

State Outdoor Recreation Fund Program

Middletown, Ct.

Harborpark

1991





OFFICE OF THE MAYOR
City of Middletown
CONNECTICUT 06457

SEBASTIAN J. GARAFALO

MAYOR

December 24, 1991

Mr. Timothy R.E. Keeney, Commissioner
CT Department of Environmental Protection
165 Capitol Avenue
Hartford, CT 06106

Dear Commissioner Keeney:

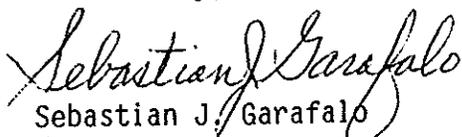
Please find enclosed an application for funding for the purchase of the "Vinci" property in Middletown. As you may recall, this is the Connecticut riverfront parcel abutting Harborpark, for which we requested, and received, a "waiver of retroactivity" from your department last year. It has been a key component in Middletown's Riverfront Development Plan, and is now available for purchase by the City.

The enclosed Open Project Selection Process Questionnaire and its backup material is for funding under either the Federal Land and Water Conservation Fund, or the State Outdoor Recreation Fund (as the title page would indicate).

Coincidentally, the Connecticut River Trust and the City of Middletown are considering the commitment of \$180,000 and \$15,000, respectively, as matching funds. The entire project cost is \$325,000 for which the City is requesting a 40% reimbursement, or \$130,000.

Thank you for your consideration of this vital acquisition of riverfront property.

Yours truly,


Sebastian J. Garafalo
Mayor

SJG/lmk
Enclosures

OPEN PROJECT SELECTION PROCESS
FEDERAL LAND & WATER CONSERVATION FUND
STATE OUTDOOR RECREATION FUND
PROJECT QUESTIONNAIRE
FISCAL YEAR 1991 - 1992

PROJECT TITLE: Harborpark Expansion (Additional Riverfront Property)
APPLICANT: City of Middletown, Connecticut DATE: 12/26/91
ADDRESS: 245 deKoven Drive
Middletown, CT 06457
SIGNATURE AND TITLE OF PREPARER: Cynthia G. Wilentz, Project Officer
PHONE NUMBER: 344-3419
TOTAL COST OF THE PROJECT: \$325,000 TOTAL PROJECT AREA IN ACRES: .8±
ACQUISITION XXX (PRE)DEVELOPMENT XXX RENOVATION AMENDMENT

The following questions are used as part of Connecticut's rating system for selecting projects. Answer these questions with clear, concise and accurate information, also include all requested material.

1. Description of the Project: Briefly describe the project and its relationship to providing public outdoor recreation. Include a U.S.G.S. topographic map as well as a town open space map with the site outlined. If the project is a development or renovation project, include a site plan showing the improvements proposed under this project and state whether the land is presently owned or is leased by the municipality. Will this project provide a first-of-a-kind recreational opportunity in the town?

The project for which funding is sought is the acquisition and such pre-development costs as site preparation, and development planning of a parcel of land, approximately 0.8 acres in area, known as the "Vinci Property" in Middletown. It is located on the Connecticut River immediately to the south of Harborpark and will be used as an expansion to that park.

Harborpark is one of Middletown's finest assets and a source of pride since 1979. It was created through a \$1.8 Million Dollar, seven year project from an overgrown jungle of derelict buildings, and generations of waterside refuse and aggressive vegetation, into a prize-winning park and fashionable dining facility "on the bend" of the Connecticut River. Excursion boats come in several times every day, in season; the nearby boathouses teem with activity during crew (rowing) seasons; and, the restaurant attracts people from all over the State. It is the site of busy Arts and Ethnic Festivals, summer concerts, and the yearly Head of the Connecticut Regatta. Harborpark has made and continues to make a substantial contribution toward reuniting the City with its Riverfront and offering its people opportunities for quality waterfront recreation.

Harborpark is owned by the City of Middletown, and the new parcel will also be owned by the City. The Park's ownership was verified in 1976 prior to the receipt of funding from EDA. Since 1982, the former yacht club building and a parking area immediately to the north of that building has been leased to the operators of the restaurant. That lease does not involve either the boardwalk surrounding the restaurant or any of the area scheduled for acquisition.

Despite the successful development of Harborpark, a recreational activity of keen interest to the citizens of Middletown was lost; which the acquisition of the new acreage could replace... this is, a small craft boat launch for canoes/Kayaks. The Vinci Property borders on Sumner Brook, as well as the Connecticut River, and may be able to offer boat launching capabilities via the brook.

The property has recently been used as a cement batch plant, and "tailings" have built up there over the years, so that its elevation is considerably higher than the park. The site preparation portion of this request, therefore, is for the removal of approximately 8,000 cubic yards of this fill, which will bring the elevations down to a reasonable level for recreational purposes without disturbing any of the streambanks on the river. Recent correspondence with Mr. Denis Cunningham of DEP further encourages this removal which would benefit the river hydraulics. (see enclosed letter).

The final portion of the funding request is for planning and engineering services to design the park amenities for the Vinci property. These would include parking, landscaping, the boat launch and an extension to the Harborpark Boardwalk. This property is located with a spectacular view of the "Bend" in the River; and its frontage offers a perfect opportunity for a "scenic overlook".

- Enclosures: A. Correspondence: DEP/Middletown re: Vinci Property
B. MAPS
1) USGS Map; Middletown Quadrangle
2) Middletown Plan of Development, Land Use Map
3) Middletown Zoning Map
4) Topographic Map of the City of Middletown with Drainage Systems and Inland Wetlands Superimposed; portion of Sheet No. K9 ("Purcell Map")
5) Site plan showing finished elevation contours
6) Assessor's Map



CITY OF MIDDLETOWN
 PARKS AND RECREATION DEPARTMENT
 319 BUTTERNUT ST., MIDDLETOWN, CT 06457
 (203) 344-3468

2 *Gravels*

file

Wesley M. Downing
 Jeanne M. Simpson
 E. J. ...
 Raymond Jacobs
 Debra ...
 Ann Calhoun
 Nicole Wescott

November 19, 1990

Leslie Carothers, Commissioners
 Department of Environmental Protection
 165 Capitol

Re: Waiver of retroactivity/Harborpark acquisition

Dear Commissioner Carothers:

The City of Middletown is moving forward with plans to acquire approximately .8 acres on the Connecticut River adjoining the southern most section of Harborpark. (see attached).

Harborpark is one of Middletown's finest assets and a source of pride since 1979. It is the site of Arts and Ethnic Festivals, 4th. of July Celebrations, Summer Concerts, and the yearly Head of the Connecticut Regatta. Harborpark has made and continues to make a substantial contribution toward reuniting the City with its' Riverfront and offering its' people opportunities for quality waterfront recreation.

Although Harborpark offers a wide variety of activities for the general public it does not offer a boat launch area. Tentative plans for this parcel would include a proposed boat launch area.

The City of Middletown requests a waiver of retroactivity so it may purchase this desirable land immediately and apply for State and Federal funding in March.

I look forward to your response and the prospect of increase public access to the Connecticut River.

Sincerely,

Wesley Downing
 Wesley Downing,

WD:ac
 Attachment
 CC: Mayor Paul Gionfriddo
 Dave Stygar, Program Coordinator



CITY OF MIDDLETOWN
PARKS AND RECREATION DEPARTMENT
319 BUTTERNUT ST., MIDDLETOWN, CT 06457
(203) 344-3468

Wesley W. Downing
Director
Jeanne M. Simpson
Assistant Director
John J. Milardo
Park Superintendent
Raymond Jacobs
Recreation Supervisor
Debra S. Dennis
Recreation Supervisor
Ann Callinan
Secretary
Nicole Wescott
Clerk - Parks

January 22, 1991

Dave Stygar, Env. Analyst II
State of Connecticut
Dept. of Environmental Protection
165 Capital Avenue
Hartford, Ct., 06106

Re: Waiver of retroactivity/ Harborpark acquisition

Dear Dave:

As required for Land and Water Conservation funds, attached is an Environmental Assessment for the above referenced.

