

HISTORIC RESOURCES INVENTORY - BUILDING AND STRUCTURES

Please send completed form to: National Register and State Register Coordinator,
State Historic Preservation Office, Department of Economic and Community Development,
One Constitution Plaza, 2nd Floor, Hartford CT 06103

* Note: Please attach any additional or expanded information on a separate sheet.

GENERAL INFORMATION

Building Name (Common) Temple Street Garage

Building Name (Historic) Temple Street Garage

Street Address or Location 21 Temple Street

Town/City New Haven Village _____ County New Haven

Owner(s) City of New Haven Parking Authority Public Private

PROPERTY INFORMATION

Present Use: COMMERCE/TRADE: Parking garage

Historic Use: COMMERCE/TRADE: Parking garage

Accessibility to public: Exterior visible from public road? Yes No

Interior accessible? Yes No If yes, explain _____

Style of building MODERN MOVEMENT: Brutalism, Expressionism Date of Construction 1961

Material(s) (Indicate use or location when appropriate):

- | | | | | |
|---|---|--------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Clapboard | <input type="checkbox"/> Asbestos Siding | <input type="checkbox"/> Brick | <input type="checkbox"/> Wood Shingle | <input type="checkbox"/> Asphalt Siding |
| <input type="checkbox"/> Fieldstone | <input type="checkbox"/> Board & Batten | <input type="checkbox"/> Stucco | <input type="checkbox"/> Cobblestone | <input type="checkbox"/> Aluminum Siding |
| <input checked="" type="checkbox"/> Concrete (Type <u>cast-in-place</u>) | <input type="checkbox"/> Cut Stone (Type _____) | <input type="checkbox"/> Other _____ | | |

Structural System

- Wood Frame Post & Beam Balloon Load bearing masonry Structural iron or steel
- Other Cast-in-place reinforced concrete

Roof (Type)

- Gable Flat Mansard Monitor Sawtooth
- Gambrel Shed Hip Round Other _____

(Material)

- Wood Shingle Roll Asphalt Tin Slate Asphalt Shingle
- Built up Tile Other Concrete floor slab

Number of Stories: 6 Approximate Dimensions 118' x 734'

Structural Condition: Excellent Good Fair Deteriorated

Exterior Condition: Excellent Good Fair Deteriorated

Location Integrity: On original site Moved When? _____

Alterations? Yes No If yes, explain: Renovations to commercial space; concrete restoration in 2002.

FOR OFFICE USE: Town # _____ Site # _____ UTM _____

District: S NR If NR, Specify: Actual Potential

PROPERTY INFORMATION (CONT'D)

Related outbuildings or landscape features:

- Barn Shed Garage Carriage House Shop Garden
- Other landscape features or buildings: _____

Surrounding Environment:

- Open land Woodland Residential Commercial Industrial Rural
- High building density Scattered buildings visible from site

• Interrelationship of building and surroundings:

The garage forms part of the Chapel Square Renewal Project of the 1950-60s, extending over a three-block area from Chapel Street facing the New Haven Green, south to Frontage Road, between Temple and Church Streets. The garage is two blocks long and a half-block wide, extending from Crown Street to Frontage Road along Temple Street. It spans across George Street, has entrances at the cross streets, and provides commercial space on the ground floor of the northern block.

• Other notable features of building or site (*Interior and/or Exterior*)

This is a reinforced concrete parking garage which extends over 700 feet in length including a double-height span over George Street. Its width is 130 feet, providing two modules of double-loaded parking spaces extending north-south the length of the structure. The parking decks are supported by paired reinforced concrete piers. Integral half-height walls at the perimeter act as guardrails. The north block at ground level has infill walls of metal framing, metal panels and glazed partitions, for commercial space. Originally the garage abutted two department stores on the east, and had direct entrances at several levels. These were replaced by a community college, which is held away from the garage with a narrow landscaped space between. The surface of the concrete with the wood texture of formwork is the exterior finish. Many surfaces are curved, providing a plastic impression that belies the solidity of concrete. Three elevator/stair towers rise through the structure, with ground floor lobbies; each is clad in ceramic tile of a different bright color. The roof-top termination of the elevators form sculptural profiles at the uppermost level.

Architect Paul Rudolph, Builder Fusco-Amatruda Company
Structural engineer: Henry A. Pfisterer

• Historical or Architectural importance:

See continuation sheet.

