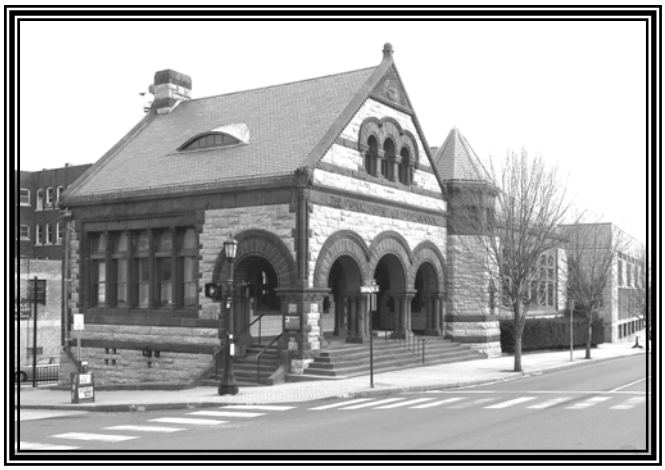
Design Review Guidelines

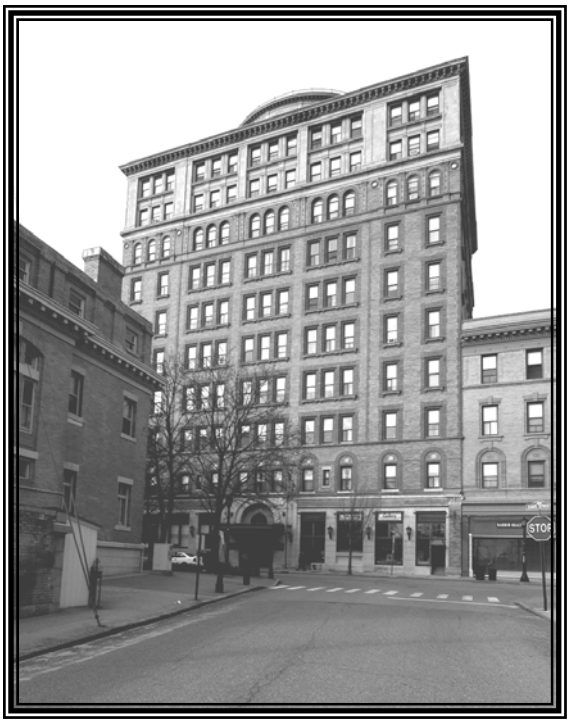
New London, Connecticut

Adopted by the Planning and Zoning Commission
September, 2009

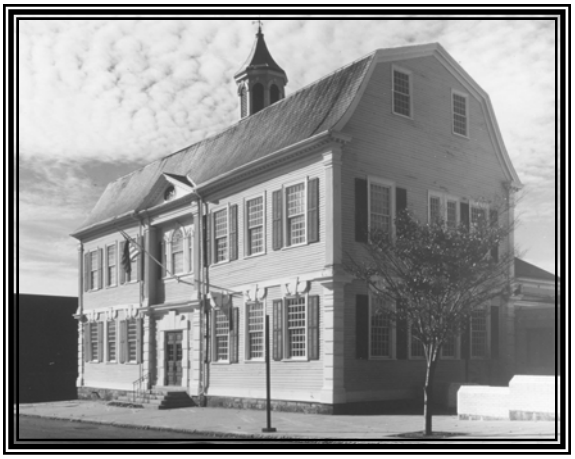
Significant New London Buildings



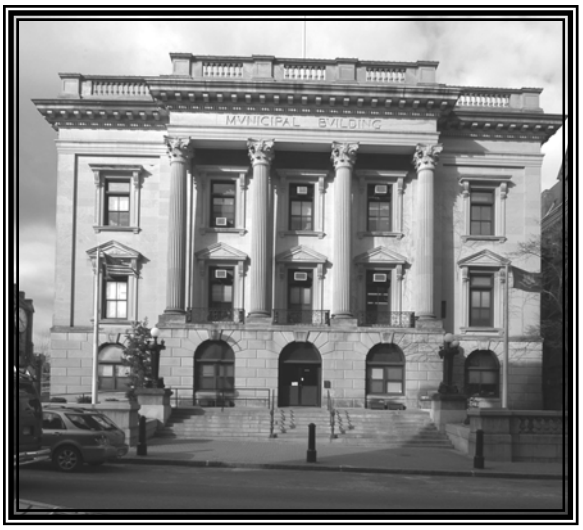
New London Public Library, 1892
Shepley, Rutan and Coolidge, Architects



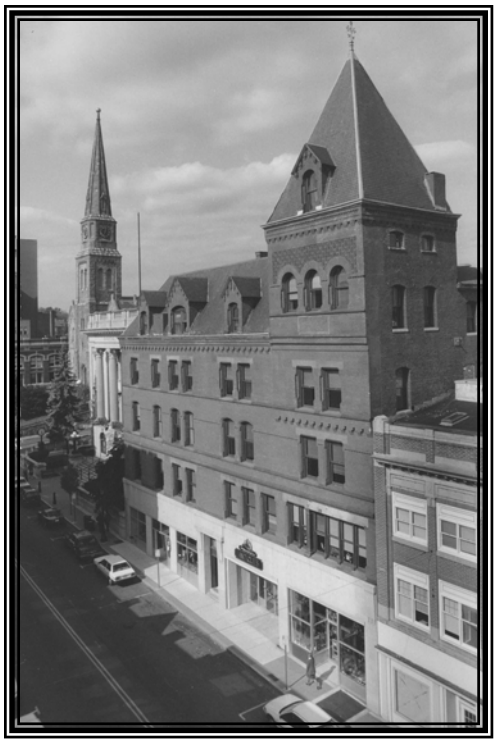
The Munsey Building, 1896
William B. Tuthill, Architect