It is my understanding that you will be forwarding the Environmental Assessment along with the City's request for waiver of retroactivity to the Federal Government for possible grant funds.

Since the City is currently pursuing the necessary funds for this acquisition a timely response would be appreciated.

If you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,

Wesley Downing

Attachment

CC: Mayor Paul Gionfriddo

Bill Kuehn, Director Municipal Development



City of Middletown

MUNICIPAL DEVELOPMENT OFFICE
46 KOVEN DRIVE, MIDDLETOWN, CONNECTICUT 06457
(203) 344-3419

November 21, 1990

Mr. Dennis Cunningham, Assistant Director
Inland Water Resources Division
Department of Environmental Protection
165 Capitol Avenue
Hartford, CT 06106

Dear Dennis:

Some weeks ago, my staff contacted you informally by phone regarding the possible acquisition of the J.J. Vinci (Tilcon-Tomasso) parcel on the Connecticut River here in Middletown. As you may recall, this small one (1) acre parcel immediately abuts Harborpark to the North and has frontage on both the Connecticut River and Sumner Brook.

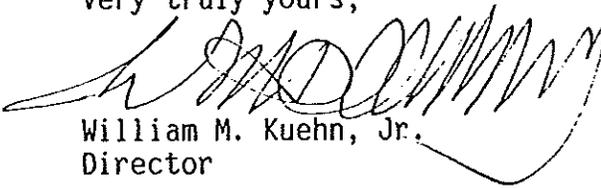
Over the years, "tailings" from the Tomasso cement operations have been deposited on this parcel bringing its elevation up to 28' above sea level at the river; an unnatural grade in comparison with the rest of the riverfront in this area.

The plan the City would like to pursue is to purchase the property after the demolition of the structures on site and after the removal of approximately 8,000 yards of material. This would bring the grade down from 28' to 23' at the Riversedge and to present grade at the street. There would be no work in the river.

You had indicated that you would need to know what the City had in mind before you could tell us if any permits would be needed.

We understand that any plans for development of this parcel will need the DEP's approval; however, it would be most appreciated if you could tell us what DEP might require, if anything, regarding the demolition of the building and removal of tailings.

Very truly yours,


William M. Kuehn, Jr.
Director

WMK/lmk



STATE OF CONNECTICUT
DEPARTMENT OF ENVIRONMENTAL PROTECTION



August 9, 1991

William M. Kuehn Jr., Director
Municipal Development Office
City of Middletown
DeKoven Drive
Middletown, CT. 06457

RECEIVED MUNICIPAL
DEVELOPMENT
1991 AUG -9 AM 9:48

RE: Tilcon - Tomasso Concrete Batch Plant
Middletown, Connecticut River

Dear Mr. Kuehn Jr.:

We have reviewed your letter dated November 21, 1990 regarding the City's interest in purchasing the Tilcon-Tomasso concrete batch plant site on the banks of the Connecticut River.

We have checked our files and have reviewed Air photography of the site. The original grade of the site appears to have been roughly 15ft. M.S.L.. If you were to purchase and regrade this site, we would recommend that as nearly as possible the original grades be restored. The removal of the fill from the above referenced site would benefit river hydraulics. Please provide a site grading plan which includes sedimentation and erosion controls for our review and approval.

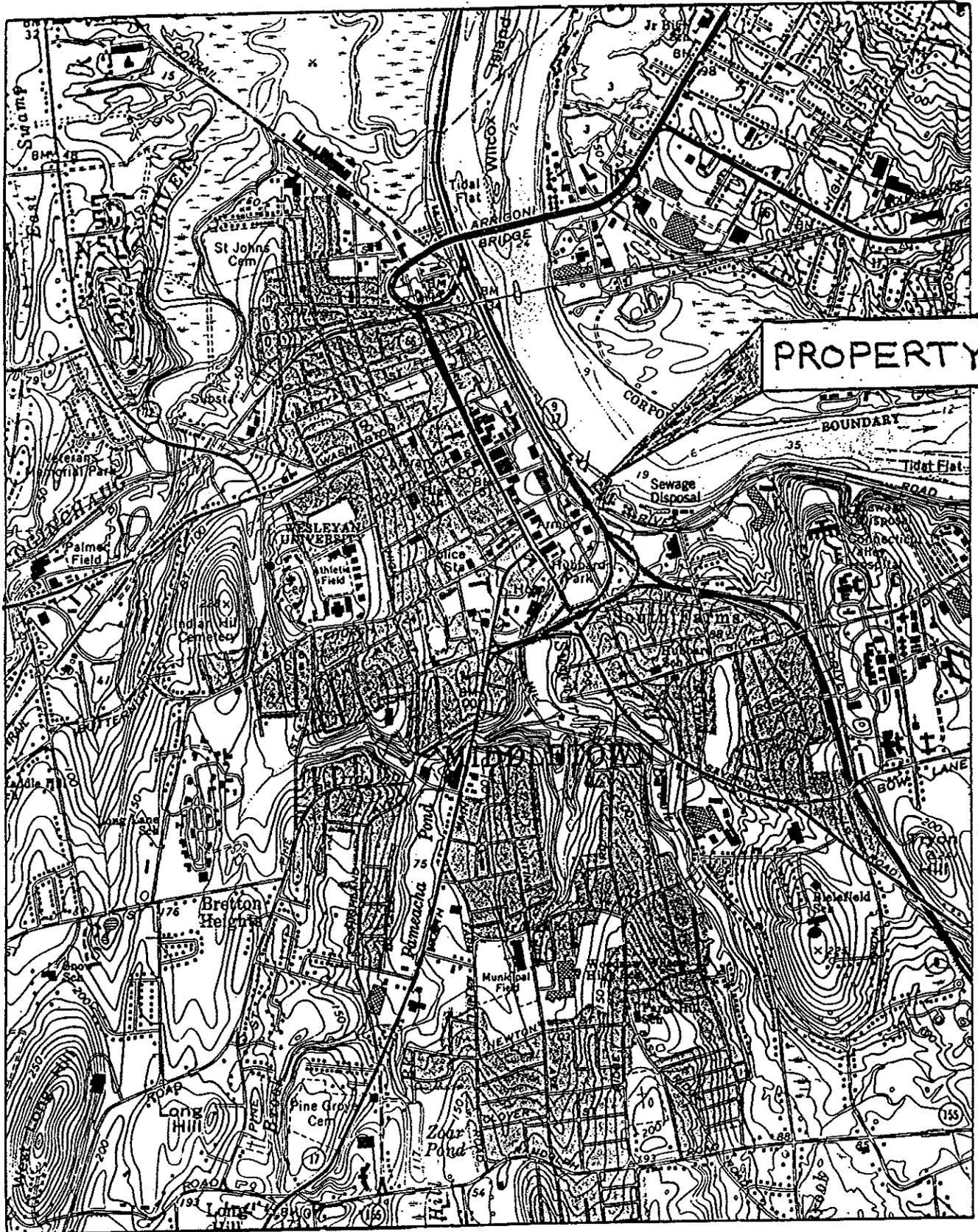
If you have any questions please call me at 566-7220.

Sincerely,

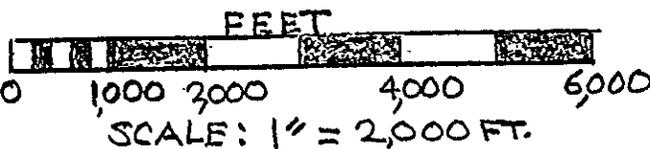
Denis Cunningham
Assistant Director
Inland Water Resources Mgmt. Div.

