

NEW HAVEN CITY PLAN COMMISSION ADVISORY REPORT

RE: **RESOLUTION OF THE NEW HAVEN BOARD OF ALDERS** authorizing the mayor to accept funding from the Federal Highway Administration, the Connecticut Department of Transportation, and the Connecticut Department of Energy and Environmental Protection for the Shoreline Greenway Trail, and acquire property interests required for the construction of the Shoreline Greenway Trail

Submitted by: Giovanni Zinn, City Engineer

REPORT: **1648-10**

ADVICE: **Approve**

BACKGROUND

The City of New Haven has been offered two grants totaling \$9,300,000 for the New Haven Shoreline Greenway from the United States Congress Congressionally Directed Spending Program (\$7,000,000) and the Connecticut State Bond Commission (\$2,300,000). The New Haven Shoreline Greenway is a separated mixed-use path stretching from the intersection of East Street and Water Street to the East Haven Town Line (see attached proposed route map).

This 4+ mile path will unite the Farmington Canal Greenway (New Haven to Southhampton MA) with the Shoreline Greenway Trail (New Haven to Madison, CT) to create a system of regional importance. More specifically to New Haven, the path will link the parks and neighborhoods of the East Shore to each other and to the larger New Haven active transportation network.

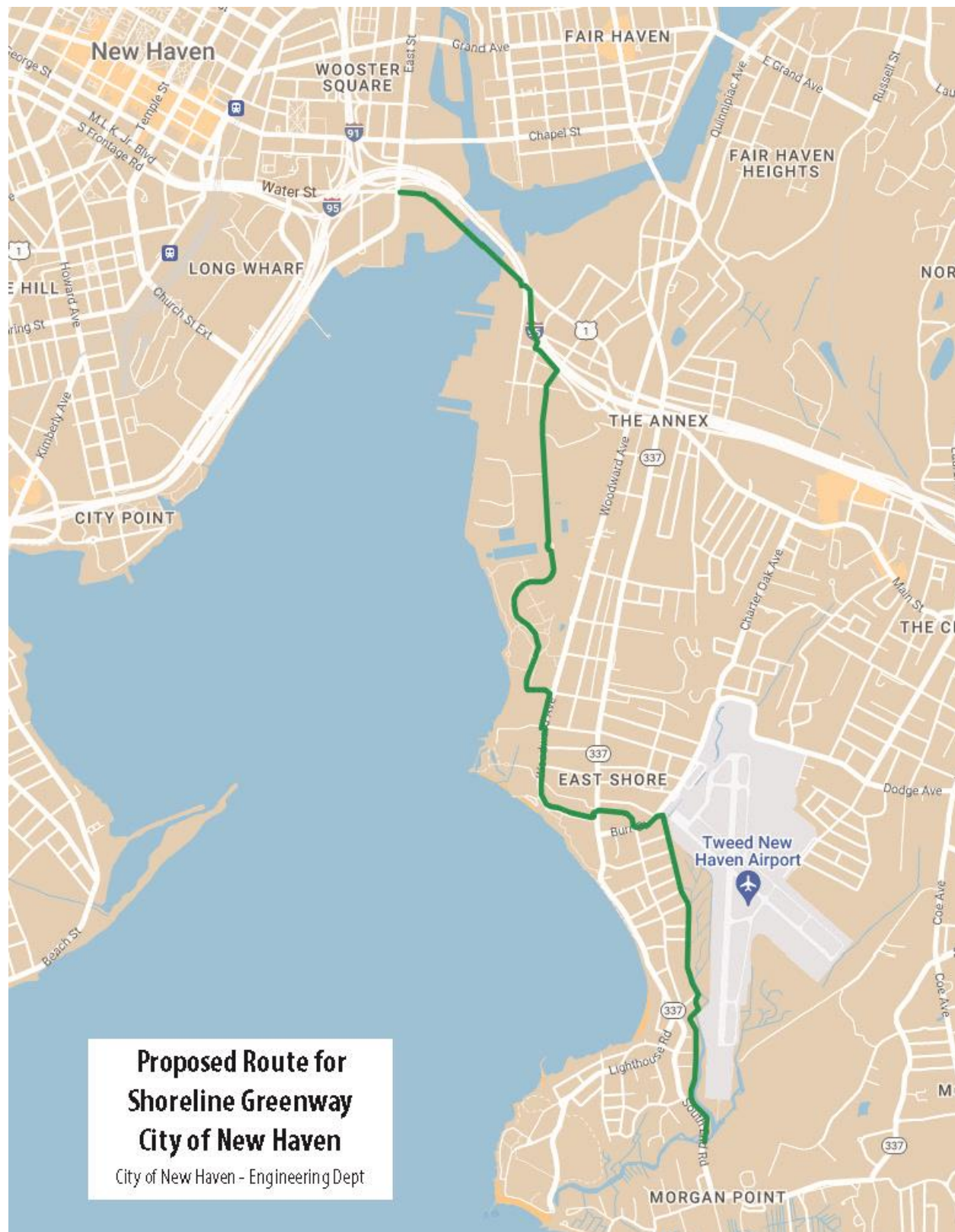
Many residents have advocated for a greenway in the East Shore for at least two decades, at least as far back as the 2004 Plan for Greenways and Cycling Systems. This path was a significant point of resident engagement in the formation of the New Haven Port Authority a few years later and has been a mainstay of the City's active transportation network planning ever since. As the City is wrapping up the construction of the Farmington Canal Greenway, the New Haven Shoreline Greenway is a unique opportunity to continue our legacy of first-class active transportation corridor that serve a wide variety of transportation needs.

