



City of New Haven

# Long Wharf District Responsible Growth Plan

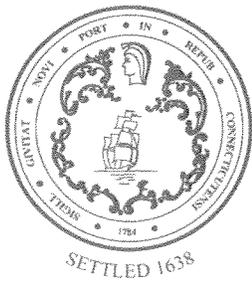
Responsible Growth and Transit-Oriented Development Grant Application

Submitted to the Connecticut Office of Policy and Management

by

Toni N. Harp, Mayor  
City of New Haven  
165 Church Street  
New Haven, CT 06510

February 4, 2016



# CITY OF NEW HAVEN

TONI N. HARP, MAYOR

165 Church Street  
New Haven, Connecticut 06510  
T: 203.946.8200 F: 203.946.7683  
[www.CityofNewHaven.com](http://www.CityofNewHaven.com)



February 3, 2016

Matthew Pafford  
State of Connecticut  
Office of Policy and Management  
450 Capitol Avenue  
MS# 54ORG  
Hartford, CT 06106-1379

**RE: Application for a Responsible Growth & Transit-Oriented Development Grant  
Long Wharf District Responsible Growth Plan**

Dear Mr. Pafford:

I am pleased to submit to you the City of New Haven's application for a \$935,000 planning and construction grant in support of a growth strategy for the Long Wharf District. This project includes five major elements, highlighted by a much-needed strategic economic plan for the district and construction funding to support aesthetic improvements within a major recreational, transit and employment center of the region.

The City has now entered the implementation phase for the Hill to Downtown Community Plan (north and west of Union Station), while this grant will enable us to look more strategically at the east side. Long Wharf is a mile-long coastal environment and is well-positioned for future growth. To grow in a responsible manner, however, the City must work collaboratively with the community and with various State agencies. The application therefore includes time and resources for community meetings and agency technical discussions.

Thank you for taking the time to consider this important application and opportunity to plan ahead of future development.

If you have any questions, please do not hesitate to call.

Very truly yours,

  
Toni N. Harp  
Mayor

enclosure

cc: Tyisha Walker, President, New Haven Board of Alders  
Michael Piscitelli, CNH  
file

Follow us on / Síguenos En / 跟隨我們  
[www.infoNewHaven.com](http://www.infoNewHaven.com)



**ABSTRACT**

The City of New Haven is seeking \$935,000 in grant assistance from the State of Connecticut Office of Policy and Management to support the Long Wharf District Responsible Growth Plan, a comprehensive set of projects and planning initiatives in the Long Wharf / Union Station section of New Haven (“Long Wharf” or the “District”). The grant is intended to address five key needs: (1) a strategic economic plan for infill and redevelopment; (2) streetscape; (3) traffic / transportation planning; (4) aesthetic and mobility improvements; and (5) urban park planning. By addressing these needs, the City will create a stronger economy in a mixed use environment with dramatically enhanced bike, pedestrian and transit connections. This application builds upon current work, including the City’s coastal resiliency planning to address the convergence of inland flooding and coastal storm surge. In addition, this application is leveraged by significant State transportation investment in passenger rail and highway systems in the District, including the leave-behind conditions associated with the I-95 project.

**EXISTING CONDITIONS**

Long Wharf is primarily a commercial/industrial section of New Haven characterized by low-density, high-value parcels of significant importance to the Connecticut economy (see Figure 1 for a map of the District, and Table 1 for a more detailed description of District land use). The District is comprised of 352 acres, bounded generally by Water Street to the north, New Haven Harbor to the east and Union Avenue to the west.

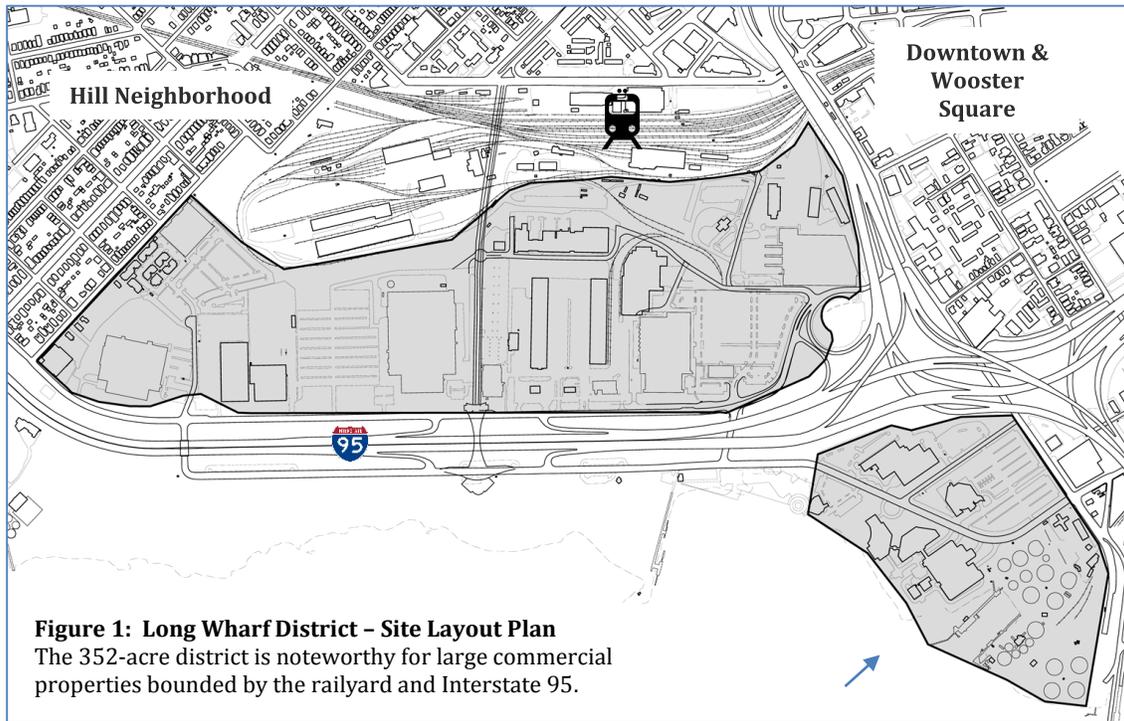
The District is home to signature companies and organizations such as Assa Abloy, IKEA, the Regional Water Authority and the New Haven Food Terminal.

Assa Abloy is both a major manufacturer with more than 700 employees and the headquarters of the parent corporation’s North American operations. Jordan’s Furniture recently re-purposed the former New Haven Register building into a 200,000 s.f. retail and entertainment destination. One Long Wharf, a re-purposed 300,000 s.f. building, is now fully occupied by medical and commercial office uses. Connecticut DOT’s largest railyard is also located in the district and is being transformed with over \$1.4 billion in recent capital investments. The New Haven Food Terminal, a cooperative located on Sargent Drive, is a longstanding neighborhood institution, containing major regional food sector businesses such as Carl’s Boned Chicken, Lamberti Sausage and Napoli Importing. The Terminal is also home to Long Wharf Theater, which attracts more than 100,000 patrons annually.

There are few vacant buildings in the District; notable exceptions include the Pirelli Building and smaller spaces within the Food Terminal, including the former Statewide Beef space; underused property, including surface parking, is more common. With the exception of the Food Terminal, businesses along Long Wharf have exclusive and expansive surface parking lots.

<b>Table 1: Land Use</b>	<b>Acres</b>
Commercial	51.69
Exempt	174.7
Industrial	122.6
Residential	3.01
<b>Total</b>	<b>352</b>

The District is also home to the Vietnam Veteran’s Memorial Long Wharf Park and Long Wharf Nature Preserve, two of the City’s most significant and beautiful natural open spaces.



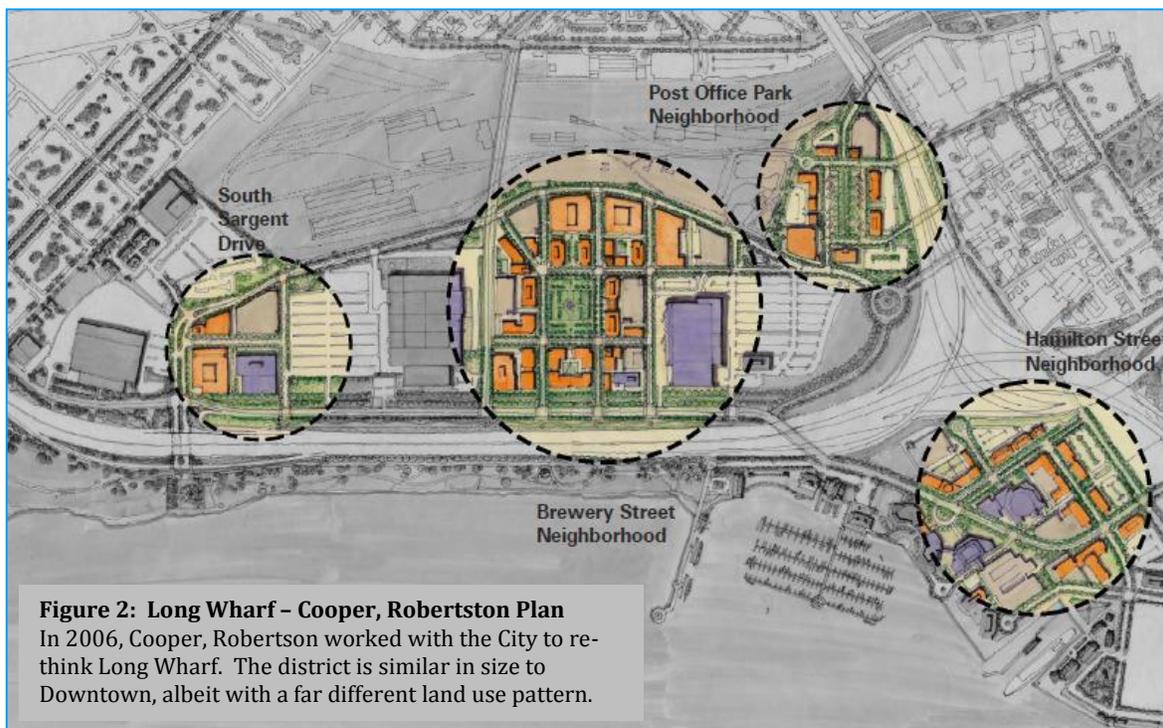
### *Historic Context*

Highly visible from passenger rail services and Interstate 95, Long Wharf also serves as the “welcome mat” and “first impression” of the City, creating the gateway not only to New England generally but specifically to the City’s Downtown and many diverse and vibrant neighborhoods. To that end, the City has prided itself on a high degree of architectural and design excellence. The District is largely built on fill that occurred during the original construction of Interstate 95, when Sargent Manufacturing and other significant employers moved out of older plants in the District into a contemporary urban industrial park elsewhere. To this day, there is strong evidence of this design tradition. For example, there are front yards and street trees in front of significant commercial buildings and there are nationally-recognized achievements in modern architecture, such as the former Pirelli tower on Sargent Drive, which was designed by Marcel Breuer.