DC:SD:jc

EXHIBIT A



LOCATION MAP

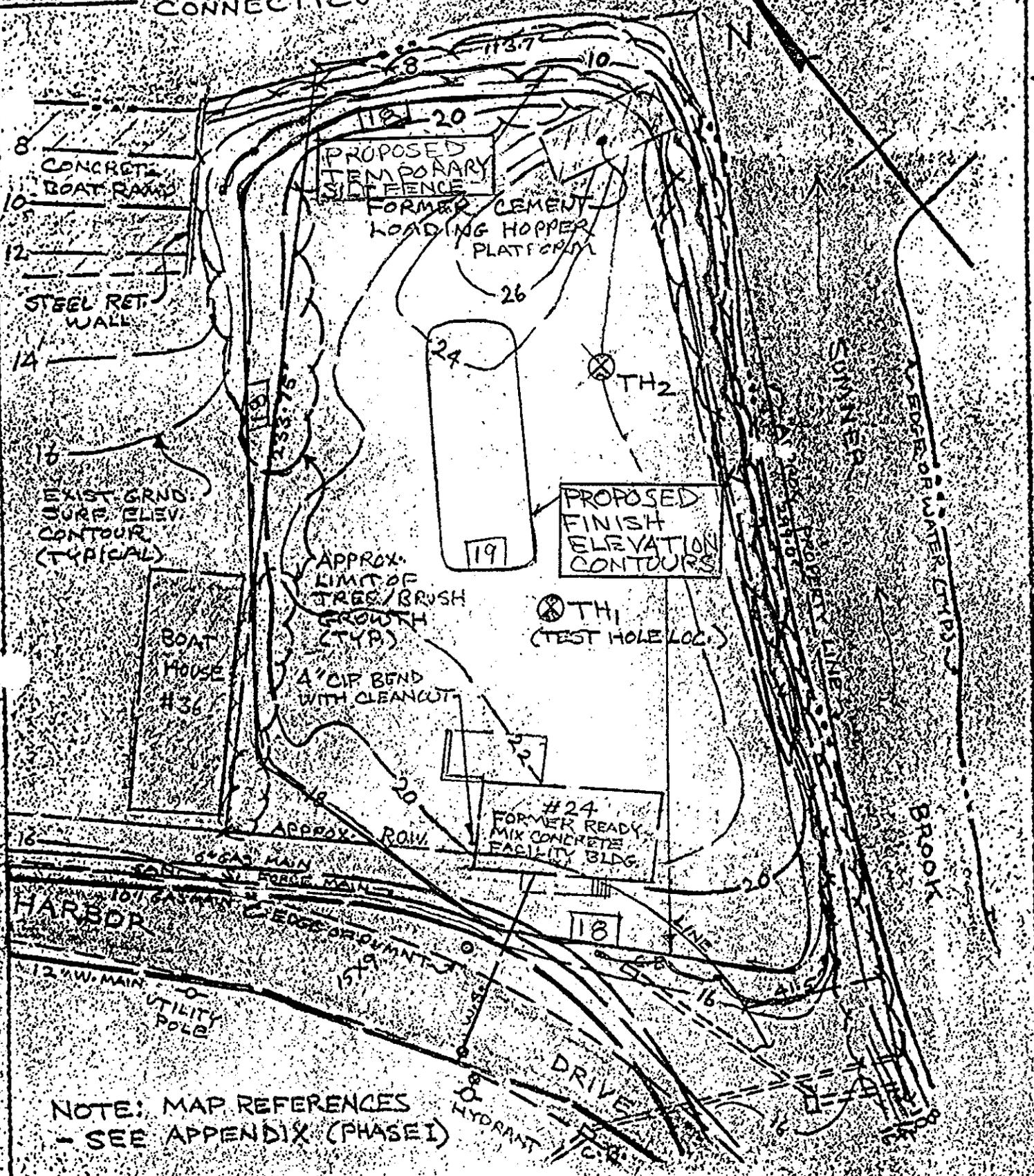


(PORTION OF U.S.G.S. MIDDLETOWN QUADRANGLE, CONN. TOPO.)

CONNECTICUT

(FLOW)

RIVER



8
CONCRETE BOAT RAMP

10
STEEL RET. WALL

PROPOSED TEMPORARY SILT FENCE

FORMER CEMENT LOADING HOPPER PLATFORM

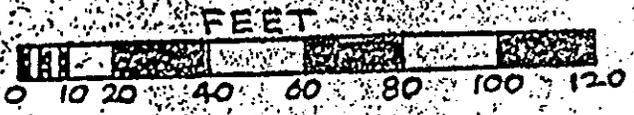
PROPOSED FINISH ELEVATION CONTOURS

BOAT HOUSE #36

#24 FORMER READY MIX CONCRETE FACILITY BLDG.

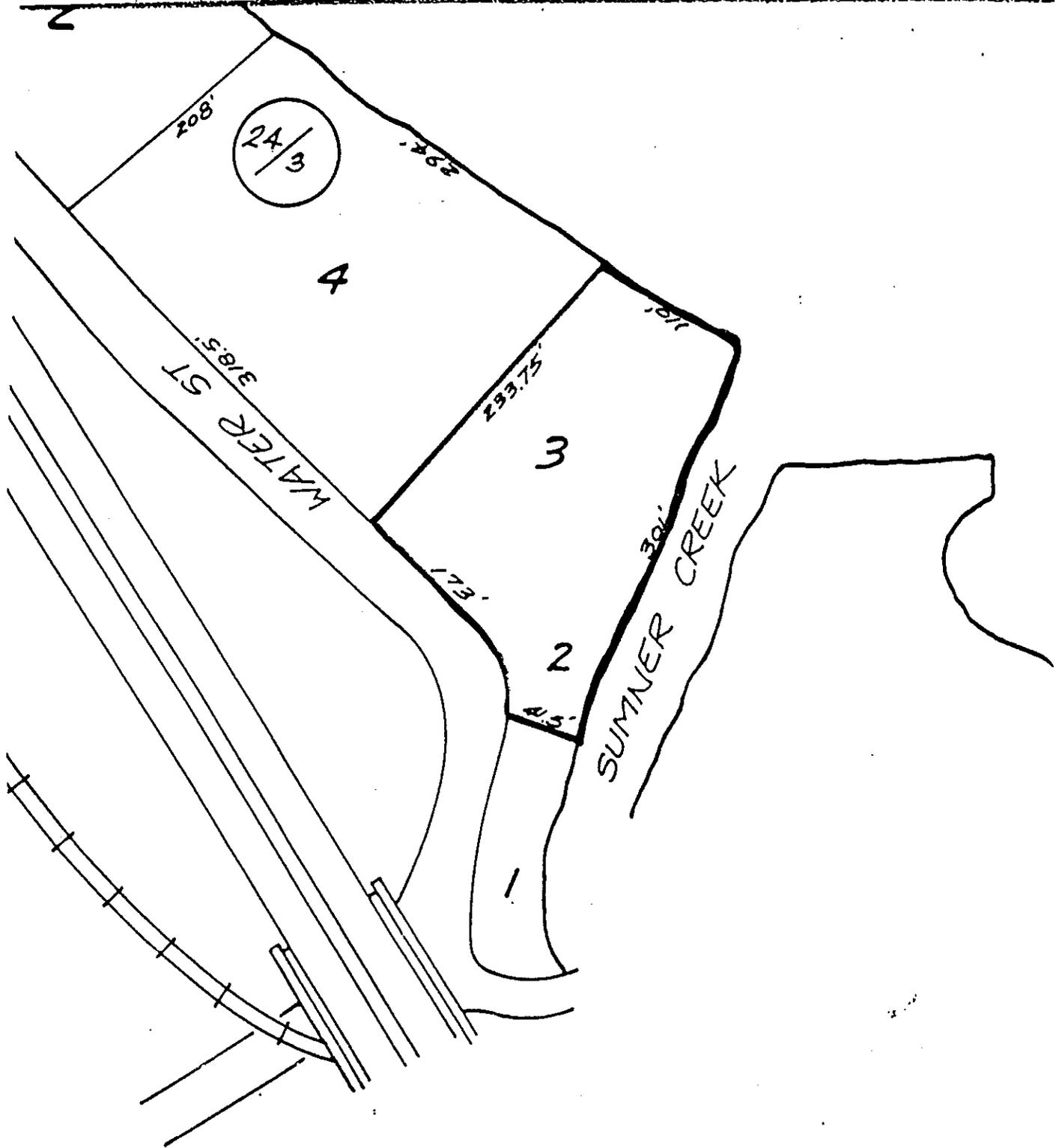
NOTE: MAP REFERENCES - SEE APPENDIX (PHASE I)

