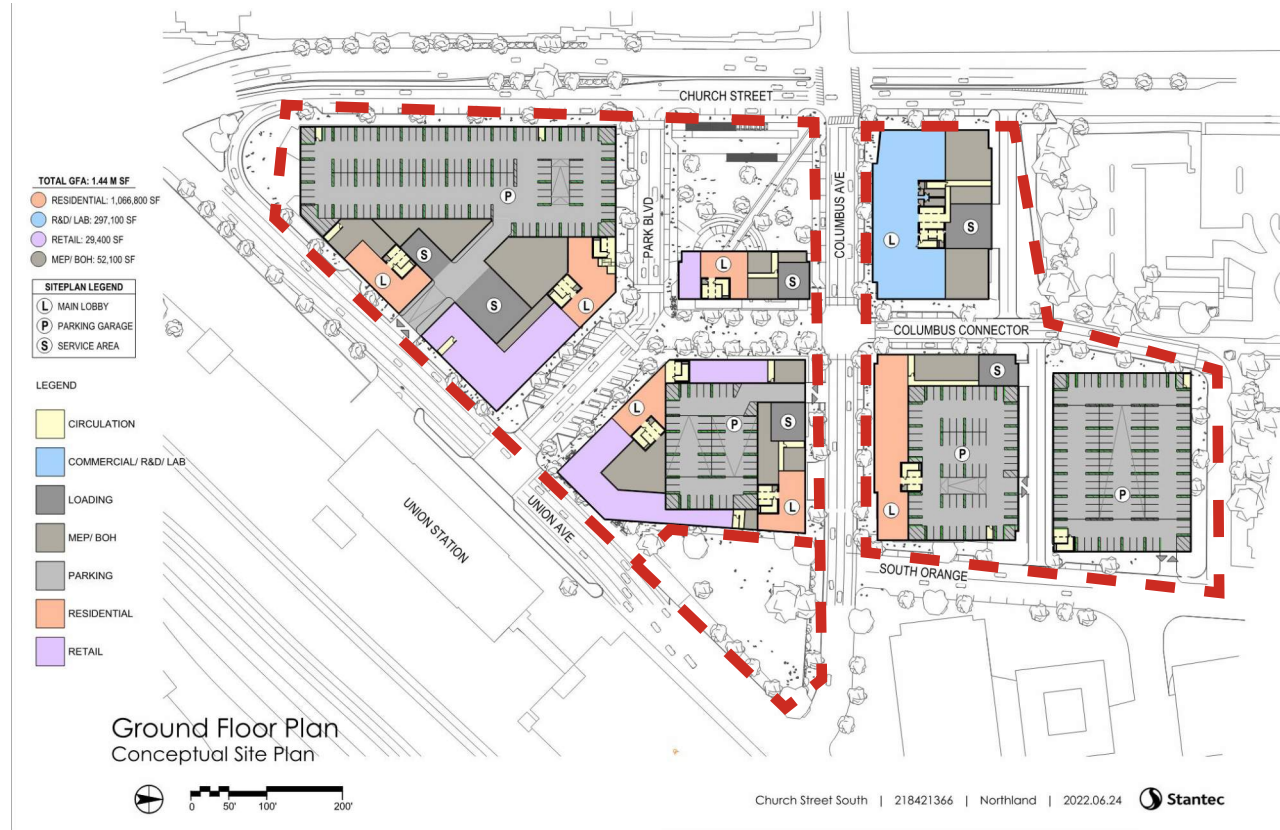
- (4) Mixed Use Residential Buildings - 1035 Units
- (1) Lab/R&D Building - 310,500 GFA
- (1) Structured Parking Garage



1.0 Identification and Analysis of Existing Conditions

UNION SQUARE NEIGHBORHOOD CNI
NEW HAVEN, CT

2022 Church Street South Masterplan



View of Church St. Park

Perspective

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View from Union Ave.

Perspective

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1.0 Identification and Analysis of Existing Conditions

UNION SQUARE NEIGHBORHOOD CNI
NEW HAVEN, CT



UNION SQUARE NEIGHBORHOOD - HOUSING

1.0 Identification and Analysis of Existing Conditions