New London County Courthouse, 1784
Attributed to Isaac Fitch



City Hall, 1856
W.T. Hallett, Architect
1912, Enlarged by James Sweeney, Architect



Harris Building, 1885
Leopold Eidlitz, Architect

ACKNOWLEDGEMENTS

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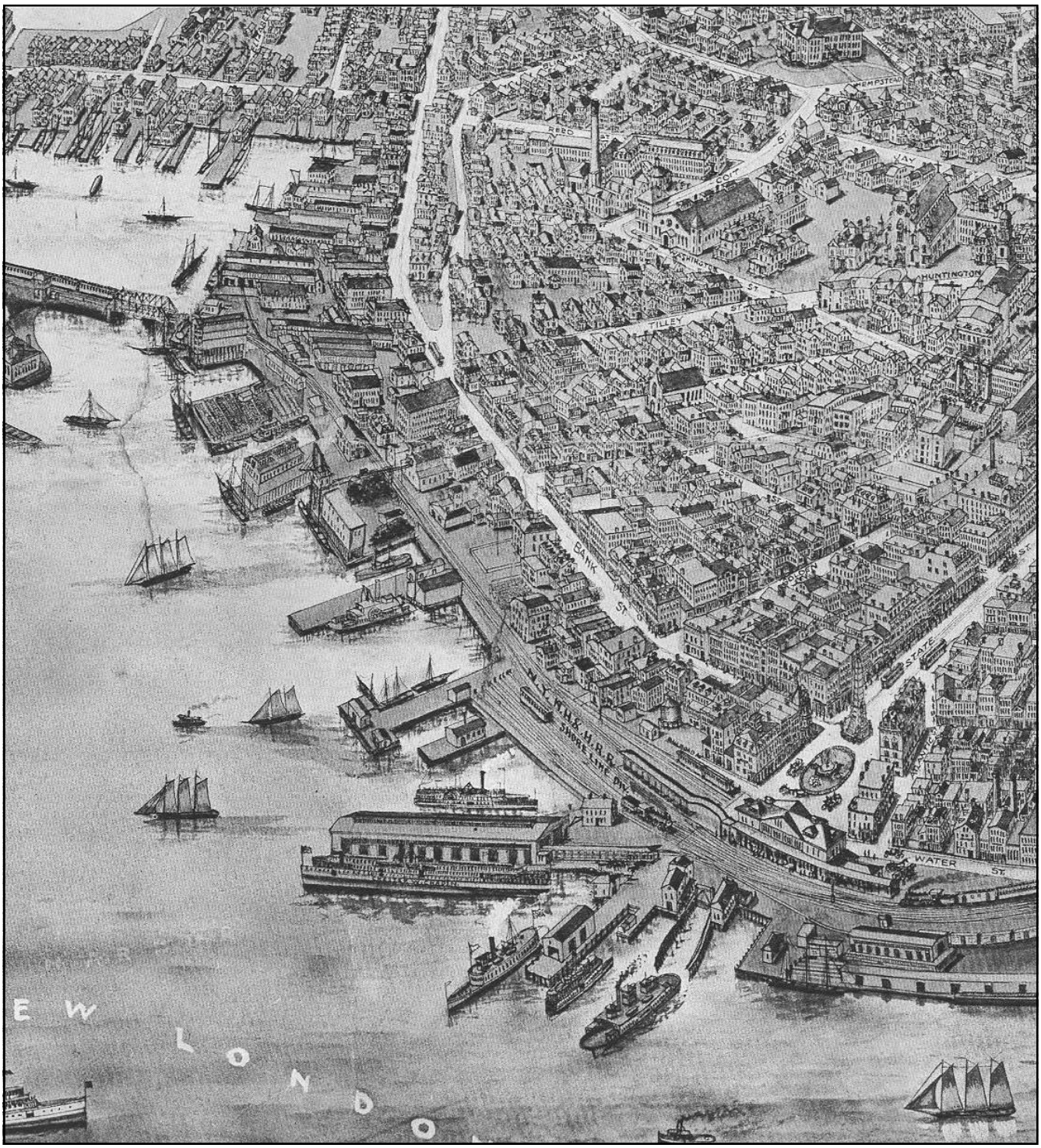
Thanks to a grant from the Connecticut Commission on Culture & Tourism to the City of New London, New London Landmarks was contracted to produce these guidelines in consultation with the Design Review Study Committee, appointed by the Planning & Zoning Commission.

Connecticut Commission
on Culture & Tourism

The City of New London, Connecticut 1911

In 1911 New London was a vibrant maritime city. The harbor was filled with sailing ships and grand coastal steamboats. Railroads created a rich trading center with a closely packed urban environment. Factories and mills produced a variety of goods in neighborhoods throughout the city and the fine transportation facilities made it possible to ship goods worldwide.