EXHIBIT B



SITE PLAN
PROPERTY LOCATED AT
24 HARBOR DR, MIDDLETOWN, CT.
SCALE: 1" = 40 FT.
8-23-91
REV: 10-15-91

PHOTOCOPY OF TAX ASSESSOR'S MAP OF SUBJECT PROPERTY



2. Site Suitability for the proposed Recreation Uses: Is the site, as it exists, suitable for the planned use or will major physical changes be required? Explain the changes. Describe consideration given to the site design and access onto and through the site. Also describe the impact, both positive and negative, of the project on the environment. Pay particular attention to flood plains, wetlands, aquifers, prime or unique farmlands, endangered species, historical and archaeological sites, and coastal zones. Are there any reserved rights/restrictions or environmental intrusions (power lines, dumps, factories, roads, etc.) on or near the proposed site? If yes, please give details.

The site's suitability and accessibility for its proposed use are extremely favorable. It is accessible by road from its own frontage on Harbor Drive; by water from the CT River and Sumner Brook; and by foot from Harborpark. Harbor Drive is, in itself, an accessway to and from Route 9. The property is a small parcel which has no physical barriers. By prior agreement, the site preparation (removal of materials) will occur before the final purchase by the City, and the development design will be sensitive to all environmental issues. (A complete environmental assessment of the project is attached to this section.)

The entire property is within the floodplain; however, it is well to the North of where the Connecticut River aquifer meets the City's wellfields. In any case, any development in this area, including the removal of materials, will require the approval and oversight of the Inland Wetlands and Watercourses Agency. The property does not contain any wetlands, prime or unique farmlands, endangered species, historical or archaeological sites, coastal zones, power lines, or roads; nor is it near any dump, factory or other entity which would present any environmental intrusion beyond those mentioned in Section 2. of the environmental assessment. There are no reserved rights or restrictions on this property, per requirement of the purchase agreement.

3. ENVIRONMENTAL ASSESSMENT

1. Description of Proposal

The specific actions for which funding assistance is sought for the expansion of Harborpark include:

- a. Acquisition of approximately one acre of land on northwest corner of confluence of Sumner Creek and Connecticut River
- b. Regrading site to include removal of asphalt and some "tailings" as deposited near the Connecticut River;
- c. Planning/engineering studies for development of a launching area for canoes and/or kayaks; installation of scenic overlook on top of the remainder of tailings; development of small parking area adjacent to Harbor Drive; and, landscaping and other park amenities.

These improvements to the Harborpark area are designed to serve the general public. When the first development plan was prepared for the Harbor Improvement Agency in April 1974, it urged acquisition of this parcel for inclusion in what is now Harborpark. A subsequent "Riverfront Development Plan" completed in April 1986 also recommended the acquisition of the "Vinci" parcel for an expansion to Harborpark.

All the proposed improvements will occur immediately to the south of the area known as Harborpark, a riverside park along the west bank of the Connecticut River in Middletown's Central Business District. All the activities are planned for 1992 and 1993. The first activity will be the acquisition of the land followed by acquisition of a design plan. The City will then make an application to a variety of potential funding sources for installing the improvements indicated by the plan as part of a long term plan to meet the changing needs of City residents and to provide the planned expansion of Harborpark due to its popularity and use.

Harborpark was created and constructed under the auspices of the Harbor Improvement Agency and turned over to the Park & Recreation Department for management. All the proposed improvements are consistent with the original intent, goals and plans of the Harbor Improvement Agency to provide a wide range of opportunities at the riverside park. The proposed improvements relate well with the recreational opportunities being offered by the City at the site which include arts and ethnic festivals, rowing regattas, recreational rowing, fishing, picnicking, eating at a riverside restaurant, boat cruises, concerts and passive activities.

2. Description of the Environment

Harborpark is a narrow strip of waterfront park between Connecticut Route 9, a heavily travelled roadway, and the Connecticut River. Prior to its development as a park, one of the buildings (now demolished) within the project area, was used as a truck terminal. Also present was an ill-maintained boat launching facility. What is now America's Cup Restaurant was used in its deteriorated state for high school rowing programs and occasional "recreational" programs such as dog obedience classes. The park was overgrown, ignored and a place for derelicts to congregate. With the completion of Harborpark in the late 1970's and its dedication, the area has been transformed into a showcase, award-winning facility and the scene of many City activities.

The property proposed for acquisition was until the past year used as a cement batch making operation by Tilcon-Tomasso. No longer in use for that purpose, a portion of the facility was dismantled by the operator. There remains now a concrete block office building and an almost completely paved surface and a build-up of concrete tailings along the Connecticut River and Sumner Creek.

Evidence of a prior use comes from a map dated March 1947 as filed in the Town Clerk's Office. At that time, the property was owned by the Gulf Oil Corporation. A gas station with three pumps was located in the southeast corner of the property. The rear of the site was dominated by a one story coal hopper base, suggesting an even earlier use of the land.

Attached are maps showing the present land use and zoning, plus a topographic map. With regard to topography, the land slopes upward from front to rear beginning at 16 feet above sea level at the road and ending at 28 feet above sea level at the northeast corner. Accurate topographic maps of the site prior to the 1960's cannot be found. However, visual inspections indicate a seemingly unnatural build-up of the property, particularly when compared to surrounding uses. At a point mid-way between Harbor Drive and the river along the City/Vinci property line, there is a five (5) foot elevational difference. Similarly, as one stands on the Sumner Creek side of the site, there is a vast drop to the property on the opposite side of the Creek.

In order to bring the property into conformance and make it usable as an extension of Harborpark, it is proposed that the asphalt be removed and that some regrading be accomplished so that the property may be more level, except for the Connecticut River frontage. Here, the tailings are proposed to be cut down approximately 5 feet. There is visual evidence that all the material to be removed is not indigenous to the property, and was placed there to move the concrete making facilities out of the floodplain. By removing some of the material and regrading, there will be greater flood storage capacity on the property. In lowering the tailings along the riverbank, it is not the intent of the City to in anyway alter the streambank line but merely reduce the height from the top of the tailings to a more manageable suitable level for a scenic overlook and/or observation platform.

Concerning the City's socio-economic character, the City had a 1980 population of 39,040. At that time the Black population comprised about 9.6% of the total, while all minorities, including Hispanics, comprised 14% of the City's population. The median age of the population in 1980 was 29.8 years. Persons of 65 years of age and over made up 11.7% of the total population.

92% of the population were members of households where the average family size was 2.55 persons. Due to the presence of State institutions with the City, over 1,000 persons were inmates of the Connecticut Valley Hospital and Long Lane School. Almost 3% were students living in college dormitories, largely attributed to Wesleyan University.

About 50% of the white population claimed singular foreign ancestry including United Kingdom - 2,287; French - 757; German - 1,249; Irish - 1,814; Italian - 6,753; and, Polish - 2,563. A little over 2.5% of the total population of persons are of Spanish origin.

The census reported a total employed workforce in 1980 of 19,472 persons. Of the total labor force, 23.4% were managerial and professional; 29.3% were involved as technicians, sales and administrative support; while 19% were operators, fabricators and laborers. In terms of where employed - 31.3% of the labor force were engaged in manufacturing, while nearly 15% were employed in retail trade; 5.7% in financial services; 32.2% in public administration, professional and related fields. The median family income in 1979 was \$21,085, while the median household income at the same time was \$17,308.

According to updated data prepared by the City's Planning & Zoning Department, the City population as of April 1, 1989 was 46,980. According to the U.S. Department of Housing & Urban Development, the 1990 median family income for a family of 4 in Middletown was \$44,800. The moderate income upper limit for a family of 4 was \$35,700 while the upper limit for low income family of 4 was \$22,400. These median income family figures vary according to family size.