### **IMMEDIATE NEED & LONG TERM VISION**

In recent years, the City has updated its planning framework, prioritizing work around its main transit centers and then into its neighborhoods. Highlights of this work include the highly-regarded Hill to Downtown Community Plan and the citywide Comprehensive Plan Update, both approved by the Board of Alders in 2015. This work recognizes and strives to plan responsibly for significant economic growth. The City reached 80,000 jobs in 2015 for the first time since 1991. The population based likewise increased 5% at the time of the 2010 Census and New Haven is now the second most populous municipality in Connecticut.

Growth in the health care, higher education, IT/tech, advanced manufacturing and life sciences sectors likewise is supporting the creation of more than 2,000 residential units in the construction pipeline. In the nearby Downtown Crossing district, Alexion Pharmaceuticals recently relocated and expanded into a 495,000 s.f. building within the former Route 34 right-of-way. The tear-down of that former highway in turn is linking Union Station / Long Wharf much more closely to Downtown, by merging the City's two largest employment centers – Downtown (~20,000 jobs) and the Medical District (~16,000 jobs).



Long Wharf is also a large employment center that is presented with a series of immediate challenges, including the impacts of climate change and sea level rise, deterioration in the neighborhood's community park, the general re-orientation of the District after many years of highway construction and the age of the building stock/infrastructure relative to contemporary development opportunities. These challenges were first analyzed in partnership with Cooper, Robertson in 2006. At the time, the City explored ways to transform a traditional industrial district into an activated series of sub-neighborhoods. Much of this work remains relevant today but must also address major challenges in a strategic way. Each one is summarized below, as they will be key points of emphasis for this project:

#### *Climate Change & Sea Level Rise*

As noted in the State of Connecticut's application for CDBG-NDRC funding, the "coastline is susceptible to erosion from sea level rise and wave action, creating vulnerable points along the shoreline. Interventions to stabilize the shoreline will protect Long Wharf Park that serves as a buffer zone protecting I-95, the key regional coastal interstate highway servicing the region between

New York and Boston, and the greater Long Wharf area against storm surge and wave action.” In addition, current conditions threaten the rail yard and compromise important evacuation routes.

Through a combination of interventions ranging from living shoreline measures to real-time storm surge protection barriers, the District can be more resilient to the dual pressures of climate change and sea level rise. This planning grant is intended to provide a sound land use and economic planning basis to support the parallel CDBG-DR efforts.

#### *Deterioration of Long Wharf Park*

Long Wharf Park is a long, narrow stretch of land bounded southerly by the Long Wharf Nature Preserve and northerly by the Canal Dock pier. The park is well-known for its scenic vistas, living shoreline and war memorials. Over time, however, coastal erosion has taken its toll on the park. A bituminous walking/biking path has been washed out to sea in certain locations (See Figure 3). This is not only a recreational asset, but also a non-motorized trail used by many cyclists on the East Coast Greenway or bike commuters traveling to / from the shoreline communities and New Haven. Further coastal storm incursions will have a deleterious effect on the community and surrounding neighborhood. The park is used by residents of the Hill neighborhood, an area of concentrated poverty.



#### *Impacts of Highway Construction*

The Interstate 95 project has impacted the neighborhood not only during the ten+ year construction period, but also during the advance planning phase. At the time, the City and CDOT analyzed various alternative configurations for the highway interchange at Exit 44 before settling on the “no-build” alternative. Even with a “no-build”, the ramps have been reconfigured on Long Wharf Drive and Sargent Drive; wayfinding signs are no longer usable and motorists must navigate new traffic patterns without directional assistance. With the highway project coming to a close, the leave-behind conditions are extremely important and will inform future development.

#### *Building Stock Relative to Development Opportunity*

Generally speaking, the City developed Long Wharf for commercial/industrial purposes in the later stages of the urban renewal period. Going forward, as the District evolves into a denser and more mixed-use environment, the City will be evaluating carefully the existing building stock for its redevelopment potential. Although nearly every major building comes with single-use, surface parking that serves its immediate purpose, this type of parking does not offer the intensive uses of

land and compromise mixed-use, walkable urban communities. Unfortunately, surface parking demand is on the rise, and with One Long Wharf now fully-occupied, parking spaces are at a premium on the southerly side of the District. On the northerly side, the lack of excess parking on the IKEA site impacts the reuse of the Pirelli building.

**PROJECT BUDGET AND SCHEDULE**

The total grant request is for \$935,000, leveraged by over \$1.9 million in related investments. See Table 2 for a more detailed description of expenditures under this grant and Table 3 for the list of leveraged investments.

<b>Table 2: Direct Project Activities</b>		
<b>Activity</b>	<b>Description</b>	<b>Total</b>
<b>Economic Plan</b>	Planning activity to develop existing conditions analysis and strategic assessment of the district (SWOT); sector- and real-estate strategy for infill and/or vacant sites (eg. Pirelli); action plan and marketing strategy.	\$150,000
<b>Streetscape</b>	Planning and design activity to prepare concept and then construction-ready drawings for streetscape elements on segments of Brewery Street, Long Wharf Drive and Sargent Drive and neighborhood gateways.	\$90,000
<b>Transportation Planning</b>	Planning and design activity to develop recommendations for traffic control system and complete streets improvements.	\$110,000
<b>Aesthetic &amp; Mobility Improvements</b>	Construction activity to install sidewalks (2,200 l.f.), ADA-ramps (2), power connections for vendors (12), signage, trash receptacle and streetscape improvements on Long Wharf Drive and Long Wharf Park, non-participating expenses of I95 leave behind.	\$500,000
<b>Urban Park Planning</b>	Planning and design activity for mobility and recreational improvements to three specific areas: InfoCenter, Memorials and Nature Preserve access.	\$85,000
<b>Total</b>		<b>\$935,000</b>

Staff at the City and Economic Development Corporation of New Haven will administer and support the program. The City foresees the project moving along two paths, with an aggressive effort to implement physical improvements in 2016-2017 on the construction activity tract (listed as “Aesthetic and Mobility” above). See Figure 4 for conceptual rendering of the construction elements and Attachment 3 for detailed plans.

For the planning tract, the City intends to advance strategic planning for responsible growth over a longer period, 2016 – 2018. The schedule is shown on Table 4.

For each tract, community outreach is essential. For the district truly to be viable and transit-oriented over the long-term, stronger connections with the abutting Hill neighborhood will be needed. As part of this process, the City has budgeted for extensive community planning and outreach with residents and

with the district’s business community. State assistance is likewise very important given that there are adverse impacts (noise, air pollution, traffic) associated with the railyard and Interstate 95, both major State assets.

<b>Table 3: Related Initiatives</b>		<b>Estimated Leverage</b>
<b>I-95 New Haven Crossing Corridor Improvement Project: Overall Project</b>	CDOT is investing over \$1 billion reconstruct and expand 7.2 miles I-95, between Exit 46 and Exit 54, including the new 10-lane Pearl Harbor Memorial Bridge). The project was initiated in 1999 and is expected to be completed in 2017. The City and CDOT continue to design and implement a series of projects intended to restore areas of the City impacted by many years of highway construction activity. Projects include state-of-good repair repaving; traffic control modifications and turn-over of some surplus property for reuse.	-
<b>Long Wharf Park Restoration</b>	The park experienced substantial damage during Hurricanes Irene and Sandy. FEMA is providing 75% of the cost of a \$425,000 restoration project to be implemented this year. Project activities include restoration of stabilization treatments including rip rap, restoration of the bituminous concrete walkway, and limited mitigation measures to lessen the impact of future storms. In addition, the City repaired a major drainage outfall at a cost of \$170,000.	\$595,000
<b>Long Wharf InfoCenter</b>	In 2015, the City issued and selected a respondent to an RFP to renovate and enhance the Long Wharf Info Center as a food service and information center. The City is now working with the respondent to prepare updated design renderings for the building, finalize operational parameters, and assist in approval processes to completion in 2016.	-
<b>Farmington Canal Extension</b>	The City, State/Federal partners and the Farmington Canal Greenway Association have worked for many years to develop the former Farmington Canal right-of-way into a non-motorized trail for commuter and recreational use. The last segment in New Haven, from Downtown to Canal Dock is moving toward construction, with the section from Brewery Street (at Water Street) to Canal Dock included as part of I-95 "Contract E", to be constructed later this year.	-
<b>Long Wharf CDBG-DR</b>	The City was awarded a \$425,000 CDBG-DR grant for planning, design and permitting of coastal flood mitigation and shoreline protection measures. Following the 9' surge during Sandy, this work is of importance to the City and State given the need to protect public assets, private property and residents from storm surge and sea level rise. As part of this project, the City will model storm surge and sea level rise projections to assess risk and evaluate solutions	\$425,000
<b>Boathouse at Canal Dock</b>	As part of the mitigation for I-95 project impact, the City, CDOT and FHWA have partnered to develop a new community boathouse at Canal Dock. The platform has been completed and the building itself will go into construction later this year. When opened, the \$30+ million project will be a signature waterfront asset for future generations.	-
<b>Hill to Downtown CDBG-DR</b>	The City was awarded \$4.5 million in CDBG-DR grants to address the convergence of tidal flow with upland storm and sanitary discharge. The area around Union Ave has been subject to overflow and surcharge in recent years when heavy rains intensify at high tide.	\$500,000
<b>Long Wharf / Vendors</b>	There are any number of challenges related to mobile vendors that set up on Long Wharf. Issues include the City's capacity to inspect conditions (trash, sanitation, code compliance, etc.), parking and safety. The City has prepared a design in partnership with CDOT to improve Long Wharf Dr and to improve safety for the vendors and customers.	\$350,000
<b>Total Leverage</b>		<b>\$1,870,000</b>