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Part I: INTRODUCTION

GOALS AND OBJECTIVES OF DESIGN REVIEW

21st century development will impact the 19th and 20th century architecture of New London's business district. These guidelines 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 goals of design review are to establish design criteria that will:

Enhance the economic vitality of New London's business district

Reinforce New London's historic character; enhancing the streetscape with appropriately designed new structures

Encourage conservation and restoration of all buildings deemed to have aesthetic and/or historic significance

Discourage incompatible alterations to buildings within the district

Integrate new development into the existing built environment to create a harmonious streetscape, attracting pedestrians and potential businesses

Increase the density and diversity of commercial and residential activity within the district

Planning new construction in the 21st century offers extensive choices. New building materials are transforming construction and design options. New façade materials may have environmental and economic advantages over traditional building materials. Energy efficiency and green building concepts present design challenges. New construction should reflect these changing needs while recognizing the long standing principles of quality architectural design.

Each new building should be designed to relate to its surroundings. Height, width, relationship to the street, roof forms, proportion, composition, rhythm, proportion of openings, material and colors are ten criteria that should be considered in the design.

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

Part II: GUIDELINE CRITERIA

BASIC GUIDELINE CONCEPTS

Bulleted items throughout the document are important criteria that will be used to evaluate development design and planning documents.

Visual and spatial qualities that will create a harmonious streetscape are central to our reviewing process. The following general elements of buildings and their context should be addressed in all designs:

Building heights: The height of a building should be in harmony with surrounding structures.

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

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

Rhythm: The pattern of relationships between buildings along the street.

- The scale of each building, its relative size, massing and orientation to the street should contribute to, not detract from, the rhythm of the streetscape.
- 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.

Proportion: The relationship of height to width.

- Most historic New London buildings emphasize vertical proportions. They tend to be narrow, reflecting a building pattern of a single span from side to side. This relationship should be retained
- Buildings with extensive frontage should include variations in form and texture to avoid monotony and increase visual interest.

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

- Along historic New London streets buildings should be sited on the sidewalk, matching adjacent structures.
- Where this pattern has been broken, consideration should be given to methods and design concepts that will balance a new structure with neighboring structures.
- Ideally buildings should 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.

Roof Form: The rhythm of a street is often influenced by the characteristic roof forms.

- Roof forms vary considerably in New London. Attention should 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 impact on the rhythm of the street.

Materials, textures, color: Building color should complement and harmonize with the natural tones of the primary building material.

- Building materials should be considered for their textures including the size of their parts. New London's dominant brick buildings provide a rich, textured appearance along the streets.
- Colors relate to the existing natural unpainted surfaces of brick, stone and mortar. Paint should complement and harmonize with these natural tones.

DESIGN 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 all within New London's Historic Waterfront District.*

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 existing historic character of New London.

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.

New criteria for energy efficiency, green buildings, solar panels, geo-thermal heating and cooling, and other technical advances in construction are a welcome part of the planning discussion.

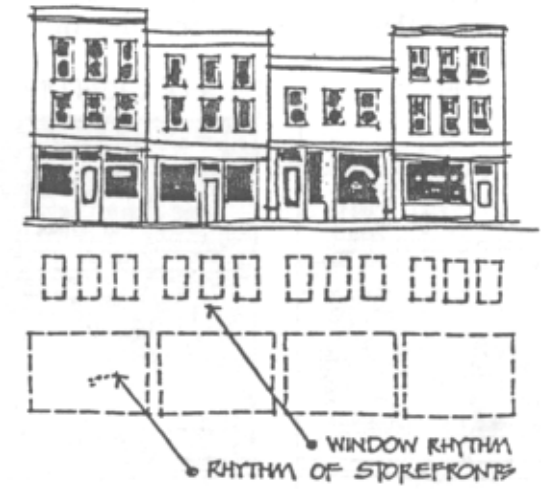
** New London's Historic Waterfront District covers the Downtown Business District (CBD 1 & CBD 2), the Downtown National Register District, and extends along Bank Street to Shaw Street.*

GENERAL CRITERIA

- Design and scale of new development should be compatible with surrounding buildings.
- 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.
- Parking areas in front of buildings are discouraged as they interrupt the rhythm of the streetscape and create voids that detract from the pedestrian's comfort.
- 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.
- Average height and width should be determined by surrounding buildings.
- Proportions of new building elements - windows, doors, bases, cornices – should reflect those already existing in surrounding buildings.
- Building materials, textures and colors should be compatible with the streetscape.
- Pedestrian accessibility, preferably through a main entrance from the street façade of the building, is recommended.

INFILL CONSTRUCTION

An infill building should maintain the rhythm and pattern of surrounding buildings.

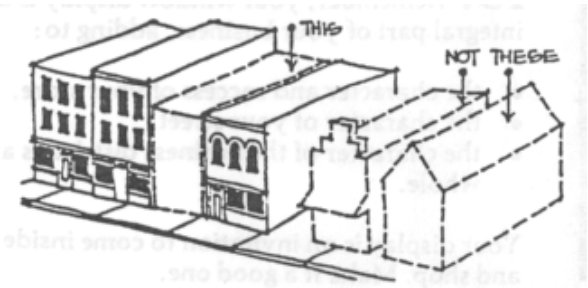


•Windows and doors in new construction are important features conveying the sense and character of a building.