Concerning area geology, Connecticut is composed of 3 distinct physical regions: the western highlands; the eastern highlands; and, the central lowland. Middletown is a part of the central lowland which is bisected by a series of trap rock ridges which extends southward from Holyoke Massachusetts to Central Connecticut. The character of the area under the Connecticut River through Middletown is sedimentary bedrock with triassic sandstones and shale. While brownstone was quarried from riverside sites in Portland and Cromwell, such activities disappeared after World War I. Thus, if brownstone deposits underlay Harborpark, there is no known commercial value to them.

According to the Soil Survey of Middlesex County as produced by the U.S. Department of Agriculture, Soil Conservation Service, the entire Harborpark site is classified as UR-Urban Land. The park has been constructed to minimize any potential erosion through vegetation on slopes against Route 9. Table 12 of the Soil Survey, which rates various soils for recreational development, does not show any rating for Urban Land since it has been drastically altered and built upon.

The average mean temperature of Middletown is 50 degrees F. The mean maximum January temperature is 36 degrees, while the mean minimum temperature for the same month is 18 degrees. The mean maximum and minimum temperatures for July are 83 degrees and 61 degrees, respectively. The average annual rainfall is 50.34"; the average snowfall amounts to 37.20". The average first frost of Fall occurs between October 5th and October 10th. The average last frost of Spring occurs between April 25th and April 30th.

According to the Connecticut Department of Environmental Protection, the surface water quality of the Connecticut River is SC/SB. On pp. 25 of the Water Quality Standards Report, dated February 1987, it is stated: "Presently not meeting water quality criteria for one or more designated uses. The goal is Class SB". The ground waters for the area around Harborpark have been

classified GB which, according to the same Water Quality Standards Report, identifies them as: "Ground waters within highly urbanized areas or areas of intense industrial activity and where public water supply service is available. May not be suitable for direct human consumption due to waste discharges, spills or leaks of chemicals or land use impacts. The State's goal is to prevent further degradation by preventing any additional discharges which would cause irreversible contamination".

Flooding has been and will always be a problem at Harborpark. When designed and approved by a host of local, State and Federal agencies in the mid-1970's it was with the knowledge and understanding that floods would cover the boardwalk (elevation 10' above sea level) an average of 1% per year, or 3 to 4 days. The new Flood Insurance Study, dated July 28, 1989 from FEMA show the entire park lying in Zone AE, a special flood hazard area within the 100 year flood area.

Regarding flora and fauna, the park is a man-made environment which includes grass, low shrubs such as burning bushes and some trees including Austrian Pines.

Connecticut Route 9 borders Harborpark on its western side and separates the park from the Central Business District. Pedestrians can reach Harborpark by a tunnel under Route 9; for motorists the park can easily be reached from the downtown or the highway.

If the project is not initiated, one can assume the subject property will remain as is. Because of its location and zoning, there are very few alternative uses other than the expansion for a City facility (which makes sense for this particular parcel). As a concrete batch plant, it was a non-conforming use in the riverfront recreation zone. According to the Zoning Code, Section 31.01 "Permitted uses are limited to water oriented or other

recreational uses and those uses permitted in the Flood Area Management Regulations". Thus, there is very little potential for this site other than for a City park. In short, if the City does not need the site, then it is likely to remain in its same incompatible state.

3. Environmental Impact of the Proposed Action

America's Cup (formerly Harbor Park) Restaurant, originally constructed as the Middletown Yacht Club in 1915, has been identified by the Greater Middletown Preservation Trust as a local historical resource and, further, has been included in the State Register of Historic Places. The proposed improvements to the park facility will not impact this historic structure.

There will be no impact upon land uses in the area as a result of the proposed improvements. The proposed activity will only affect the subject parcel of approximately one acre in size and will transform it from a vacated non-conforming use to one which conforms with the intent of the zoning and with the intent of riverfront development plans prepared in 1974 and 1986.

There will be no impact on the socio-economic conditions of the park or of the area. The proposed activities will not affect area residents, cause displacement, alter settlement patterns, services, commercial enterprises (the cruise boat or America's Cup Restaurant) or the local tax structure.

The proposed activities will not generate any new solid wastes other than those normally associated with a park and consistent with that which is generated throughout the remainder of Harborpark. Trash containers will be placed on the site and will be maintained by the Park & Recreation Department as part of their normal site management.

Except for a small patch of sand in the northwest corner, the property is covered with impervious surfaces..... concrete block building, asphalt and cement. Site permeability will be improved through the removal of at least a third of the hard surfaces to be returned to a grassed and landscaped

condition.

Through the deposition of concrete tailings over the years, a considerable wall or fortified streambank has resulted along both the Connecticut River and Sumner Creek sides. Engineering studies will be required to determine how much, if any, of the embankment can safely be removed without creating a potential erosion problem. Through the creation of permeable surfaces, there will be less impact upon the storm water control system by reducing the amount of water flowing onto Harbor Drive.

There are no intended restroom facilities on the site, hence, the sanitary sewer system will not be impacted nor will water be supplied for any uses. If practical, a small launching area will be created on the Sumner Creek side of the parcel for kayaking and canoeing. Therefore, there will be a small modification to the streambank on the Sumner Creek side only. There is no proposed modification to the streambank on the Connecticut River side. Since the water table is at the level of the Connecticut River and Sumner Creek and the proposed activities will remain high above that level, there will be no effect on the water table.

Concerning vegetation, there will be a gain of perhaps one-third acre of grassy and landscaped areas. Any plantings at Harborpark will be capable of withstanding occasional flooding.

There is no known fauna to be affected on site. The proposed improvements will not alter any transportation routes, will not impact energy consumption or, affect air quality.

Concerning project management, this parcel along with the balance of Harborpark will fall under the jurisdiction of the City's Park & Recreation Department.

4. Mitigating Measures Included in the Proposed Action

In its present state, the property is contained by an impervious cover and the concrete deposits along both the Connecticut River and Sumner Creek sides. Construction activities will necessitate soil and erosion control measures and will require the application to and receipt for a permit from the Inland Wetlands and Watercourses Agency. The provision of a small boat launching facility on the Sumner Creek side will be the most critical element of the Inland Wetlands permit process. In that, the Park & Rec Department will have to submit plans to the modification of the streambank to facilitate persons walking down to the water level with canoes or kayaks. As such, soil or erosion control plans must be developed.

Similarly, the removal of the impervious surface on the site will result in some short term potential of erosion. Therefore, the site must be contained with haybales and/or silt fences during this construction process. Until such time as the parking lot and the grass and landscaped ground cover take hold, the property will be subject to some erosion. Removal of the portion of the concrete deposits, while not encroaching upon the actual riverbank, will require assurances to the Inland Wetlands Agency that no rubble will fall into the surrounding waters during the process of cutting down the height of the tailings on both sides.

5. Adverse Environmental Effects Which Cannot be Avoided

As previously discussed, the site lies within the 100 year flood plain along the Connecticut River. Thus, all improvements will be made to withstand flooding. Because of the potential of flooding, all improvements are scheduled after the annual Spring freshet. Installation of vegetative materials will occur in late April or May, after the freshet to insure they take hold before the termination of the planting season on or about June 15th.

Scrutiny by the Inland Wetlands and Watercourses Agency will ensure no adverse and environmental impacts as a result of the proposed activity.

6. Relationship Between Local Short Term Use of Man's Environment and the Maintenance and Enhancement of Long Term Productivity

The improvements at Harborpark cannot be compared with any other project because of the uniqueness of the facility. The only other comparably project along the Connecticut River in Connecticut would be in either Hartford or East Hartford. The proposed actions will enable future generations greater use of Harborpark through the expansion of the facilities and will offer enjoyment of activities sponsored by public and private agencies at the site. Of all the planned activities, the one which impacts the project area environment the most is the provision of the small boat launching facility for canoes and kayaks. However, this facility is not to be confused with a small boat launching ramp where a large vehicle and trailer ramp is provided for launching power boats into the river.