• Sources:

Brown, Elizabeth Mills; New Haven: A Guide to Architecture and Urban Design, Yale University Press, New Haven, 1976.
Carley, Rachel D., Tomorrow is Here: New Haven and the Modern Movement (Privately printed by the New Haven Preservation Trust, New Haven CT) June, 2008.
Maynard, Preston. 1981. HRI 906. New Haven Architectural Survey. Map/block/lot: 241/0205/00100.
See continuation sheet.

Photographer Charlotte Hitchcock Date 8/07/2016
View Multiple Views Negative on File NHPT
Name Charlotte Hitchcock Date 11/30/2016
Organization New Haven Preservation Trust
Address 922 State Street, P.O. Box 8968, New Haven, CT 06532

• Subsequent field evaluations:

Latitude, Longitude: 41.304253, -72.928416

Threats to the building or site:

- None known Highways Vandalism Developers Renewal Private
- Deterioration Zoning Other _____ Explanation _____

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Temple Street Garage, 21 Temple Street, New Haven, CT

Historical or Architectural importance (*continued*):

The Temple Street Garage was designed from 1958-59 and built in 1960-61 to provide automobile parking for the clientele of new retail businesses in the downtown area along Church and Temple Streets. Most notably, there were two major department stores, the New York-based Macys and the locally-owned Malleys, and a new indoor shopping mall, Chapel Square. This urban renewal project, along with plans for a new City Hall, the new Knights of Columbus headquarters, and New Haven Coliseum, were intended to make downtown New Haven attractive to suburban shoppers and visitors from throughout the region, who would arrive by car via new highways, Interstate 91, the Connecticut Turnpike (I-95), and the Route 34 connector. The garage was planned to be a gateway, a “symbol of civic and commercial rejuvenation” (*Architectural Record*).

Architect Paul Rudolph was at that time the Chair of the Department of Architecture at Yale University and was a popular, designer of cutting-edge Modernist work. His concept evolved from an early design (Figure 19) which located the garage between department stores placed at the north and south ends. By the time of construction, the design had evolved to its final length and position, five levels above the street, and an underground service level with access to the Park Plaza Hotel and shopping mall. Structural engineer Henry Pfisterer taught with Rudolph at Yale, and as he did for Louis Kahn and other prominent architects working in New Haven and at Yale, Pfisterer made it possible to realize the architect’s complex spatial vision (and this at a time before computer-aided design).

The final constructed plan expressed the excitement of the automobile age by extending as a mega-structure the full 700-foot length of two city blocks and leaping over a street to form a gateway structure. The modeling of concrete into free-form curved sculptural forms gave expression to the sense of motion implicit in the freedom of the automobile. The sensation of moving directly from the modern highway, up the flowing ramps into the cave-like recesses of the parking levels gave visitors a timeless spatial experience akin to entering Roman ruins or natural caves (which could be exhilarating or eerie). As described by Herbert Muschamp in Rudolph’s obituary, “like Eero Saarinen’s terminal for TWA at Kennedy Airport in New York, the garage created a monumental form for modern transportation” (Muschamp 1997).

The garage has become one of Rudolph’s most iconic achievements and representative of his expressive genius even as some other Rudolph-designed buildings have been demolished. Its use of cast concrete to overcome the limitations of right angles embodied the expressionist impulse that Rudolph shared with fellow Modernists Le Corbusier, Frank Lloyd Wright, and Eero Saarinen.

The garage has survived a second wave of renewal, with the department stores replaced by a new community college campus. The Temple Street Garage was restored and rehabilitated in 2002. Perhaps its longevity is due to the inherent strictness of the design constraints imposed by the building type, which required flat floor levels with ramped access for cars. Other Rudolph building designs have incorporated many complex level changes of both floors and roofs, leading to maintenance problems and difficulty adapting to changing accessibility and energy requirements. The garage has been spared these issues, and so only faced the challenges of maintaining the integrity of its reinforced concrete structure.

Architect:

Paul Rudolph (1918-1997) was a prominent mid-twentieth-century architect and educator. His career spanned the period between the dominance of the International Style and Postmodernism. His design work

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exhibits characteristics resonating with the “beton brut” (raw concrete) of Le Corbusier and the poetic expressionism of Frank Lloyd Wright and Eero Saarinen, but presents a unique personal style.