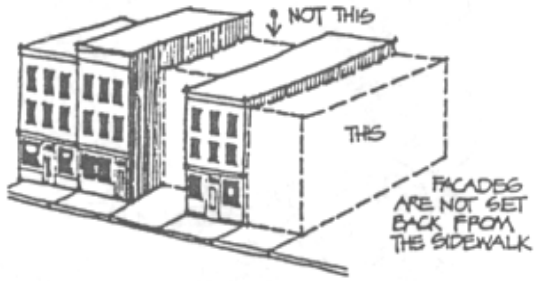
•Window and door openings in new construction should use the patterns of surrounding buildings, maintaining first floor height and an appropriate alignment of windows. The size, shape and scale of the new windows should be in proportion to the openings of neighboring buildings.

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

•Windows should not be flush with the exterior wall but provide depth and interest to the façade.



- The type of a roof used in an infill building should be similar to the adjacent buildings.



- An infill façade should have a relationship to the street and be consistent with its neighbors

- Infill construction should be designed to reinforce the spatial organization established by surrounding buildings.
- Setbacks should be similar to those found along the block on which the new building is sited.
- The organization of the main facade and pedestrian entrance should relate to surrounding buildings.
- Infill construction should enhance the pedestrian-oriented character of the street.
- New construction should include decorative elements that are compatible with surrounding structures.
- Design for new buildings on corner lots or located at major city gateways should consider traffic flow, pedestrian safety and accessibility as well as the building's visual relationship to other structures on opposing corners.
- Design for new construction in major city gateways and corner lots should include architectural enhancements to complement the streetscape.

ADDITIONS TO HISTORIC BUILDINGS

New additions should 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.

Criteria:

- Additions should be compatible with the character of the historic building but should also be distinguishable so that the character of the original is retained.
- Additions should be constructed so that their removal will not harm the historic form or integrity of the building.
- The height and width (scale) of an addition should not exceed that of the historic building.
- Maintain the dominant roof shape and pitch of the historic building to increase compatibility.
- Building material should be compatible with those of the historic building. Construct additions in a manner that will minimize the loss of historic material.
- Additions should maintain the proportions and profile of the original building.
- Construct additions so that important details of the historic building are not hidden, damaged or destroyed.
- Windows and doors in an addition to an historic building should relate in size, shape, scale and proportion to the original.
- Floor-to-floor heights should conform with the historic building.
- An addition to the roof of a building should be set back from the primary, character-defining façade.
- Maintain the alignment of moldings, cornices, and upper-story windows.
- Maintain compatibility in scale, texture and material with the original.
- Set additions back from the front wall of the existing building.
- Average height and width should be determined by surrounding buildings.
- Facades should reflect the characteristic rhythm of streetscape.
- If the building is large, it can be broken into smaller bays to reflect neighboring rhythms.

STOREFRONTS

An understanding of the original intent of the builder and familiarity with the traditional architectural elements of a 19th century storefront will assist in planning rehabilitation and/or restoration.

Photo archives can show original details often lost through years of revision and redesign.
(Listings of available photo archives are provided at the end of this document.)

- Maintain character defining features whenever possible
- Maintain commercial character of existing storefronts
- Maintain open character of the storefront by using comparatively large amounts of glass
  Large areas of glass create openness and invite pedestrians into the retail space
  Windows should not be blocked with large signage, curtains or other material

ARCHITECTURAL ELEMENTS OF A STOREFRONT:

Structural supports: These may be wood, masonry, or cast iron depending on the original architecture. They are essential to carry the weight of the structure above and allow the use of large display windows. A non-structural decorative ornament on the façade gives visual interest to framing the windows and entrance doors.

Roof-line cornice: Most historic buildings have cornices to cap the façade. Repetition and general alignment along the street contributes to the visual continuity and should be preserved and maintained.

Upper-story windows: The proportions of these windows contribute to the character of the commercial storefront.

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 level of the building. It may include brackets, panels or ornamental details.

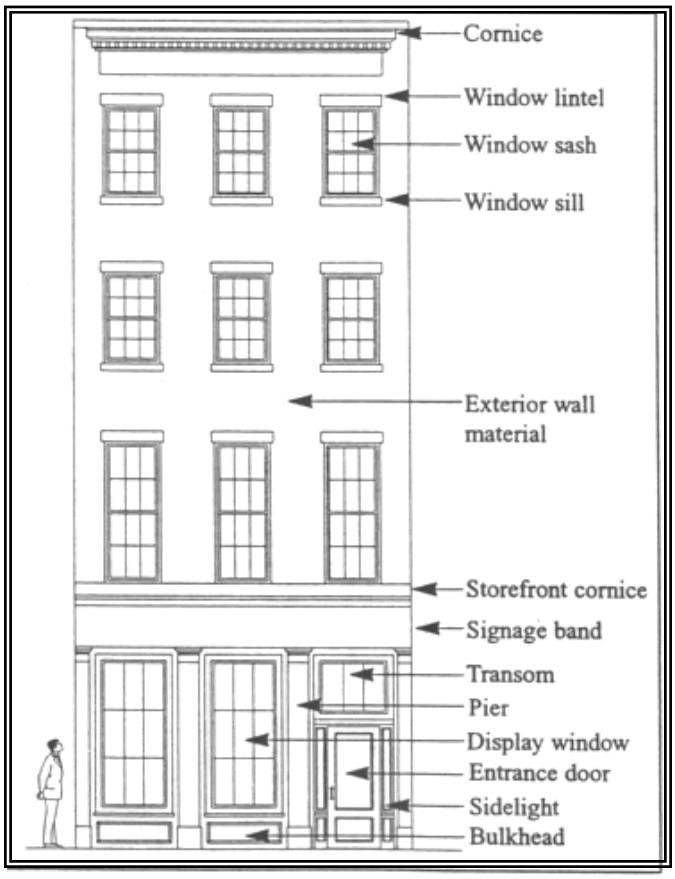
Sign band: Space above the windows, usually with an architectural detail to frame the name of the establishment.