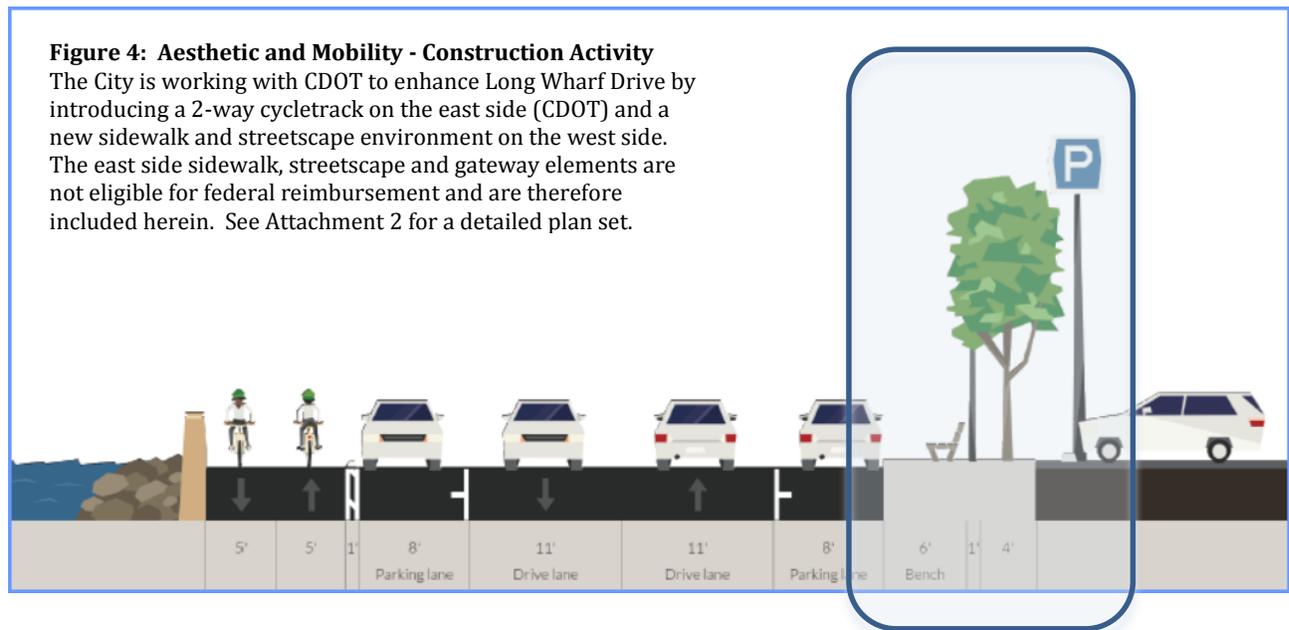
## TRANSIT-ORIENTED DEVELOPMENT AND RESPONSIBLE GROWTH

Long Wharf figures prominently in the Comprehensive Plan, calling for a framework for the redevelopment of the district into a more mixed-use, denser urban, commercial, and coastal district, connected to Long Wharf Park and Nature Preserve. Such planning should help identify the types of uses that could be allowed on Sargent Drive (based on market and site feasibility) and opportunities for shared parking; improved streetscapes; and resident connectivity to the waterfront.

In recent years, the City has taken a number of proactive steps to intensify development within walking distance of its passenger rail stations. The Hill to Downtown Plan, now in implementation, contemplates up to 1,400 new housing units with 600,000-1.0 million s.f. of new commercial space, generating up to 2,500 jobs (mainly on land now used for surface parking) across the street from Union Station. Similarity, the City has planned for growth in the State Street/Wooster Square area, with two residential developments in the pipeline totaling over 500 new residential units near the State Street Station.

Long Wharf is the remaining segment still to be planned for in a transit-oriented manner. While the District is within walking distance of Union Station, the rail yard, highway construction and the current low-density land use pattern have all hindered development in a transit-oriented fashion. As the City works to address these hurdles, the time is now to develop the framework, plans, and zoning which will enhance the District's potential. Moreover, this project supports and leverages a number of ongoing projects in the District as summarized in Table 3.

Activities covered under this grant application, together with supporting initiatives, are consistent with Growth Management Principles #3 and #4 of *Conservation and Development Policies: the Plan for Connecticut, 2013-2108*. Indeed, we can be more impactful in terms of development, resiliency and job creation through adherence to these conservation and TOD-oriented principals through planning and implementation.



**CRITICAL HURDLES**

There are three critical hurdles, which will be addressed through this process:

1. **Coastal Resiliency.** Unfortunately, New Haven resiliency projects were not included in the recent award of CDBG-NDRC funds. This complicates the implementation of important projects addressing street flooding, coastal storm surge and shoreline erosion. Since these projects will protect both the neighborhood and the above-referenced State assets, we will need to continue our collaboration on design and funding in a timely fashion.
  
2. **Development Opportunities.** A number of sites are considered prime development opportunities. These include the former Gateway Community College site (60 Sargent Drive), the former Frontier warehouse (2 Hamilton Street) and the Pirelli Building (450 Sargent Drive). Without a contemporary planning framework and economic strategy, the City is at risk of underdevelopment or development inconsistent with the resilient, transit-oriented future articulated in the Comprehensive Plan.
  
3. **Aesthetics & Park Preservation.** A central tenet of this project is to improve bike, pedestrian and transit connections which requires a substantial upgrade to the look and feel of the District. While many commercial districts along a highway look the same and lack cultural identity, Long Wharf is unique. With waterfront views at a key highway interchange, the District can be further enhanced and become a true destination for travelers. This, in turn, will support economic growth and transit-oriented development. The potential loss of Long Wharf Park as a neighborhood asset cannot be understated. As evidenced by the well-attended Food Truck Festival in 2015, there is strong attachment to Long Wharf Park throughout the region as well. The City strongly believes that an aggressive protection strategy, coupled with improved management / activation of the park, are essential next steps. Through this grant and with the State’s support of traffic and parking management, all of these goals can be achieved.

<b>Table 4: Project Schedule:</b>	<b>2016</b>			<b>2017</b>				<b>2018</b>	
<b>Activity / Qtr</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>2</b>
Organize administrative documents									
Vendor procurement									
Economic plan									
Streetscape									
Traffic / transportation planning									
Aesthetic and Mobility Improvements									
Urban park planning									
Close out and reporting									

**Notes:**

Business community meetings to be held quarterly.  
 Six (6) general community meetings to be held at various points in the project.  
 Monthly project reporting at the Hill South Community Management Team and with the Board of Alders as needed.

**ATTACHMENTS**

Attachment 1: SCRCOG Resolution, January 27, 2016

Attachment 2: Letters of Support

Economic Development Corporation of New Haven

Greater New Haven Chamber of Commerce

Discovering Amistad, Inc.

Attachment 3: Construction Activity Plan Set

Attachment 4: Municipal Resolution (to be submitted under separate cover)



**SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS**

*Planning for Our Region's Future*

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

**Resolution in Support of the City of New Haven’s Application to the Responsible Growth and Transit-Oriented Development (TOD) Grant Program**

**Whereas:** The Connecticut Office of Policy and Management (OPM) has issued a Request for Applications (RFA) for the Responsible Growth and Transit-Oriented Development (TOD) Grant Program;

**Whereas:** The City of New Haven intends to submit an application in response to the RFA issued by OPM for the Responsible Growth and Transit-Oriented Development (TOD) Grant Program for support of the Long Wharf District Growth Strategy, including a strategic economic plan for infill and redevelopment, landscape design, traffic planning, aesthetic improvements and urban park planning consistent with TOD as defined in Section 13b-79o of the Connecticut General Statutes;

**Whereas:** The application from the City of New Haven is consistent with the policies in both the State and Regional Plan of Conservation and Development of revitalizing existing centers, increasing economic opportunities and increasing the sustainability of the transit system;

**Whereas:** The application from the City of New Haven seeks to increase transit ridership, economic opportunities, and infrastructure improvements through the Long Wharf District Growth Strategy; and

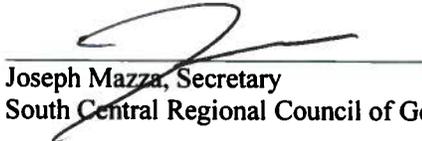
**Whereas:** The application from the City of New Haven will leverage the SCRCOG Regional TOD Feasibility Study and municipal studies previously completed.

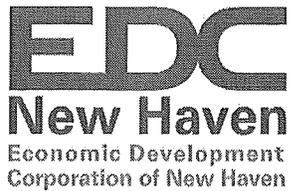
**Now, Therefore, Be It Resolved By the South Central Regional Council of Governments (SCRCOG) that:**

SCRCOG supports the City of New Haven’s application to apply for funding under the Responsible Growth and Transit-Oriented Development (TOD) Grant Program as it meets the region’s goals of increasing transit ridership.

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **January 27, 2016**.

Date: **January 27, 2016**

By:   
Joseph Mazza, Secretary  
South Central Regional Council of Governments



January 29, 2016

Mr. Matthew Pafford  
Office of Policy and Management  
450 Capital Avenue  
MS# 54ORG  
Hartford, CT 06106-1379

Mr. Pafford:

Please accept our enthusiastic support for the City of New Haven's application for funding under the Responsible Growth and Transit-Oriented Development (TOD) Grant Program. The Long Wharf/Union Station area is not only a central and important hub for the entire State of Connecticut, it is also currently undergoing a transformative period of necessary improvement. Union Station is one of the major mass transit hubs in New England and New Haven has been diligently and thoughtfully planning the future of the Long Wharf/Union Station area according to this current reality.