Paul Rudolph was born in 1918 in Kentucky but grew up in Alabama. He graduated from Alabama Polytechnic Institute (now Auburn University) and spent a year working in an office in Birmingham. He then attended the Harvard Graduate School of Design before serving in World War II at the Brooklyn Navy Yard. As an officer in the U.S. Naval Reserve, he worked on the design and building of merchant ships in support of the war. During that time he may have been exposed to asbestos which eventually caused his death.

Rudolph returned to Harvard after the war and studied under Walter Gropius, graduating in 1947. His classmates included I.M. Pei and Philip Johnson. After graduation, he settled in Florida and began a partnership with Ralph Twitchell in Sarasota, but also obtained a Wheelwright Traveling Fellowship (1948-1949) which he used to tour Europe. In Florida, Rudolph became known for designing Modernist vacation homes. In the early 1950s, he served as guest critic and lecturer at architectural schools including Yale University. He also earned commissions outside of the South, including the design of two important exhibits for the Museum of Modern Art, the design of the Jewett Art Center at Wellesley College (1955), and the Blue Cross Building in Boston (1956).

In June 1957, he was named chair of the Department of Architecture at Yale University. During his years at Yale he began receiving commissions for monumental structures including the Art and Architecture Building at Yale, the Government Services Center in Boston, and the UMass Dartmouth campus. By this time a distinctive style had evolved, predominantly built in concrete. In New Haven, Rudolph designed the Greeley Lab (1959) and Mansfield Street apartments (1960) for Yale University, and worked with the New Haven Redevelopment Authority on a number of master plans and unbuilt schemes. Completed commissions include Crawford Manor senior housing (1965), Oriental Gardens low-income housing (1970, demolished) and the Temple Street Garage (1959-61).

After leaving Yale in 1965, Rudolph’s career began a decline through the 1970s. He later began to develop relationships with developers in Southeast Asia, and received commissions for large-scale projects in Singapore, Hong Kong, and Indonesia. Paul Rudolph died in 1997 in New York City where his residence at Beekman Place in Manhattan became one of his iconic creations, as had his High Street apartment in New Haven years earlier.

Sources (*continued*):

AIA Historical Directory of American Architects,
<http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/What's%20here.aspx>

Architectural Record. 2/1963, p. 146.

Barnes, Bruce. “Paul Rudolph & his Architecture.” Website at UMass Dartmouth. Accessed 12/06/2016 at <http://prudolph.lib.umassd.edu/about> .

Biography at: <http://prudolph.lib.umassd.edu/introduction> .

Maps and aerial views:

Bing Maps accessed at: <https://www.bing.com/mapspreview>

Google Maps accessed at: <https://www.google.com/maps/>

Fitch, James Marston. 1973. *American Building: the Historical Forces That Shaped It, Second Edition*. New York: Shoken Books.

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Metz, Don and Yuji Noga. 1966. *New Architecture in New Haven*. Cambridge: MIT Press.

New Haven Modern web site. New Haven Preservation Trust. Accessed at: <http://newhavenmodern.org/>

“Sensually Structured Parking Garage by Rudolph.” 9/1960. *Progressive Architecture*.

Rohan, Timothy. June, 2014. “Scenographic Urbanism: Paul Rudolph and the Public Realm.” *Places Journal*. Accessed 12/07/2016 at <https://placesjournal.org/article/scenographic-urbanism-paul-rudolph-and-the-public-realm/>.

Rudolph, Paul, Architect, Archive. Images accessed 12/07/2016 at the Library of Congress.

Parking garage, New Haven, Connecticut. Temple Street elevation. Rendering. 1959. Image. Retrieved from the Library of Congress, <https://www.loc.gov/item/2008679990/>.

Church Street Redevelopment, New Haven, Connecticut. Drawing set. 1959, 1958. Image. Retrieved from the Library of Congress, <https://www.loc.gov/item/2007681993/>.