Transoms: 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.

Display windows*:* Extensive window displays advertise the retail product, provide visual interest to pedestrians, provide natural lighting in the store and usually flank the entrance to the storefront.

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.

- If the original is missing, develop a sympathetic replacement design. The use of original materials, wood, metal and masonry, is preferred.



STOREFRONTS

Storefronts in New London have evolved with changes in style and usage through the past 150 years. As 21st-century renovations take place, there is a growing interest in restoring original elements whenever possible to maintain the character of the street.

Entry: Traditionally recessed to provide shelter for customers entering and leaving the premises, they also provide additional views of the merchandise on display. Occasionally, they are set flush with the window wall. Historic photos can help establish the original design of existing buildings and can be used as guidance.

There is likely to be a second door, often at the corner of the building, leading to the second floor.

Repetition of recessed entries provides a rhythm of shadows along the street helping establish a sense of scale and identifies business entrances.

- If 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.)
- If entry must comply with accessibility requirements of the Americans with Disabilities Act, some flexibility in application of these criteria would be considered for historic properties. Code requirements can also require changes to the entry. **A modification of these Building Code requirements from the State Building Inspector are possible in some circumstances. The City Building Official should be consulted regarding the process that would need to be followed.**

Doors: 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.
- Maintain the position and function of original primary entrances.
- Any work should be reversible. Maintain all doors in their historic position.

Upper-story windows:

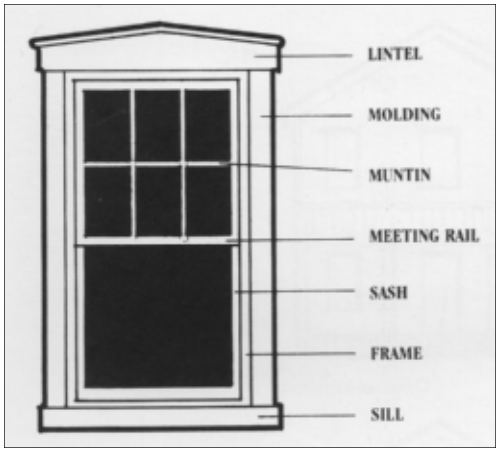
- Preserve historic upper-story windows.
- Reopen windows that are currently blocked.
- Preserve the functional and decorative features of historic windows.
- Frames, sash, muntins, mullions, glazing, sills and other window parts should be maintained and/or repaired if at all possible.
- High quality replacement windows, selected to maintain the character of the original windows, are acceptable.

WINDOWS & DOORS

CHARACTER DEFINING FEATURES OF A BUILDING

Windows and doors are important features conveying the sense and character of a building

- Windows should not be flush with the exterior wall but provide depth and interest to the façade.
- Retention of the original windows is preferred. However, quality replacement windows, appropriate to the style of the building, are acceptable.
- Replacement windows should fill the entire original window opening and include all original window elements.
- Maintain the proportion, general style and symmetry of the existing window patterns.
- Frames, sash, muntins, mullions, glazing, sills and other window parts should be similar to the original windows.
- Do not add divided light windows to structures that historically did not have divided light windows.



- Do not use reflective, heavily tinted glazing. Window transparency is especially important along the street level to maintain pedestrian interest.

Window and door openings in new construction should use the patterns of surrounding buildings, maintaining first floor height and an appropriate alignment of windows

- The size, shape and scale of the new windows should be in proportion to the openings of neighboring buildings.
- The ratio of window area to solid wall for the facade should also reflect the pattern of neighboring buildings.

Examples of appropriate replacement windows and the restoration of the original palladian window and door of the Courthouse.


South Side
bistro

FACADES & ROOF FORMS

Existing New London buildings demonstrate a great variety of style, window treatments and roof forms. This variety, developed through the past 150 years, creates an interesting and varied streetscape. There is no one pattern or design of facades and roof forms 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 these guidelines.

- Incorporate wall plane projections or recesses if necessary. No uninterrupted length of any façade should exceed 100 feet.
- Incorporate display windows, awnings or other such features to create visual interest on a ground floor façade facing a public street.
- Recess windows and include visually prominent sills, shutters or other forms of framing.
- Variations in roof lines should be used to add interest and complement the character of the streetscape.

- All building facades visible from a public street should be designed with windows and other architectural elements so that no visible elevations look like the back of a building.