The Economic Development Corporation of New Haven (EDC) is dedicated to enhancing the strong business environment in New Haven through strategic assistance and planning. The Long Wharf/Union Station area is ripe for further investment, especially funding that would further capitalize on the enhancements already being made in the district. EDC has partnered with the City on several important projects that are contributing to the transformation of the area, including the Hill-to-Downtown project, the reopening of the Long Wharf Information Center, and bringing back the Amistad ship through its new organization, Discovering Amistad. The Long Wharf/Union Station area's potential to be a very successful transit-oriented development district is bolstered not only by Union Station, but also by the current diverse mix of residential, industrial, professional, and retail.

The City of New Haven, together with State partners, has been a leader in coastal resiliency. This funding would allow the City to continue its strategic investments in improving and protecting this district, the surrounding neighborhoods, and a transportation hub for all of Connecticut. EDC is committed to helping the City of New Haven continue to grow and develop this area with the help of funding from the Office of Policy and Management.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Ginny Kozlowski".

Ginny Kozlowski  
Chief Executive Officer



February 3, 2016

Mr. Matthew Pafford  
Office of Policy and Management  
450 Capital Avenue  
MS# 54ORG  
Hartford, CT 06106-1379

Dear Mr. Pafford:

The Greater New Haven Chamber of Commerce would like to express its enthusiastic support for the City of New Haven's application for funding under the Responsible Growth and Transit-Oriented Development (TOD) Grant Program. The Long Wharf/Union Station area is a vibrant area of New Haven, as it is home to many businesses as well as residential developments and non-profit organizations. We are very pleased that New Haven has been diligently and thoughtfully planning the future of the Long Wharf/Union Station area and hope that with increased funding, we will see even more positive development.

The Greater New Haven Chamber has many member businesses in the Long Wharf/Union Station area. Additionally, the high volume of train, bus, truck, and car traffic in the area makes it a critical district for all businesses in the region. Improvements that will make the Long Wharf/Union Station a more cohesive transit-oriented development district will add vibrancy and increase the area's potential. The Long Wharf/Union Station area already functions as a transportation hub for much of the state, if not the region. With adequate funding, the district can continue to capitalize on the existing projects being undertaken with further thoughtful planning and development.

The City of New Haven, together with State partners, has been a leader in coastal resiliency. The issue of coastal resiliency is important to our member businesses, as well as the Chamber as a member of the New Haven community. This funding would allow the City to continue its strategic investments in improving and protecting this district, the surrounding neighborhoods, and a transportation hub for all of Connecticut. The Greater New Haven Chamber will continue to partner with the City of New Haven to ensure that this area is developed in a manner that will enhance business and life in the City and beyond.

Sincerely,

A handwritten signature in cursive script that reads "Tony Rescigno".

Tony Rescigno  
President  
Greater New Haven Chamber of Commerce

February 3, 2016

Mr. Matthew Pafford  
Office of Policy and Management  
450 Capital Avenue  
MS# 54ORG  
Hartford, CT 06106-1379

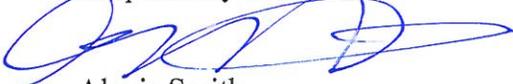
Mr. Pafford:

Discovering Amistad would like to express its support for the City of New Haven's application for funding under the Responsible Growth and Transit-Oriented Development (TOD) Grant Program. As a new organization, we are enthused about the positive changes planned for the district. We are very pleased that New Haven has been diligently and thoughtfully planning the future of the Long Wharf/Union Station area and hope that with increased funding, we will see even more positive development.

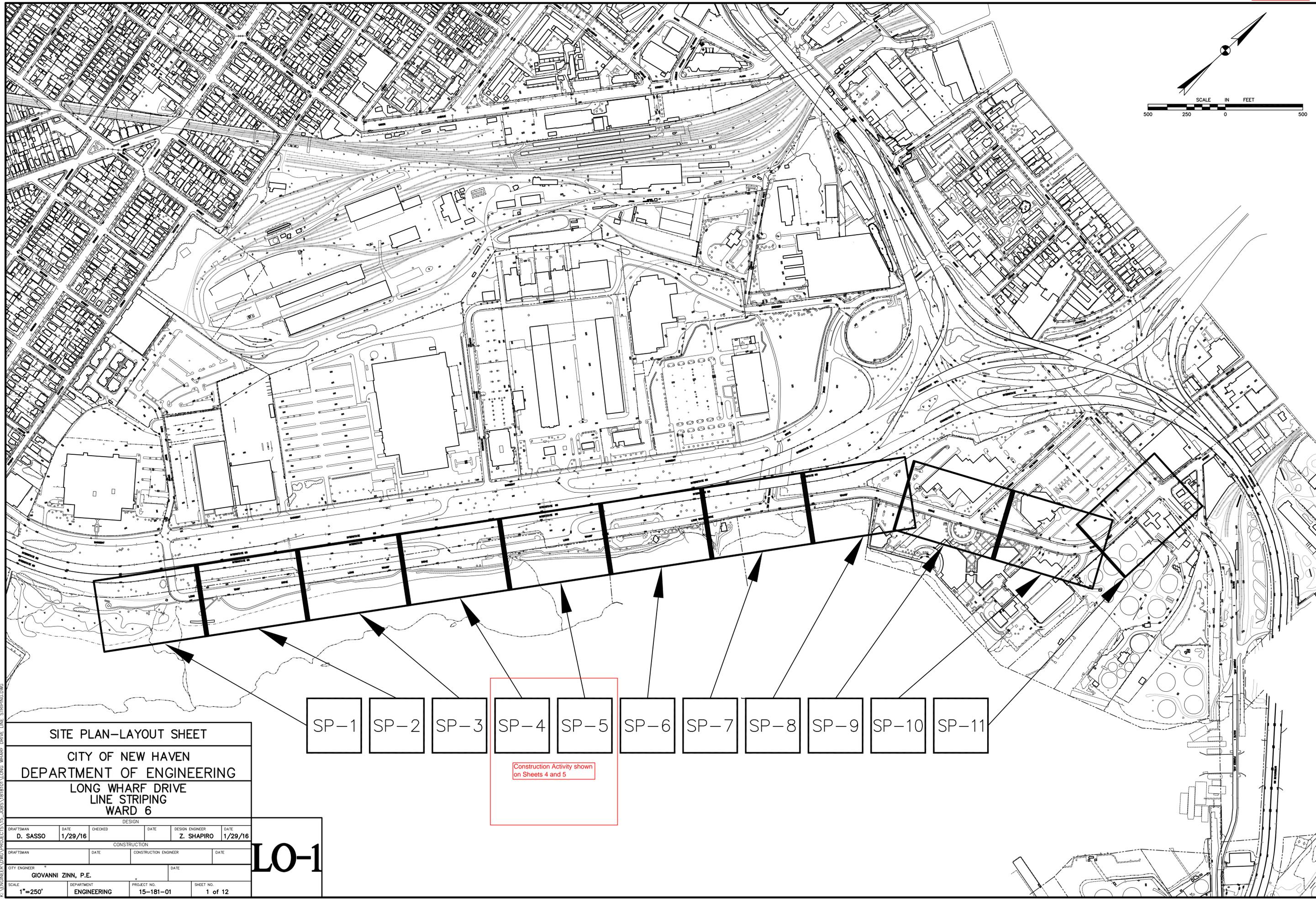
Discovering Amistad is a new non-profit that manages the Amistad ship, which will spend part of every year at Long Wharf Pier. Our organization is also planning to have office space in the Long Wharf/Union Station area. Improvements that will make the Long Wharf/Union Station a more cohesive transit-oriented development district will add vibrancy and increase the area's potential, as well as enhancing access to our ship and programming. The Long Wharf/Union Station area already functions as a transportation hub for much of the state, if not the region. With adequate funding, the district can continue to capitalize on the existing projects being undertaken with further thoughtful planning and development.

The leadership of the City of New Haven and the State of Connecticut in coastal resiliency is of tantamount importance to Discovering Amistad, as our core programming revolves around the Amistad ship. Any additional funding that would allow the City to continue its strategic investments in improving and protecting this district, the surrounding neighborhoods, and making the area a transportation hub for all of Connecticut will enhance our ability to provide programming. Discovering Amistad looks forward to contributing to the Long Wharf/Union Station and supporting the City of New Haven in any endeavors in the area.

Respectfully submitted,



Alexis Smith  
Vice Chairperson  
Discovering Amistad



- SP-1
- SP-2
- SP-3
- SP-4
- SP-5
- SP-6
- SP-7
- SP-8
- SP-9
- SP-10
- SP-11

Construction Activity shown  
on Sheets 4 and 5

**SITE PLAN-LAYOUT SHEET**

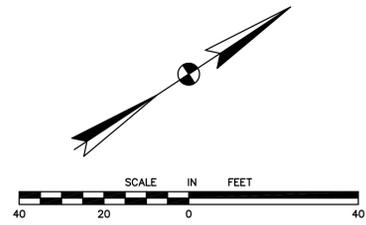
**CITY OF NEW HAVEN**  
**DEPARTMENT OF ENGINEERING**  
**LONG WHARF DRIVE**  
**LINE STRIPING**  
**WARD 6**

DESIGN	
DRAFTSMAN <b>D. SASSO</b>	DATE <b>1/29/16</b>
CHECKED	DATE
DESIGN ENGINEER <b>Z. SHAPIRO</b>	DATE <b>1/29/16</b>
CONSTRUCTION	
DRAFTSMAN	DATE
CONSTRUCTION ENGINEER	DATE
CITY ENGINEER <b>GIOVANNI ZINN, P.E.</b>	
SCALE <b>1"=250'</b>	DEPARTMENT <b>ENGINEERING</b>
PROJECT NO. <b>15-181-01</b>	SHEET NO. <b>1 of 12</b>

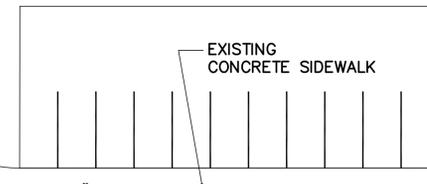
LO-1

K:\ENGINEER\DMG\PROJECTS\15\_00\JOBS\181\01\LONG WHARF DRIVE LINE STRIPING.DWG

INTERSTATE 95 NORTH



1' 18.3' 18.3' 5'



EXISTING CONCRETE SIDEWALK

R=45'