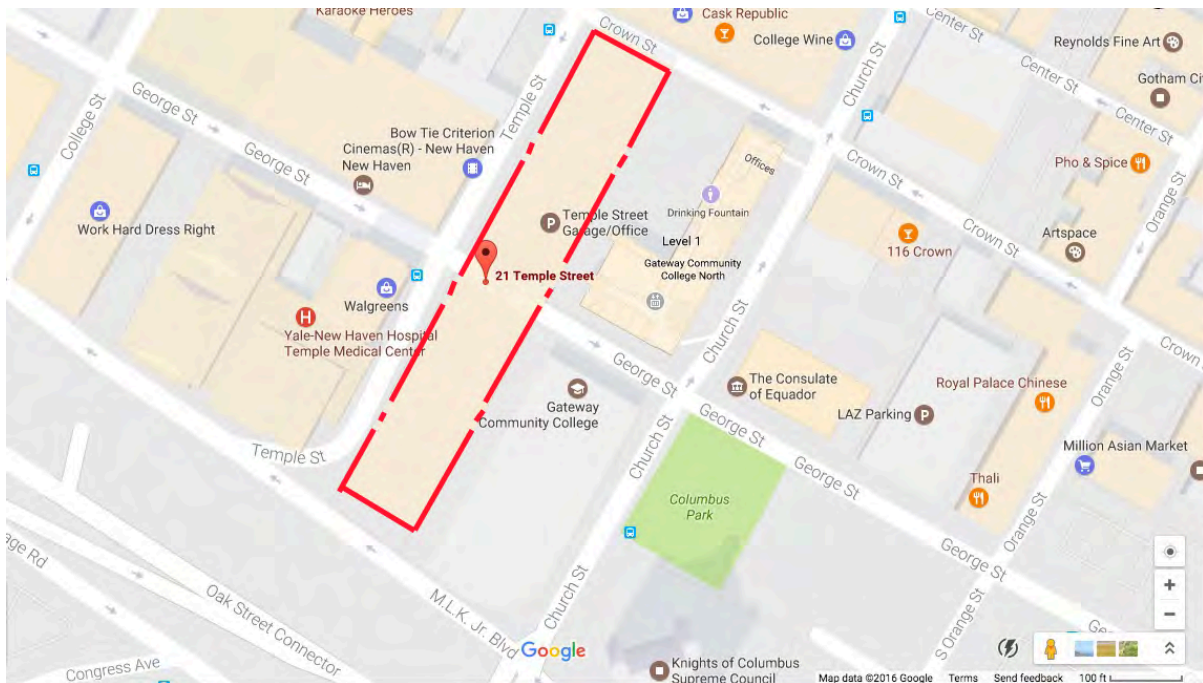


Figure 1. Location map of 21 Temple Street, New Haven. Image from Google Maps accessed 12/07/2016, annotated to indicate the extent of the building.

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Temple Street Garage, 21 Temple Street, New Haven, CT

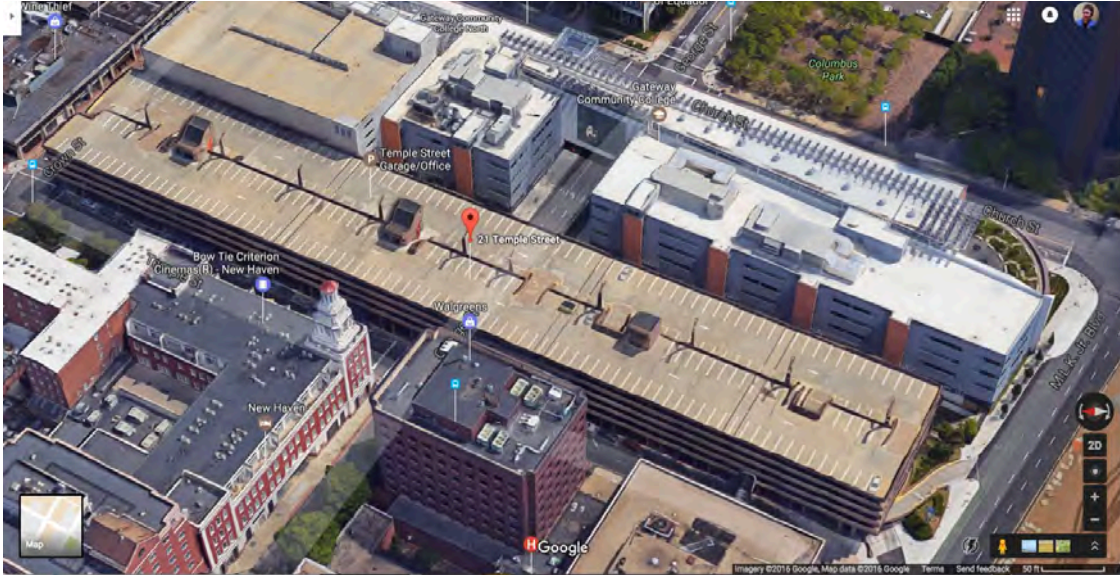


Figure 2. West aerial view of Temple Street Garage, 21 Temple Street. 3D Image from Google Maps accessed 12/07/2016.