Because of the unnatural buildup of the rear of the property over the years, that portion of the site has been elevated out of the flood plain. By lowering portions, the entire property will be brought under the 100 year flood level. Presently, the entire property is covered with an impervious surface which forces all storm water onto Harbor Drive. By removing at least one third of the impervious surface and replacing it with landscaping, percolation of water on site will be encouraged.

7. Any Irreversible or Irretrievable Commitments or Resources

None known. The proposed activities will convert an existing non-conforming property to a more compatible use along the banks of the Connecticut River.

8. Alternatives to the Proposed Action

An alternative to reducing the height of the tailings and constructing boardwalk or observation platform would be to either a) do nothing b) remove a portion of the tailings to construct a level area for the boardwalk (thus, necessitating a longer handicapped accessible ramp to reach the facility), c) remove the tailings but don't construct the boardwalk or d) only construct a portion of the boardwalk. The subject property enjoys vistas up and down the river. By lowering the tailings and constructing the boardwalk on top of the lowered tailings we will 1) increase the flood storage capacity of the Connecticut River while building a flood resistant structure and 2) provide the citizens of Middletown with another vantage point for viewing the river at a somewhat higher elevation than is provided at the Harborpark boardwalk to the north.

An alternative to removing the impervious surface from the property, is to leave it as is. That would be defeating the intent of transforming a non-conforming use into a part of the Harborpark setting. Presently, the property is either in concrete or asphalt (that includes the concrete block building too). Grass and other landscapings are needed to soften the subject property. The alternative to providing parking in the property is to convert the entire area to a landscaped park. By so doing that, public access would be denied to the property including those who were handicapped and wish to enjoy the view from the southern part of Harborpark. Handicapped spaces are provided elsewhere at Harborpark; however, they are at a significant distance and there can be no direct link of accessible paths between the subject property and the main boardwalk to the north.

An alternative to providing a small boat launching facility is to provide none. This would deny access to the river to those who favor canoeing and

kayaking over other forms of boating. Presently, Harborpark contains a major facility for the high school and college rowing programs. Dockage is also provided for larger power boats. Boat launch facilities are in the planning stages for smaller powered craft elsewhere.

9. Consultation and Coordination

The proposed activities are consistent with several plans which have been developed under the auspices of the Harbor Improvement Agency. The Park & Recreation Department has also been involved in the development of the plans for the subject property.

Because any funding scenario for acquisition and/or development involves local monies, the Common Council has been involved in the process. Finally, the Connecticut River Trust has been approached for funding a portion of the acquisition and/or development cost. This is a non-profit organization which has at its disposal some funds for the development of Connecticut River oriented sites and facilities in order to provide greater accessibility to the public. It has been the goal of the City of Middletown to touch base early on with all agencies who will be asked to participate in one way or another so that controversy can be avoided. Thus, there has been no controversy with regard to this project, nor is any controversy anticipated.

3. Site Conveniently Accessible for the intended use: Convenience refers to the location of the site. Please describe consideration given to the type of facility planned for the site and the type of service area (neighborhood, city, regional, etc). Show how the recreation area can be reached via mass transit, distance to municipal population concentrations, etc.

Harborpark is located on the River, directly across Route 9 from the heart of the Downtown Central Business District. For pedestrians it is connected by a tunnel under the road; for motorists it can be reached easily both from the downtown and the highway.

The location of Harborpark was carefully chosen through a feasibility study in 1973, and it is located as close to the downtown as possible considering the major barrier presented by Route 9. The tunnel is only one block from Main Street, and even less from Washington Street (Route 66). The MAT bus terminal which brings people in from all parts of the Middletown area every half hour is also less than $\frac{1}{2}$ a block from the tunnel entrance on deKoven Drive.

4. Accessibility to Special Populations: Is the project located in an area with a significant special population (i.e., next to an elderly housing project, or in an ethnic minority community)? YES XX NO If yes, please clarify and list the distance(s) to the project site.

Harborpark has handicapped access and is used by all populations. Much of the elderly and minority populations live nearby, and buses serving all of Greater Middletown bring people within 200 yards of the tunnel. The boat cruises attract a large number of elderly and handicapped visitors; and the boardwalk is a welcome attraction for local fisherman from nearby minority neighborhoods.

(rest of #4 from previous page)

If not physically located in an area serving a special population, is there an outreach program active or planned to target special populations (handicapped, elderly, minority)? YES NO Please describe. N/A

Does the municipality have a current Section 504 (handicapped accessibility) self-evaluation and transition plan on file? YES NO

In the Office of the Building Inspector

5. Competition with the Private Sector: Will proposed recreational uses create a competitive situation with the private sector where private enterprise is providing similar facilities? YES NO If yes, explain.

6. Municipal Statement of Need: Does the project meet a need documented in your municipal plan of development, recreation or conservation plan or capital improvement program? If yes, provide relevant excerpt(s).

Yes. Both the Plan of Development and Comprehensive Plan (Zoning) show this parcel to have a desired land use of public Riverfront Recreation. Harborpark is also the northern anchor of the City's Riverfront Development Plan commissioned in 1986 which recommends inclusion of the Vinci Property; and is the focus of an earlier plan entitled "Middletown and the Connecticut River: A New Image." (See Zoning and POD Maps) (Enclosures)



CE MAGUIRE, INC.

Engineers • Planners

One Court Street, New Britain, Connecticut 06051

Peter Howard-Johnson, AIA
Bruce T. Bockstael, AIA
Architects

THE MAGUIRE
GROUP

Tel. 203/224-9141

April 3, 1986

Mr. Edward J. Dzialo, Jr.
Chairman, Harbor Improvement Agency
City of Middletown
Municipal Development Office
deKoven Drive
Middletown, Connecticut 06457

RE: FINAL REPORT: RIVERFRONT DEVELOPMENT PLAN

Dear Mr. Dzialo:

The Middletown Riverfront Development Plan is submitted in accordance with our contractual agreement of September, 1985. Our analysis of the four mile linear riverfront and subsequent development recommendations reflect our numerous discussions and meetings with the City and Harbor Improvement Agency. This final report reflects also your review comments of our draft final report submitted in February, 1986. The following comments summarize the background and highlights of the enclosed Riverfront Development Plan.

EXECUTIVE SUMMARY

The goal of the Riverfront Development Plan is to continue the revitalization process of Middletown's Connecticut River shoreline. The project location is a four mile linear reach of Middletown's riverfront from Harborpark extending downstream along River Road.

Middletown's riverfront was once the location of an important commercial seaport. As transportation methods changed, the riverfront suffered from neglect and isolation from downtown activities. In August 1973, the Harbor Improvement Agency began its planning for riverfront revitalization. The plans and actions of the Harbor Improvement Agency culminated in the construction of a \$1.7 million waterfront improvement program. Harborpark was dedicated on June 10, 1979 and consisted of the following riverfront attractions: 1500 feet of bulkheading and boardwalks; renovation of an abandoned yacht club building; and a waterfront park.

I. Current Planning Issues

Harborpark is a regional success. The Harborpark restaurant is a popular gathering place and its boardwalks allow extensive public access to the beauty of the Connecticut River. Annual riverfront events, such as the rowing regatta sponsored by the City, have attracted significant crowds.

Passenger vessels are arriving with increasing frequency.

The attractiveness of Harborpark reflects National interests in revitalizing waterfront real estate. The current Riverfront Development Plan should serve to focus potential development within a practical and environmentally sound framework. The maintenance and up-keep of Harborpark and other riverfront environs along River Road is a paramount concern that transcends any of the land specific recommendations.