R=55'

R=75'

4" SWL

4" DYL LONG WHARF DRIVE

100'

4" SWL

6" SWL

EXISTING CONCRETE SIDEWALK

MATCH LINE A-A

SITE PLAN

CITY OF NEW HAVEN  
DEPARTMENT OF ENGINEERING  
LONG WHARF DRIVE  
LINE STRIPING  
WARD 6

DESIGN		CONSTRUCTION	
DRAFTSMAN D. SASSO	DATE 1/29/16	CHECKED	DATE
		DESIGN ENGINEER Z. SHAPIRO	DATE 1/29/16

DRAFTSMAN	DATE	CONSTRUCTION ENGINEER	DATE

CITY ENGINEER GIOVANNI ZINN, P.E.	DATE

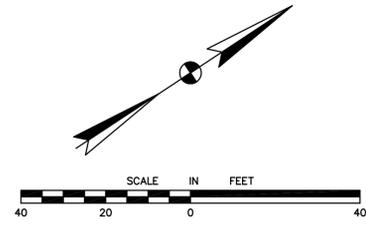
SCALE 1"=20'	DEPARTMENT ENGINEERING	PROJECT NO. 15-181-01	SHEET NO. 1 of 11
-----------------	---------------------------	--------------------------	----------------------

**SP-1**

K:\ENGINEER\DWG\PROJECTS\15\_08\1518101\LONG WHARF DRIVE LINE STRIPING-WORKING SET.DWG

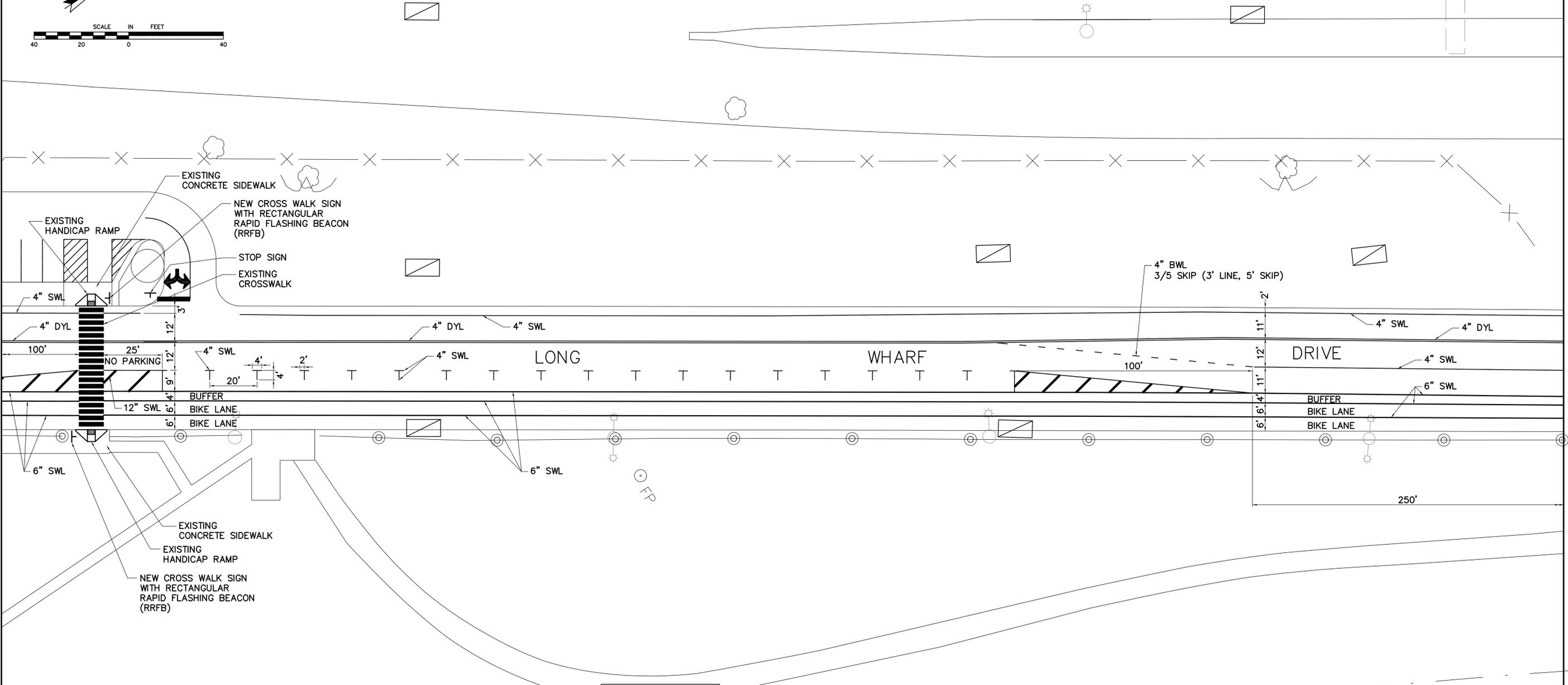
MUD

# INTERSTATE 95 NORTH



MATCH LINE A-A

MATCH LINE B-B



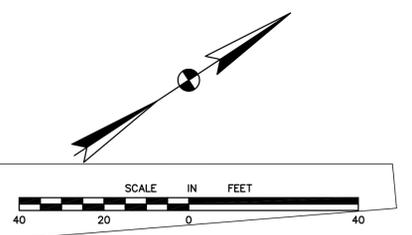
CROSS WALK SIGN WITH RECTANGULAR RAPID FLASHING BEACON (RRFB)

SITE PLAN					
CITY OF NEW HAVEN					
DEPARTMENT OF ENGINEERING					
LONG WHARF DRIVE					
LINE STRIPING					
WARD 6					
DESIGN		CONSTRUCTION			
DRAFTSMAN <b>D. SASSO</b>	DATE <b>1/29/16</b>	CHECKED	DATE	DESIGN ENGINEER <b>Z. SHAPIRO</b>	DATE <b>1/29/16</b>
DRAFTSMAN	DATE	CONSTRUCTION ENGINEER		DATE	
CITY ENGINEER <b>GIOVANNI ZINN, P.E.</b>				DATE	
SCALE <b>1"=20'</b>	DEPARTMENT <b>ENGINEERING</b>	PROJECT NO. <b>15-181-01</b>	SHEET NO. <b>2 of 11</b>		

**SP-2**

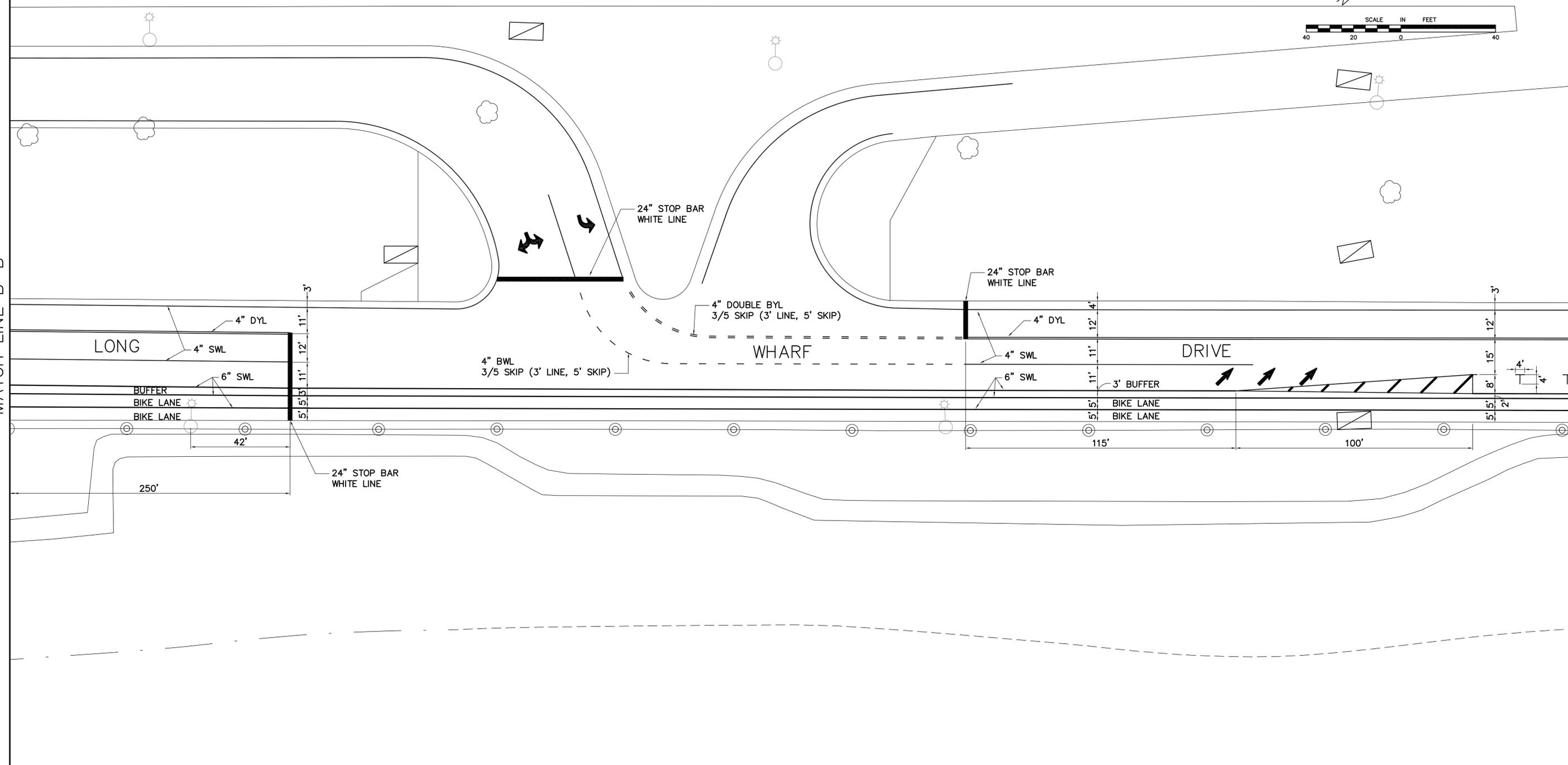
K:\ENGINEER\DMG\PROJECTS\15\_181\18101\LONG WHARF DRIVE LINE STRIPING-WORKING SET.DWG