Photo 3. Southwest context view of Temple Street Garage, camera facing east. At rear are Gateway Community College and the 1967 Knights of Columbus building.

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Photo 4. Southwest view of Temple Street Garage, camera facing northeast.



Photo 5. West sidewalk view, camera facing north along Temple Street from Frontage Road. Overhead is the ramp seen in Photo 4 and Figure 22.

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Photo 6. West view of Temple Street Garage, camera facing north along Temple Street.



Photo 7. Sidewalk view along the west, Temple Street side of the garage, camera facing north. In the foreground is the intersection with George Street, and beyond the commercial space.

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Photo 8. West view of garage at George Street, camera facing east, showing the garage spanning the street.



Photo 9. East view of Temple Street Garage, camera facing north from Frontage Road, between the garage and adjacent community college campus.

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Photo 10. East view of the Temple Street Garage from George Street, camera facing south. At left is the new Gateway Community College building. This exposure was concealed from view during the years when the two department stores abutted the garage.



Photo 11. Interior view of the George Street lobby, camera facing south toward George Street.

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Photo 12. Exterior view of the George Street lobby (orange elevator bank), camera facing west.



Photo 13. Interior view of upper level showing orange elevator bank, camera facing east. Note typical transverse structural beams overhead, and typical parking bays nosed in below structural bays at right.

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Photo 14. Interior view of upper level showing (south) yellow elevator bank, camera facing southeast.



Photo 15. Interior view of upper level showing new electric vehicle charging stations, camera facing north.

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Photo 16. Interior upper level view (south of George Street) of typical structural bays including the central north-south line of piers with integral guard walls and the staggered floor levels with paired transverse beams. Camera facing east.



Photo 17. Interior view of ramp at south exit toward Frontage Road, camera facing south.

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Photo 18. Roof level view at a location above George Street, camera facing northwest. Note the sculptural forms of lighting standards and elevator towers, and skyline views of downtown buildings.

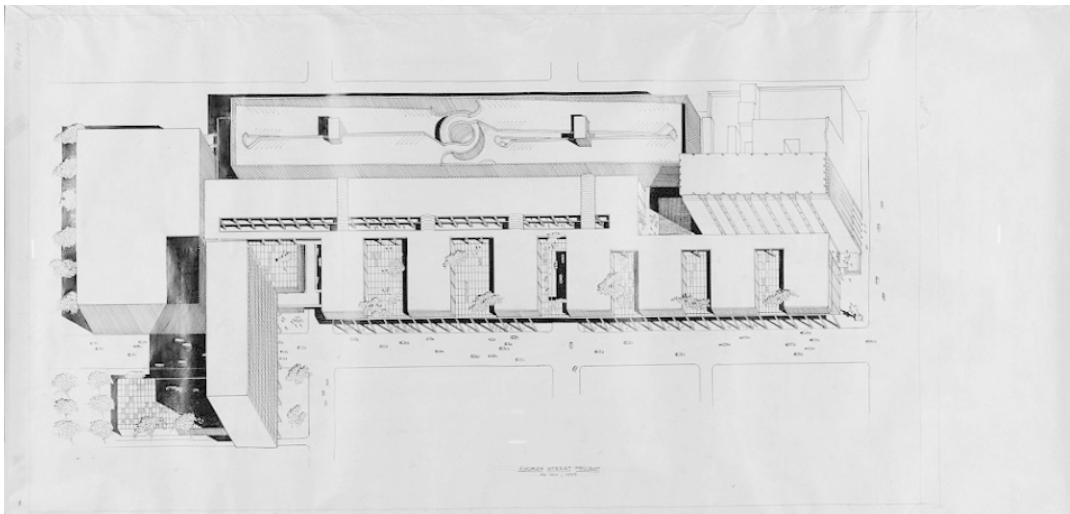


Figure 19. Early planning scheme drawn by Paul Rudolph in 1958, showing garage sited to the north of its final location, with a single central spiral ramp; department stores at the north and south ends of the site; and offices with garden terraces above shops along the Church Street side. Drawing: graphite and adhesive shading film on paper; 74 x 140 cm. (approximately 30 x 54 inches) Library of Congress Online Catalog.