Important existing conditions along the project corridor include:

- . shoreline land areas are limited because of close proximity of River Road and riverbank;
- . several fixed uses of land preclude development (wastewater treatment plant and active/reserve well fields);
- . River Road is in terrible condition with dangerous intersections, recurring flooding and unsafe traffic flow accommodations;
- . to capture development potential along prime parcels of the upstream riverfront, major relocation and improvements of River Road are required;
- . some commercial redevelopment, reflective of the recent building boom in Middletown region, is evident within the project corridor;
- . the Connecticut Valley Railroad is planning to reactivate the rail line for extension of its successful tourist train from Essex;
- . natural forces, including shoreline erosion and periodic flooding, are permanent features affecting major sections of the project corridor; and
- . large land parcels, along the corridor, are either privately or state owned.

II. River Road Improvements

A significant portion of the planning analyses was devoted to evaluating feasible alternatives to improve River Road. Currently, River Road has a rural character with a path that essentially parallels the banks of the Connecticut River. The road is quite narrow, flood-prone and has a severely deteriorated asphalt surface. There are several railroad crossings as River Road and the abandoned track criss-cross as frequently as five times within the mid-project corridor. River Road, particularly from Union Street to Silver Street, is a dangerous thoroughfare with several substandard intersections and no signage or center striping. Nevertheless, River Road is a popular short-cut to/from a major employer (Pratt & Whitney Aircraft) and Route 9. Its scenic, natural, and rural character, also, attract joggers and bikers, thus, increasing potential hazardous conditions.

Five alternatives to improve River Road were considered. The goals were to enhance the safety and utility of the road as well as coordinate its improvement with the overall objectives of increasing riverfront lands for potential development and/or use. The five options ranged in construction cost from \$840,000 to \$5.1 million. The major focus was between Union Street and Silver Street. Proposals included raising the elevation of the road surface above the flood zone, coordinating relocation with potential state improvements for Route 9 and realigning/improving major intersections and railroad crossings.

The recommended road improvement (Alternative C) proposes to: relocate an in-town intersection (Union St./River Road); elevate River Road above the flood plain from Union St. to Eastern Drive; upgrade several railroad crossings; improve the section from Eastern Drive to Silver Street with a gravel-based top without flood proofing; and improve Silver Street/River Road intersection. The major improvements at the in-town intersection will require the relocation of Sumner Brook and the creation of approximately five acres of continuous waterfront land between the existing rowing crew building and the wastewater treatment plant. The estimated construction cost for this road improvement is \$1.92 million.

III. Land Use Concepts

A primary goal of the Riverfront Development Plan has been to treat the entire four linear miles as an inter-related whole. The proposed land use concepts and themes, therefore, seek balance between development, conservation and upgrading objectives within the realities of

Mr. Edward J. Dzialo, Jr.

RE: FINAL REPORT: RIVERFRONT DEVELOPMENT PLAN

April 3, 1986

Page 4

the market place and the natural environment.

The overall land use recommendations are characterized by two large development anchors at the termini of the project corridor. Harborpark would be extended onto lands currently occupied by a non-water dependent cement plant and a fuel oil tank farm. Created properties should extend the public access provided through extension of the boardwalk. Commercial/retail business seem a natural extension of Harborpark and, with close proximity to downtown and possible tourist trains, should prove a typical urban waterfront revitalization success.

A second major development anchor is proposed for a thirty-five acre parcel currently owned by the Connecticut Valley Hospital. Located immediately downstream from the Silver Street - River Road intersection, the land parcel is a beautiful, rolling terrain that is well suited for development or recreation. Our land use recommendations for this area include: residential development; a marina; a boat launching facility and public recreation. A conservation theme should also be mixed into this balanced plan.

Locations for moderately sized railroad depots have been recommended for the intown section and near the Town Farms Inn at the Silver Street - River Road intersection. Significant clean-up and passive recreational improvements are recommended for the mid-project corridor area. Recreational access from Towns Farm Inn to a small city park should be enhanced. The gravel-based road is part of the riverfront enhancement concept. Additionally, riverfront nature paths and a jogging/bicycle trail are recommended to support the private expansion of the Town Farms Inn. Finally, it is predicted that several properties located in the mid-project corridor will be renovated in the near term to take advantage of the beautiful vistas provided by the overlook of the Connecticut River and surrounding shores of in-town Middletown and neighboring Portland.

IV. Implementation Sequence

It is important that the City of Middletown continue its momentum towards riverfront improvement. With the changing public funding climate, partnerships with the private sector should be explored. The economy of Middletown is ripe for development and the riverfront offers unique locational opportunities.

Several of the road relocation and land use proposals will require substantial commitments of resources. It will be important to take several "first steps" toward implementation to depict community commitment. The following list of actions is a probable implementation sequence for the Riverfront Development Plan:

Mr. Edward J. Dzialo, Jr.

RE: FINAL REPORT: RIVERFRONT DEVELOPMENT PLAN

April 3, 1986

Page 5

- . Riverfront clean-up
- . Upgrade (gravel base) River Road between Town Farms Inn and Eastern Drive
- . Upgrade City Park (mid-project area)
- . Obtain CVH property
- . Coordinate train station stops for CVR
- . Endorse redevelopment of mid-River Road properties
- . Relocate River Road
- . Acquire Tomasso/Peterson properties
- . Develop former CVH properties
- . Extend Harborpark development

The following main text of the Riverfront Development Plan details our analysis and recommendations. Improvement and clean-up of these naturally beautiful riverfront environs is obviously required. Development pressures are already evident and will, most probably, increase in the future. It is hoped that this plan will serve as a positive framework to guide a balanced development.

On behalf of CE Maguire, Inc., it has been our pleasure to have served the City of Middletown on this most interesting assignment. In addition, your assistance and interest has been most helpful. Bill Kuehn and Dan Cienava have also been very supportive and an integral part of our planning team. We would hope to have the opportunity to work with you again.

Very truly yours,

CE MAGUIRE, INC.



Robert H. Wardwell
Assistant Vice President
Director of Planning



Carl U. Mueller
Principal Planner

RHW:fl

cc: Harbor Improvement Agency members
Bill Kuehn, Municipal Development Office

7. Local Public Participation in Formulating the Project: Was public participation at the local level included in planning this project? Please describe. Public participation can be defined as: special public meetings for the project, reviewed by special interest groups or advisory councils and boards, public notices or news releases, public survey, etc. (See also supplemental narrative). A formal resolution from the municipality's legislative body supporting the project and a commitment to operating and maintaining the project must be included (sample format of resolution attached).

Acquisition of the Vinci Parcel as an addition to Harborpark has been on the public agenda of the Harbor Improvement Agency for years. It has had public forums in connection with the Riverfront Development Plan; and, more recently, through discussion by the Common Council. The public's wish for a boat launch in Middletown is reiterated often in the Press and also in a recent petition to the City.

There were public hearings in connection with the development plans. Since this is an addition to an ongoing project, it is specifically because of increased public use of Harborpark that more space and amenities are needed. Resolutions from the Common Council are attached.

R E S O L U T I O N

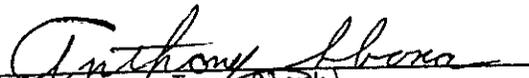
WHEREAS, the Municipality wishes to make application and obtain financial assistance from the State of Connecticut.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF MIDDLETOWN AS FOLLOWS:

1. That an application be made to the Commissioner of the Department of Environmental Protection for an Outdoor Recreation Land Acquisition and/or Development Grant for a municipal project known as Harborpark Expansion.
2. That it is the intent of the municipality that, should its application be selected and approved by the Commissioner of the Department of Environmental Protection, adequate funding for operating and maintaining the property and/or facilities will be provided.
3. That the Chief Executive Officer is hereby authorized and directed to execute and file such application, and to act as authorized correspondent.
4. That the Chief Executive Officer is hereby authorized to enter into such agreements, contracts and execute all documents necessary to said grant with the State of Connecticut.
5. That the proposed acquisition and/or development is in accordance with the Plan of Development of the Municipality and that, should said grant be made, said land will be retained in accordance with the provisions of Section 7-131a through 7-131k of the General Statutes.