INTERSTATE 95 NORTH



MATCH LINE B-B

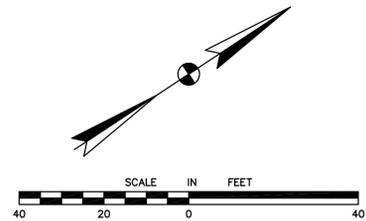
MATCH LINE C-C



<b>SITE PLAN</b>					
CITY OF NEW HAVEN DEPARTMENT OF ENGINEERING					
LONG WHARF DRIVE LINE STRIPING WARD 6					
DESIGN			CONSTRUCTION		
DRAFTSMAN <b>D. SASSO</b>	DATE <b>1/29/16</b>	CHECKED	DATE	DESIGN ENGINEER <b>Z. SHAPIRO</b>	DATE <b>1/29/16</b>
DRAFTSMAN	DATE	CONSTRUCTION ENGINEER		DATE	
CITY ENGINEER <b>GIOVANNI ZINN, P.E.</b>				DATE	
SCALE <b>1"=20'</b>	DEPARTMENT <b>ENGINEERING</b>	PROJECT NO. <b>15-181-01</b>	SHEET NO. <b>3 of 11</b>		

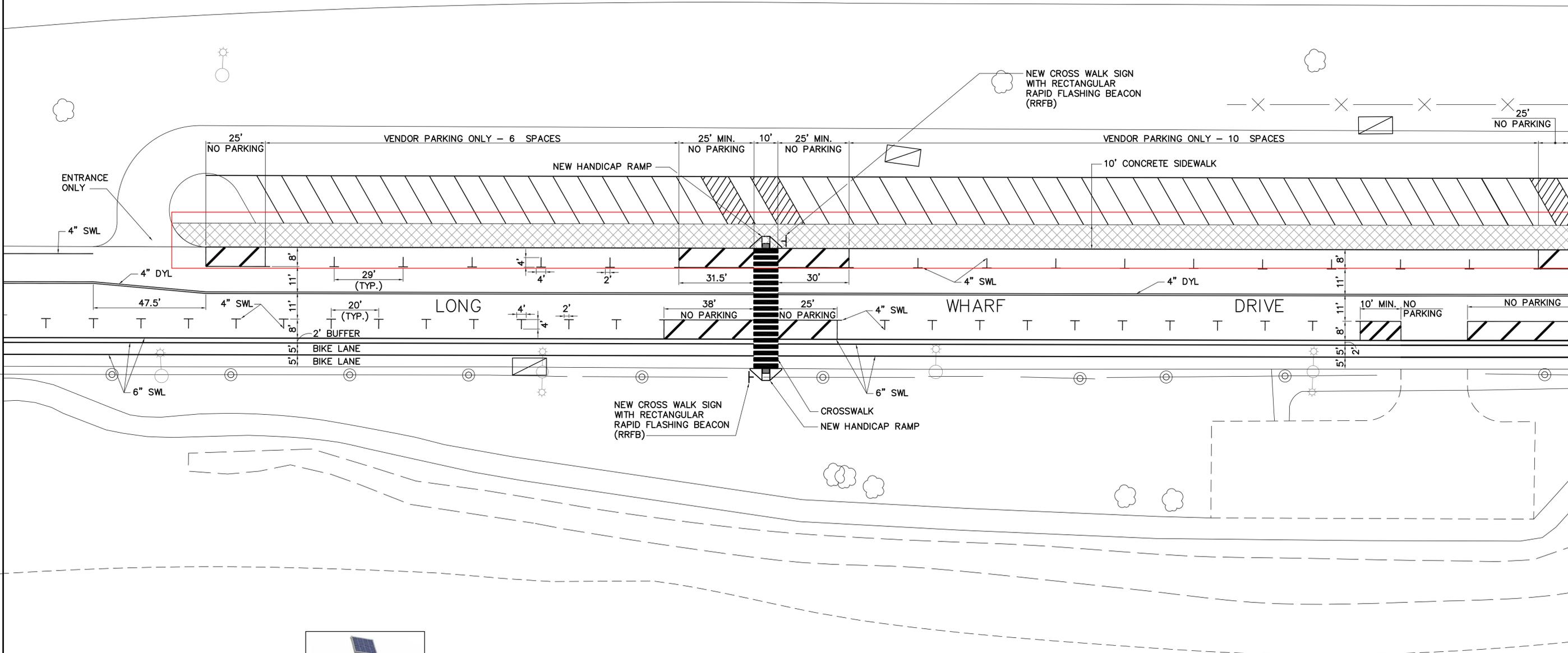
**SP-3**

INTERSTATE 95 NORTH



MATCH LINE C-C

MATCH LINE D-D



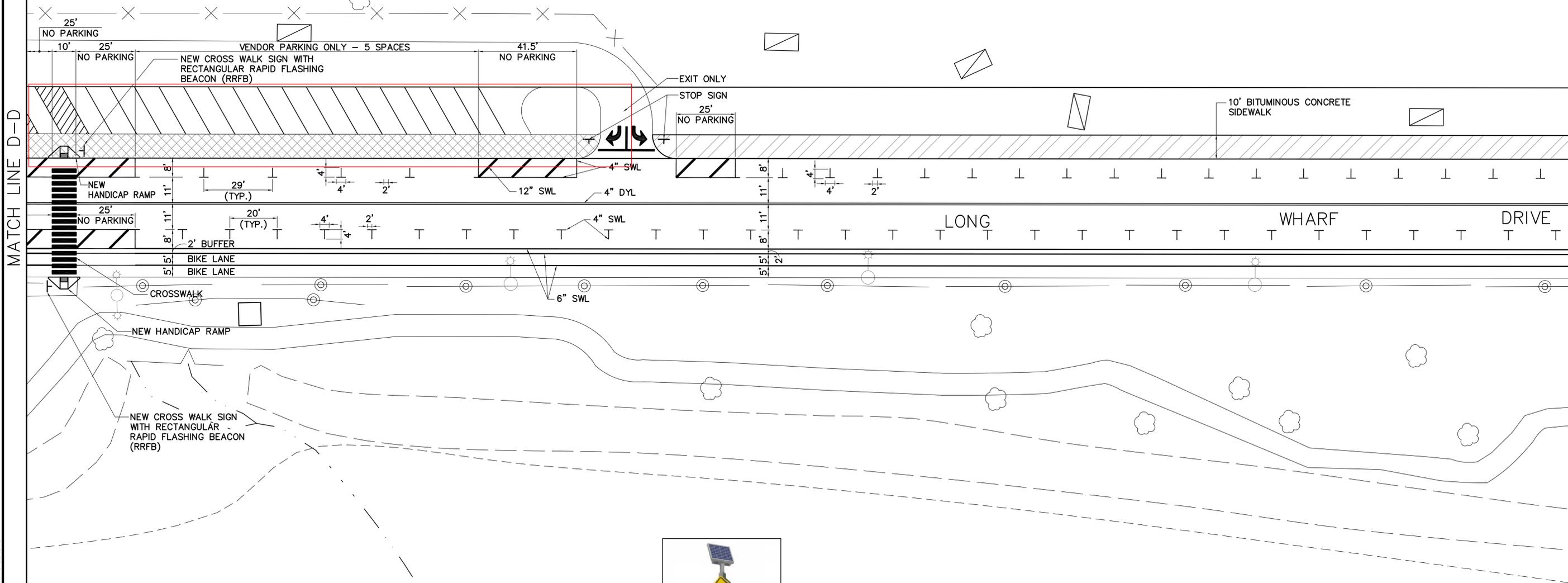
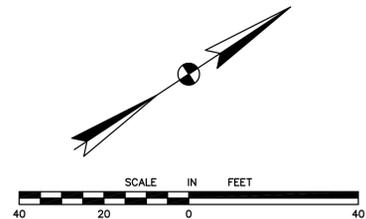
CROSS WALK SIGN WITH RECTANGULAR RAPID FLASHING BEACON (RRFB)

SITE PLAN					
CITY OF NEW HAVEN DEPARTMENT OF ENGINEERING LONG WHARF DRIVE LINE STRIPING WARD 6					
DESIGN		CONSTRUCTION			
DRAFTSMAN D. SASSO	DATE 1/15/16	CHECKED	DATE	DESIGN ENGINEER Z. SHAPIRO	DATE 1/15/16
DRAFTSMAN	DATE	CONSTRUCTION ENGINEER		DATE	
CITY ENGINEER GIOVANNI ZINN, P.E.				DATE	
SCALE 1"=20'	DEPARTMENT ENGINEERING	PROJECT NO. 15-181-01	SHEET NO. 4 of 11		

**SP-4**

K:\ENGINEER\DMG\PROJECTS\15\_08B\1518101\LONG WHARF DRIVE LINE STRIPING-WORKING SET.DWG

INTERSTATE 95 NORTH



CROSS WALK SIGN WITH RECTANGULAR RAPID FLASHING BEACON (RRFB)

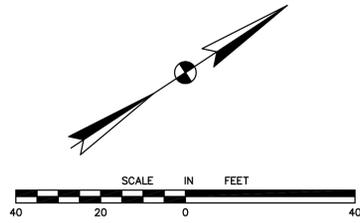
SITE PLAN					
CITY OF NEW HAVEN					
DEPARTMENT OF ENGINEERING					
LONG WHARF DRIVE					
LINE STRIPING					
WARD 6					
DESIGN					
DRAFTSMAN	DATE	CHECKED	DATE	DESIGN ENGINEER	DATE
D. SASSO	1/29/16			Z. SHAPIRO	1/29/16
CONSTRUCTION					
DRAFTSMAN	DATE	CONSTRUCTION ENGINEER	DATE		
CITY ENGINEER					
GIOVANNI ZINN, P.E.					
SCALE	DEPARTMENT	PROJECT NO.	SHEET NO.		
1"=20'	ENGINEERING	15-181-01	5 of 11		