Materials, colors and detail features:

- Predominant exterior building materials should be brick, wood or sandstone and should not include concrete block, tilt-up panels or prefabricated steel panels.

- Façade colors should be low reflectance, subtle, neutral or earth tone colors.

SIGNAGE & AWNINGS

Signage is a vital component to a pedestrian-friendly, attractive streetscape. A sign should be in scale with its architecture, appropriately placed and well-designed. Size, lettering, shape and symbols are important elements of a sign. The unique combination of these elements creates a distinctive sign.

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

NOTE: Refer to New London's Sign Regulations and Sign Design Guidelines, available from the Office of Development & Planning, for details on the regulations and additional guidelines which are incorporated here by reference.

Awnings, canopies and marquees provide secondary locations for signage. They add color and interest to building storefronts and can emphasize display windows and entrances.

- Important architectural details should not be concealed by awnings, canopies or marquees.
- Canvas and fire-resistant acrylic are preferred awning materials. The use of vinyl or plastic as awning materials is discouraged.

Awnings create an enticing environment. They muffle traffic noise, provide shelter from sun, snow or rain.

LANDSCAPING & LIGHTING

Landscaping/Fencing:

Landscape design in general should be more formal and enhance surrounding architecture and site design.

- Planters, hanging baskets, trees and low shrubs should be planned with relationship to the sidewalk and recognition of pedestrian use. Views of historic buildings, open vistas and water views should not be interrupted by over-sized landscape elements.
- Maintenance of urban character is important. While green spaces break up the monotony of pavement and hard surfaces, they should be designed to enhance, not interfere with the urban character of the street.
- 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.
- Fencing should be of low height and, where visible, ornamental in appearance (no chain link or stockade fencing).

NOTE: *The University of Connecticut Plant Science Department has compiled a list of Recommended Street Trees for Connecticut. This list should be referred to when planning landscape and sidewalk improvements. Available online: http://www.hort.uconn.edu/ipm/homegrnd/htms/32cttree.htm*

Lighting:

- Location and design of lighting systems shall complement the subject property, site amenities and site elements. Poles and fixtures shall be proportionate to the buildings and spaces they are illuminating
- 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.
- Lighting should be at a level to encourage pedestrian activity after sunset, without adding glare or lighting off-site areas.
- Unique building or landscape features can be highlighted if the lighting does not create glare or distraction.

PARKING

Parking:

The design of parking areas should provide a safe pedestrian environment, encourage connection to adjacent parking areas and minimize the number of curb cuts.

- Parking should be located at the rear or sides of buildings. Parking areas are considered part of the site plan and must coordinate with pedestrian walks leading to the building's entrances and to public sidewalks.
- Integrate parking area with the overall design.
- Screen the view of dumpsters, utilities and other service-related features from the parking area.
- Parking areas should be made more attractive by reducing their visual impact by adding landscape features to provide shade and seasonal interest.
- Pedestrians should have clear access to businesses via sidewalk or walkway, not through or around parking areas.
- Buffer adjacent properties through the use of perimeter plantings, fences, low walls or hedges.
- Consider the use of brick, pavers, concrete, concrete aggregates or patterned concrete instead of asphalt.
- Light fixtures should be focused and directed on the parking area and related walkways.

Part III: NEW LONDON: A 21ST CENTURY URBAN CENTER

A RETURN TO URBAN LIVING

Today, new ideas of urban living and the revitalization of historic cities are creating a new dynamic for urban design. Smart growth, mixed-use communities, transit oriented development, environmental construction principles, energy efficient buildings—these are all critical elements as new development projects are presented to New London's Planning & Zoning Commission.

Changes from a city dominated by the automobile to a more pedestrian-oriented, walkable city with bike paths, a strong connection to New London's waterfront and an active transportation center with train, ferry and bus connections are creating new thinking and new ideas for development.

New London looks for new development that will maintain and expand this pedestrian-oriented streetscape. Design concepts providing a sense of place and convenient, safe, and attractive access to the entire downtown business district are encouraged.

Recommendations:

Corners: Pedestrian activities are concentrated at street corners. These are places of convergence where people wait to cross, look toward their destinations on the opposite corner, and get a sense of their surroundings.

- New development on corner lots should take advantage of this condition, adding interest to the street while providing clear space for movement.
- Redesign of existing buildings on corners should be oriented toward the corner.

Crosswalks: As new development is considered—especially in gateway and intersection areas—strong consideration should be given to pedestrian access and safety. Pedestrian access should be scaled in a manner that allows for pedestrian flow. This should be well defined and integrated into the overall design of the proposed building design.

Gateways: These are the major intersections leading into the Historic Waterfront District. While each has individual characteristics, surrounding buildings and existing lights and signage, improvements can be made when planning new construction.

At the street level, attractive sidewalks, well-defined crosswalks, signage that is consistent throughout the downtown district, and attractive landscaping elements will create a positive impression to those entering the city.