The Congressionally Directed Spending (CDS) funding will be administered by the Federal Highway Administration (FHWA) through the Connecticut Department of Transportation (CT DOT). The CDS funding requires a match of 20% (\$1,750,000) which is covered by the \$2,300,000 grant from the Connecticut State Bond Commission administered through the Connecticut Department of Energy and Environmental Protection (CT DEEP). Together, these funds will provide funding for both design and construction of the New Haven Shoreline Greenway.

While most of the proposed route is on City of New Haven right-of-way or on City of New Haven owned land, there will be some real estate impacts from the project. Specifically, the route crosses the Tomlinson Bridge along Route 1, which will require a maintenance agreement with the CT DOT. This is highly typical, and not dissimilar to the responsibilities for sidewalk in the state right-of-way. Second, the route crosses through a pump station property of the Greater New Haven Water Pollution Control Authority on Morris Causeway. We have had preliminary discussions with the GNHWPCA and look forward to an agreement allowing the path to cross over their property. Third, the path traverses land that is part of the Tweed New Haven airport. While the City ultimately owns the underlying land, the impact of the path will need to be memorialized with the Tweed Airport Authority.

Finally, in an effort to avoid highly regulated areas in the airport, the City will need to acquire a small portion of the parcel known as 181 South End Road, which is a private residence. The portion in question is approximately 1,570 square feet of the 15,681 square foot parcel. This represents approximately 10% of the parcel, but the long, narrow nature of the parcel puts the acquisition line approximately 240' from the back of the residence. Please see attached property map for more detail. The City has approached the property owner who has been amenable to the sale. We will provide more granular detail at the committee hearing.

The New Haven Shoreline Greenway is a particularly special and transformational project, and the culmination of decades of effort by residents and enthusiasts to create a more connected, people-scale New Haven. A particular thanks goes to our federal delegation, the Governor, the state delegation, Board of Alders, and all other elected officials who have worked alongside our administration to secure the very significant amount of funding to carry out this project.



PLANNING CONSIDERATIONS

The City of New Haven Comprehensive Plan **New Haven Vision 2025** states the following goal:

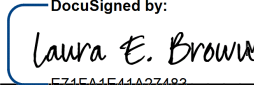
“To build a comprehensive and integrated bicycle and pedestrian network within the city by identifying and prioritizing the missing links and implementing solutions accordingly.”
(Sec. xxvii)

Perusing funding opportunities to improve bicycle and pedestrian networks complies with the Comprehensive Plan goal of facilitating enhanced connections to transit, bike, and pedestrian walkways.

ADVICE

Authorization of this grant and acquisition of property interests aligns with the City’s Comprehensive Plan and the State of Connecticut’s goals.

ADOPTED: March 20, 2024
Leslie Radcliffe
Chair

ATTEST:  March 21, 2024 | 11:52 AM EDT
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Laura Brown
Executive Director, City Plan Department