**SP-5**

K:\ENGINEER\DWG\PROJECTS\15\_08\1518101\LONG WHARF DRIVE LINE STRIPING-WORKING SET.DWG

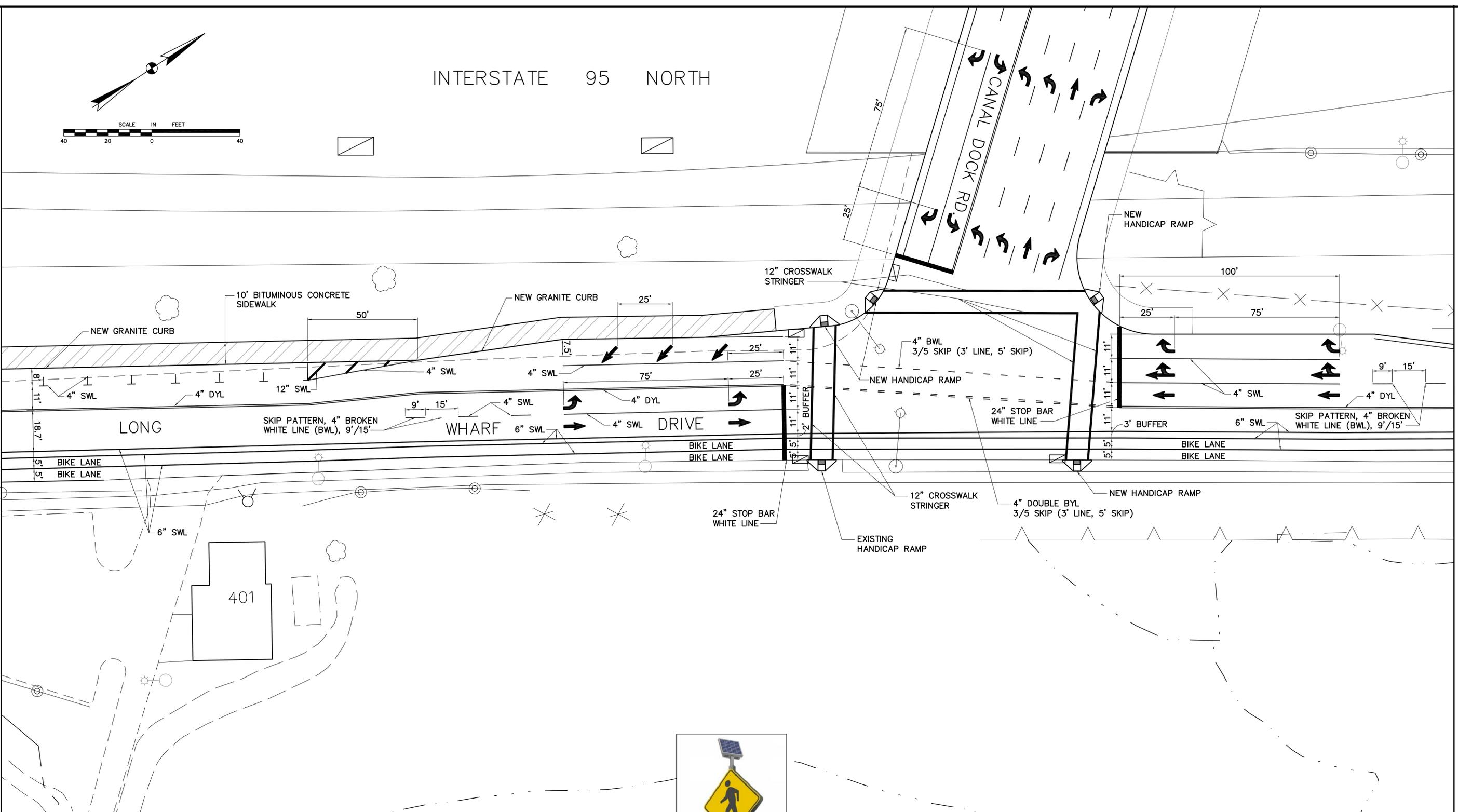


INTERSTATE 95 NORTH



MATCH LINE F-F

MATCH LINE G-G



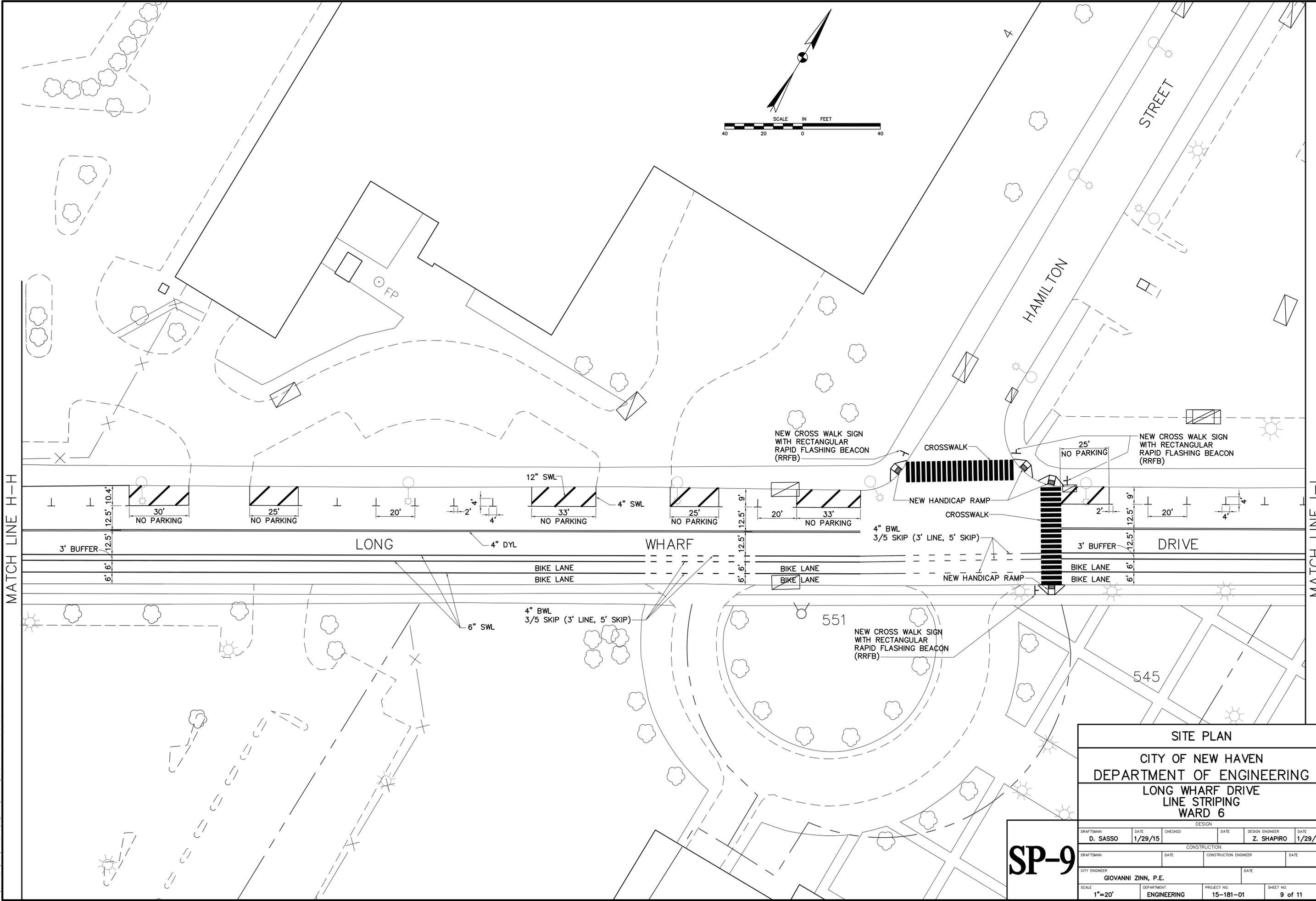
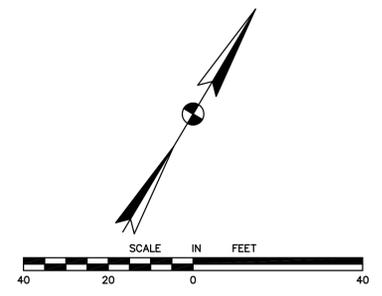
CROSS WALK SIGN WITH RECTANGULAR RAPID FLASHING BEACON (RRFB)

SITE PLAN					
CITY OF NEW HAVEN					
DEPARTMENT OF ENGINEERING					
LONG WHARF DRIVE LINE STRIPING WARD 6					
DESIGN					
DRAFTSMAN D. SASSO	DATE 1/29/16	CHECKED	DATE	DESIGN ENGINEER Z. SHAPIRO	DATE 1/29/16
CONSTRUCTION					
DRAFTSMAN	DATE	CONSTRUCTION ENGINEER		DATE	
CITY ENGINEER GIOVANNI ZINN, P.E.					
SCALE 1"=20'	DEPARTMENT ENGINEERING	PROJECT NO. 15-181-01	SHEET NO. 7 of 11		