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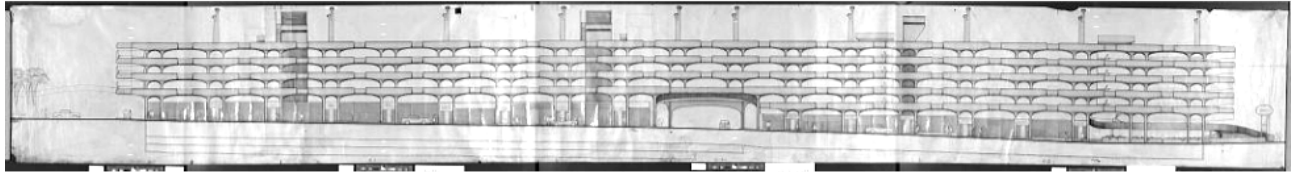


Figure 20. Temple Street elevation rendering 1959, Paul Rudolph. Drawing : ink, graphite, & adhesive shading film on paper; 66 x 533 cm. (approximately 26 x 210 in.). Library of Congress Online Catalog.

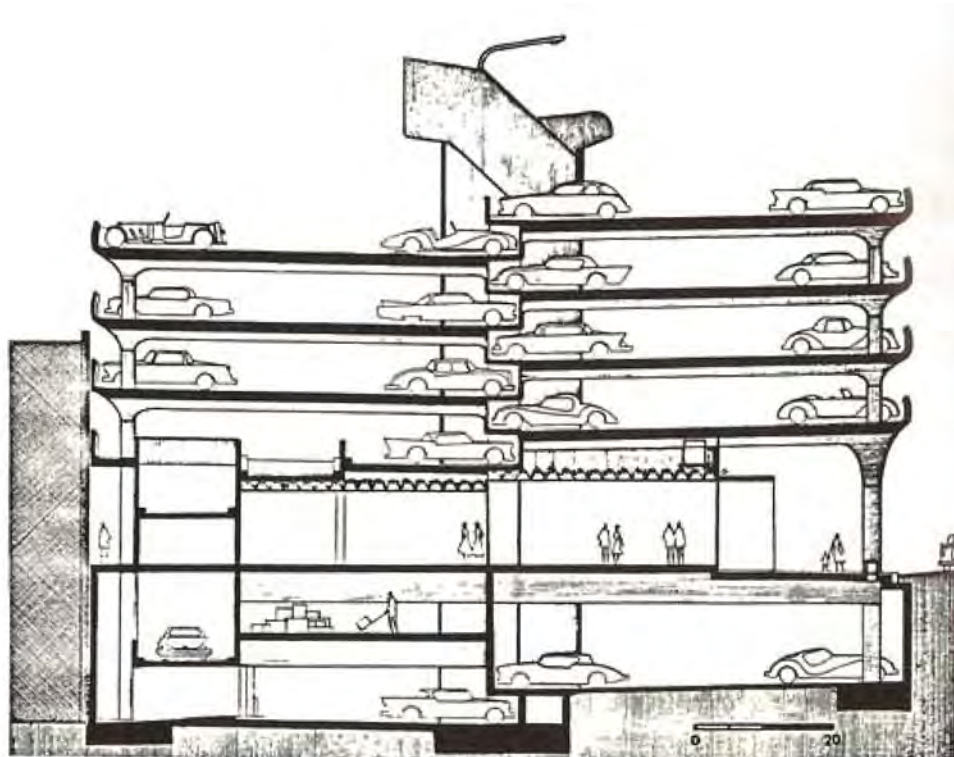


Figure 21. Section drawing illustrating the department store (at left), interlocking parking levels, ground level commercial use, and below-grade garage space for hotel use (Metz 1966, p. 64).

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Figure 21. Southwest view of Temple Street Garage in the late 1960s; camera facing northeast, with the adjacent Edward Malley Co. department store. Photograph: New Haven Redevelopment collection, New Haven Museum.



Figure 22. Southwest view of construction; camera facing east at the southwest entry ramp. Photograph: New Haven Redevelopment collection, New Haven Museum.