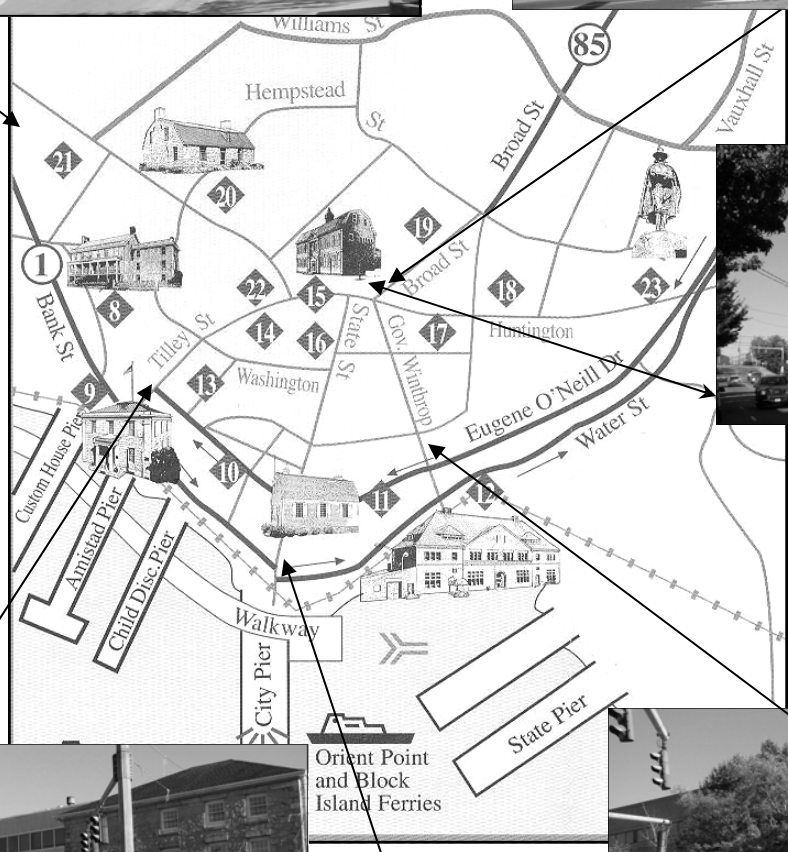
Complete Streets: Building facades should give shape to the space of the street through arrangements and scale of building elements.

- Display windows should be large and open at street level to provide interest and encourage activity along the sidewalk.
- At night, these windows should provide a secondary source of lighting.
- Pedestrian entrances to the building should be on the main sidewalk along which the building is located.
- Street amenities, trees, shrubs, benches, sidewalk cafes, and other amenities should be designed to enhance the pedestrian space and create a visually pleasant environment.
- Access to parking areas should be safe, easily visible and convenient to the building entrance.

Major Intersections and Gateways to New London

Corner Bank & Shaw Streets

Corner Broad & Huntington Streets



Huntington Street

Corner Bank & Tilley Streets

Corner Eugene O'Neill Drive
& Governor Winthrop Boulevard

NEW PARADE PHOTO BEFORE WE GO TO PRINT!

The Parade Plaza foot of State Street

HISTORIC COMMERCIAL BUILDINGS

Historic Commercial Buildings in the Downtown Business District provide examples of design, construction and architectural details that should be maintained throughout the district. The key feature of these traditional historic resources include the overall building form and proportion, the materials and signature design features.

Plant Building, 1914

Architectural innovation is visible in New London architecture from Henry Hobson Richardson's Union Station to the Munsey building.

Quality construction and expansive interior spaces have encouraged restoration and adaptive reuse. New London's skyscraper, the Munsey Building, now the Mohican, built in 1896 used the latest construction materials, and an elevator to create practical use of its height.

Munsey Building, 1896

COMMERCIAL BUILDINGS OF THE LATE 1900s

Mariner Square Building 1982

Architecture in the mid-to-late 1900s brought new design concepts to the city, creating a contrast to historic structures. Again, technological innovation, experimentation with new materials, new concepts on the use of space and high-tech demands of business in the late 1900s influenced new design and construction. The needs of businesses to have loading docks and extensive parking for employees changed the way many buildings were sited on their lots.

Recent decades brought a variety of new construction to New London. It is often unrelated to many of the principles mentioned in these guidelines but reflects building styles of the late 20th century. As we look toward new construction in the next thirty years, new approaches to urban design and development are encouraged.

Merrill Lynch Building, 1973

LIVING DOWNTOWN

A variety of historic downtown buildings are finding new life with lofts, apartments and condos on the upper floors.

This building was a modern parking garage in 1914. Today apartments fill the upper floors and the original auto showroom is a popular coffee house. The building faces two major streets, Washington and Huntington, a prime retail location.

This 1833 bank is now a popular downtown coffee shop on Bank Street and has an outdoor terrace facing South Water Street with apartments above.

This 1844 building was a store and sailor's rooming house. It was nearly demolished in 2000, but today it is the Hygienic Art Gallery and co-op with artist lofts on upper floors.

Street-level retail and upper-level apartments have transformed this historic building on Golden Street.

Apartments and lofts in historic downtown buildings are increasingly popular with young urban professionals. The 1872 Crocker House, once a luxury hotel, now houses ground floor retail and offices, a grand ballroom and apartments.

RESIDENTIAL NEIGHBORHOODS

Urban living in New London is a significant new trend that began with the restoration of all the houses on Starr Street in the early 1980s.

Downtown New London is a National Register Historic District and is surrounded by several other National Register Historic Districts. These neighborhoods of historic houses have distinctive character and interest, all within walking distance of downtown.