**SP-7**

K:\ENGINEER\DWG\PROJECTS\15\_181\1518101\LONG WHARF DRIVE LINE STRIPING.DWG





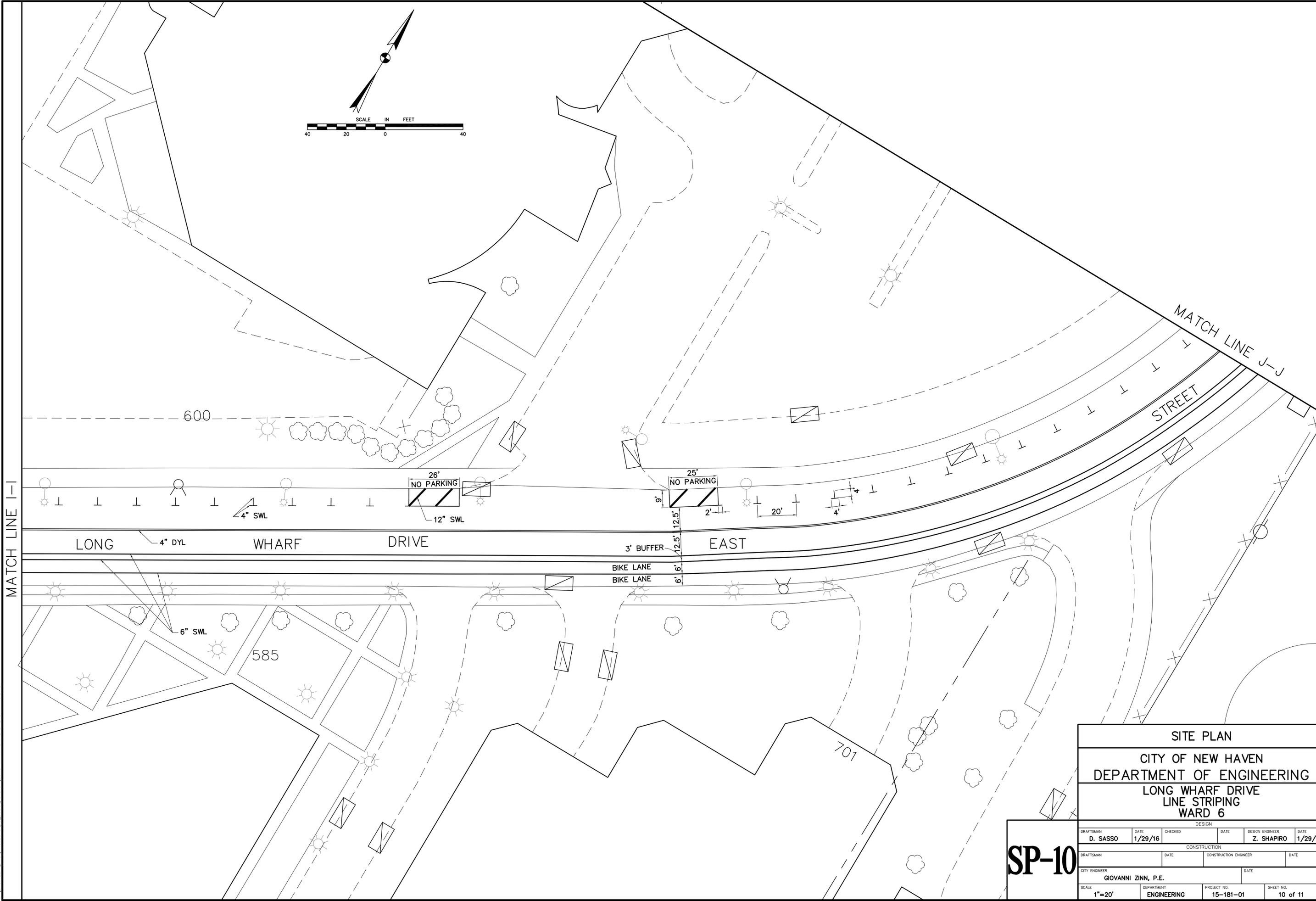
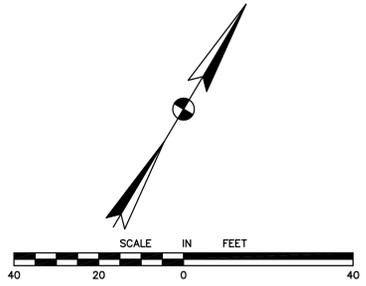
MATCH LINE H-H

MATCH LINE I-I

K:\ENGINEER\DWG\PROJECTS\15\_108\1518101\LONG WHARF DRIVE LINE STRIPING.DWG

SITE PLAN					
CITY OF NEW HAVEN					
DEPARTMENT OF ENGINEERING					
LONG WHARF DRIVE					
LINE STRIPING					
WARD 6					
DESIGN					
DRAFTSMAN <b>D. SASSO</b>	DATE <b>1/29/15</b>	CHECKED	DATE	DESIGN ENGINEER <b>Z. SHAPIRO</b>	DATE <b>1/29/15</b>
CONSTRUCTION					
DRAFTSMAN	DATE	CONSTRUCTION ENGINEER		DATE	
CITY ENGINEER <b>GIOVANNI ZINN, P.E.</b>					
SCALE <b>1"=20'</b>	DEPARTMENT <b>ENGINEERING</b>	PROJECT NO. <b>15-181-01</b>	SHEET NO. <b>9 of 11</b>		

**SP-9**



MATCH LINE I-I

MATCH LINE J-J

**SITE PLAN**  
 CITY OF NEW HAVEN  
 DEPARTMENT OF ENGINEERING  
 LONG WHARF DRIVE  
 LINE STRIPING  
 WARD 6

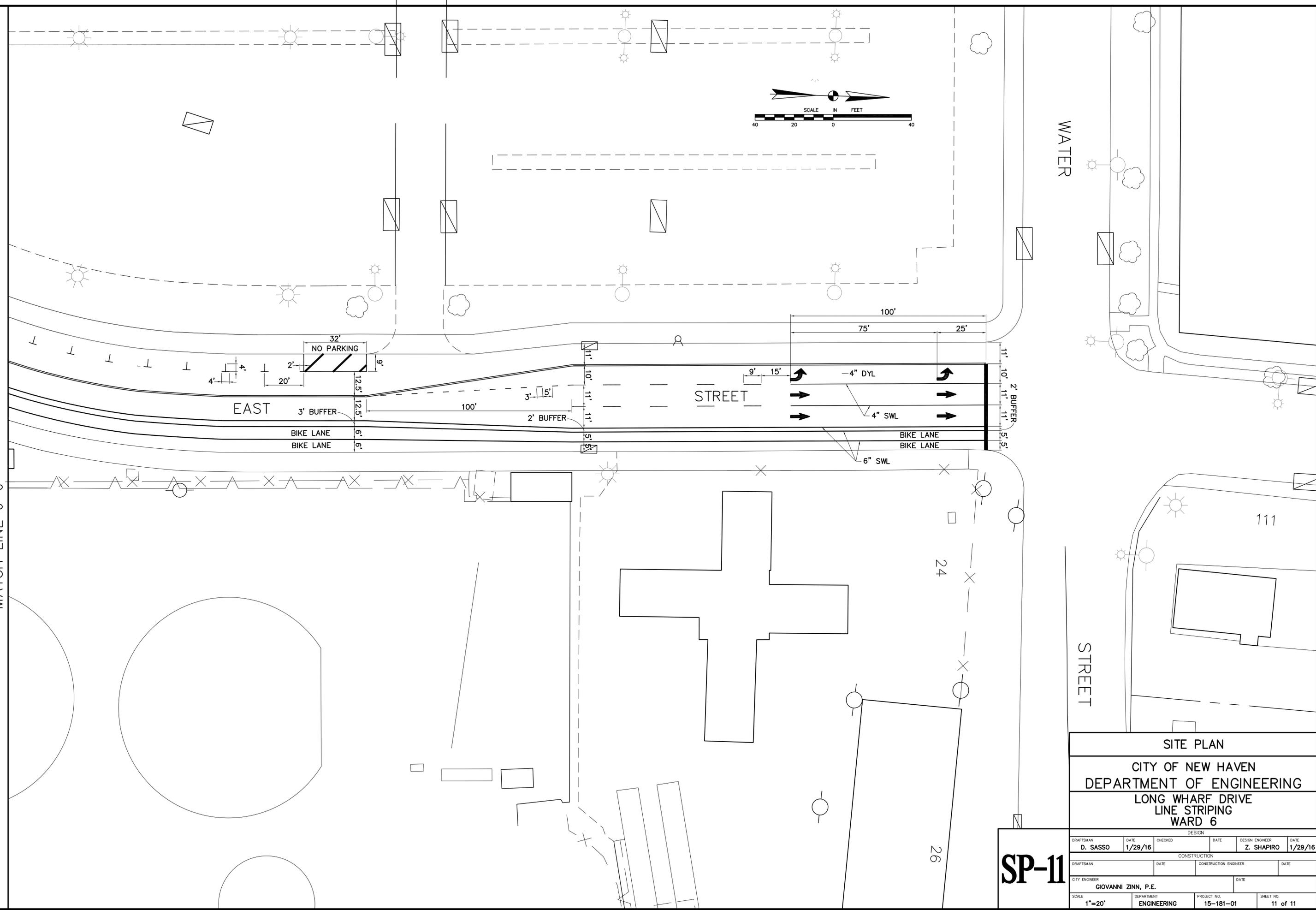
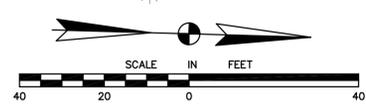
DESIGN		CONSTRUCTION	
DRAFTSMAN <b>D. SASSO</b>	DATE <b>1/29/16</b>	CHECKED	DATE
		DESIGN ENGINEER <b>Z. SHAPIRO</b>	DATE <b>1/29/16</b>
DRAFTSMAN	DATE	CONSTRUCTION ENGINEER	DATE
CITY ENGINEER <b>GIOVANNI ZINN, P.E.</b>		DATE	
SCALE <b>1"=20'</b>	DEPARTMENT <b>ENGINEERING</b>	PROJECT NO. <b>15-181-01</b>	SHEET NO. <b>10 of 11</b>

SP-10

K:\ENGINEER\DWG\PROJECTS\15\_181\18101\LONG WHARF DRIVE LINE STRIPING.DWG

K:\ENGINEER\DWG\PROJECTS\15\_108\1518101\LONG WHARF DRIVE LINE STRIPING.DWG

MATCH LINE J-J



<b>SITE PLAN</b>					
CITY OF NEW HAVEN DEPARTMENT OF ENGINEERING					
LONG WHARF DRIVE LINE STRIPING WARD 6					
DESIGN		CONSTRUCTION			
DRAFTSMAN <b>D. SASSO</b>	DATE <b>1/29/16</b>	CHECKED	DATE	DESIGN ENGINEER <b>Z. SHAPIRO</b>	DATE <b>1/29/16</b>
DRAFTSMAN	DATE	CONSTRUCTION ENGINEER	DATE		
CITY ENGINEER <b>GIOVANNI ZINN, P.E.</b>			DATE		
SCALE <b>1"=20'</b>	DEPARTMENT <b>ENGINEERING</b>	PROJECT NO. <b>15-181-01</b>	SHEET NO. <b>11 of 11</b>		

**SP-11**