Starr Street is a **Local Historic District**. All houses were restored as part of an early urban renewal project of New London Savings Bank.

The **Prospect Street Historic District** has lovely Federal and Victorian houses.

The **Post Hill Historic District** is a neighborhood with grand houses built for masters in the whaling industry.

The **Coit Street Historic District** has more of the working class houses from the late 1800s.

The **Hempstead Street Historic District** has a mix of working class, middle class and a few grand houses scattered through a large historic neighborhood.

As new trends in urban living develop, the restoration of these neighborhoods, within walking distance of the downtown and the transportation center, will continue to take place.

Recommended restoration, renovation and new construction in these neighborhoods fall under guidelines of the **Secretary of the Interior's Standards for Rehabilitation**.

Maintaining the historic character of each neighborhood with its own specific character, lot placement, architectural style and details, is of primary importance. Maintenance of architectural details and ornamentation, appropriate to the original style of the house, sustains the character of the district.

PART IV:

SOURCES FOR ADDITIONAL INFORMATION

Bibliography

Images of America: New London by John J. Ruddy Arcadia Publishing, 1998

Images of America: Reinventing New London by John J. Ruddy, Arcadia Publishing, 2000

The Day Paper by Gregory N. Stone, The Day Publishing Company, 2000

State Tax Credit Program:

Residential: Mary Dunn – 860-256-2756

Commercial: Julie Carmelich – 860-256-2762

Connecticut Commission on Culture and Tourism
1 Constitution Plaza – 2nd Floor
Hartford, CT 06103

New London City Offices:

Office of Planning & Development, 111 Union Street, New London, CT 06320

City Planner: – 437-6379

Economic Development Coordinator: – 437-6309

Building Division:

Building Official: – 447-5240

Façade & Signage Program:

Contact: Economic Development Coordinator: - 437-6309

Research Historic Buildings:

New London Landmarks, 49 Washington Street, New London
Call for appointment: 860-442-0003, e-mail: info@newlondonlandmarks.org

New London Public Library, 63 Huntington Street—860-447-1411

Secretary of the Interior's Standards for the Treatment of Historic Properties

The Standards were developed by the U.S. Department of the Interior to promote responsible preservation practices.

These Standards are used in reviewing Federal and State tax incentive projects.
A copy of these standards is available in the Office of Development & Planning

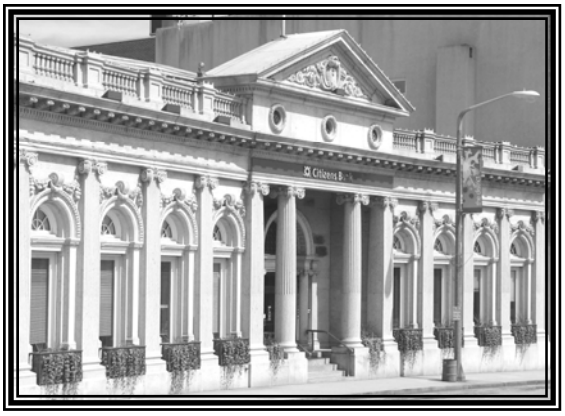
http://www.nps.gov/history/hps/TPS/tax/rhb/

City of New London Web Site: www.ci.new-london.ct.us

Significant New London Buildings

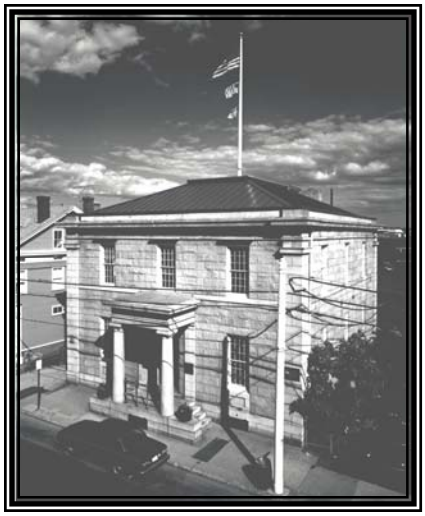
Cronin Building, 1892
George Warren Cole, Architect

Hygienic Art Gallery, 1844

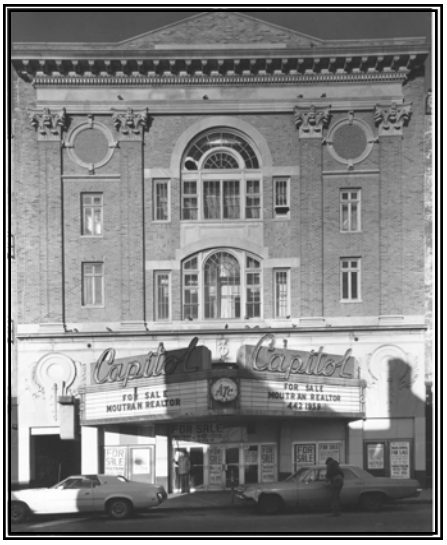


The Savings Bank of New London, 1903
Dudley St. Clair Donnelly, Architect

Union Station, 1888,
Henry Hobson Richardson, architect



United States Custom House, 1833
Robert Mills, Architect



Capitol Theatre, 1921


GETTYSBURG
PORT HUDSON
FREDERICKSBURG
ANTIETAM
GROTON
BUNKER HILL