I hereby certify that the foregoing is a true and correct copy of the resolution adopted by the Common Council of the City of Middletown at its meeting held on the 2nd day of December, 1991

BY:


(Signature - Town Clerk)

AFFIX SEAL

Passed and Adopted
by Common Council,
City of Middletown
at its Meeting held
on

12/2/91

R E S O L U T I O N

WHEREAS, funding is available from the Connecticut Department of Environmental Protection for assistance to municipalities for the acquisition and/or development of public outdoor recreation facilities or lands; and

WHEREAS, the City of Middletown has agreed to purchase a certain .8/acre riverfront parcel of land at 24 Harbor Drive, as an addition to Harborpark from Newfield Realty Corporation; and

WHEREAS, said purchase agreement includes certain development costs for the demolition of structures and removal of materials by the seller prior to purchase; and

WHEREAS, the State of Connecticut Department of Environmental Protection has encouraged the City of Middletown to purchase this property and has granted it a waiver of retroactivity.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF MIDDLETOWN:

That the Mayor be authorized to apply for up to \$130,000 from the Department of Environmental Protection which will constitute 40% of the anticipated costs of purchase, planning and development (removal of materials) of the above mentioned property; and

BE IT FURTHER RESOLVED:

That the City of Middletown will supply all the funds to complete the transactions with the understanding that the State of Connecticut will reimburse 40% of the eligible costs.

I, Anthony Sbona, City and Town Clerk of the City of Middletown hereby certify that the foregoing Resolution #475 was adopted at the Regular meeting of the Common Council which was held on Dec. 2, 1991 Dated at Middletown, Connecticut this 24 day of December, 19 91

Attest:

Anthony Sbona
City and Town Clerk

8. **Non-Municipal Donation of Land or Other Services:** Will the project be completed with donations of land, cash, labor, materials or equipment from private organizations, agencies and individuals? YES XX NO If yes, please list and describe the pledges or services which will be donated (See also supplemental narrative).

The Connecticut River Trust has been asked to contribute \$180,000; \$75,000 of which will go toward the purchase, and \$105,000 toward site preparation and planning. The Connecticut River Trust represents a Funding Source controlled by the chief executives of Northeast Utilities, Wesleyan University and the City of Middletown. (A copy of portions of the CRT Grant application is enclosed).

9. **Documentation of Local Funds:** Provide written documentation showing the source and availability of funds and cash flow to complete the project. This is a reimbursement program and you should be able to complete the project within a stated period.

The City receives rent and interest payments on a loan from the operator of the Restaurant at Harborpark, which are directed toward capital improvements to the Park. These funds accrue at a rate of approximately \$2,200 per month. The City's share of this proposal of \$15,000, therefore, will be the encumbrance of the receipts for seven months, for the purposes of this project.

A copy of the 1982 Resolution confirms this dedication of funds; and the December 1991 resolution by the Common Council clarifies that the City understands that this is a reimbursement program, and is willing to expend the funds (Enclosure: 1982 Resolution and excerpt from DED Grant Application).

CONNECTICUT RIVER TRUST

APPLICATION OF THE CITY OF MIDDLETOWN FOR FUNDING FOR THE PURCHASE AND
INITIAL DEVELOPMENT OF RIVERFRONT PROPERTY ADJACENT TO HARBORPARK

1. Name and Address of applicant:

City of Middletown, Connecticut
245 deKoven Drive
Middletown, CT 06457

2. Source of Authority and Authorized Representative:

The Honorable Sebastian J. Garafalo
Mayor of the City of Middletown
245 deKoven Drive
Middletown, CT 06457
(203) 344-3401

3. Not Applicable

4. Amount of Request:

\$180,000

5. Description of Proposal:

The specific actions for which funding assistance is sought for the expansion of Harborpark include:

- a. Acquisition of approximately one acre of land on northwest corner of confluence of Sumner Creek and Connecticut River;
- b. Regrading site to include removal of asphalt and some "tailings" as deposited near the Connecticut River and Sumner Creek; per IWWA application and site plan.
- c. Plans and engineering for development of a launching area for small boats, installation of scenic overlook at top of remainder of the tailings, development of a small parking area adjacent to Harbor Drive, and landscaping and other park amenities.

These improvements to the Harborpark area are designed to serve the general public. When the first development plan was prepared for the Harbor Improvement Agency in April 1974, it urged acquisition of this parcel for inclusion in what is now Harborpark. A subsequent "Riverfront Development Plan" completed in April 1986 also recommended the acquisition of the "Vinci" parcel for an expansion to Harborpark. All the proposed improvements will occur immediately to the south of the area known as Harborpark, a riverside park along the west bank of the Connecticut River in Middletown's Central Business District. Harborpark was created and constructed under the auspices of the Harbor Improvement Agency and turned over to the Park & Recreation Department for management. All the activities are planned for 1992. The first activity will be, after the removal of materials, the acquisition of the land followed by the design and engineering of improvements. It is part of a long term plan to meet the changing needs of City residents, and to provide the planned expansion of Harborpark due to its popularity and use. All the proposed improvements are consistent with the original intent, goals and plans of the Harbor Improvement Agency to provide a wide range of opportunities at the riverside park. These proposed improvements relate well with the recreational opportunities being offered by the City at the site which include arts and ethnic festivals, rowing regattas, recreational rowing, fishing, picnicking, eating at riverside restaurant, boat cruises, concerts and passive activities.

The property proposed for acquisition was, until the past year, used as a cement batch making operation by Tilcon-Tomasso. No longer in use for that purpose, a portion of the facility was dismantled by the operator. There remains now a concrete block office building, an almost completely paved surface and a build-up of concrete tailings along the Connecticut River and Sumner Creek. In order to bring the property into conformance and make it usable as an extension of Harborpark, it is proposed that the asphalt be removed and that some regrading be accomplished so that the property may be more level, except for the Connecticut River frontage. Here, the tailings are proposed to be cut down approximately 5 feet. In lowering the tailings along the riverbank it is not the intent of the City to in anyway alter the streambank line but merely reduce the height from the top of the tailings to a more manageable suitable level for a scenic overlook and/or observation platform. Except for a small patch of sand in the northwest corner, the property is covered with impervious surfaces.... concrete block building, asphalt and cement. The site will be substantially improved through the removal of at least a third of the hard surfaces and returned to a grassed and landscaped condition. If practical, a small launching area will be created on the Sumner Creek side of the parcel. There is no proposed modification to the streambank on the Connecticut River side.

6. Acquisition cost	\$150,000
Site preparation (prior to acquisition)	\$150,000
Design & Engineering for Improvements	25,000
TOTAL	<u>\$325,000</u>

7. Other Sources of Funding

It is the intention of the City to apply to the State Department of Environmental Protection for funding under the State of Connecticut Outdoor Recreation Fund. The funds are for both acquisition and development and they can be requested through an application to DEP. The State of Connecticut, Department of Environmental Protection has recently notified the City that more funds are still available for the 1992 Grant Round; and the City has already applied for and received a "Waiver of Retroactivity;" meaning that the permission to purchase is pre-approved. This is a reimbursal grant program.

If the State determines that funding is available for this project, the formula will be: 40% State and 60% local. In the case of acquisition where the CRT portion is 50% (maximum), the City will fund the remaining 10% from the 1991-1992 Harborpark income. The lease/loan interest on the Yacht Club is at \$2,200 per month.

ACQUISITION: \$150,000

State (CORP) 40%	\$60,000
Local (CRT) 50%	75,000
Local Balance 10%	15,000
	<u>\$150,000</u>

PLANNING/SITE PREPARATION: \$175,000

\$ 70,000
105,000

<u>\$175,000</u>

Total CRT	\$180,000
Total State	\$130,000
<u>Total City</u>	<u>\$ 15,000</u>

Total Project \$325,000

(Guidelines for the State funding are attached as part of this application; actual procedures for these are available upon request).

Mayor Cubeta: The Ayes have it and the appointment is confirmed.

Chief of Police Aylward thanked Council Members and stated he was pleased to be in Middletown and would do his best to provide Middletown with top-level police service.

Councilman Dzialo presented and read the following:

Agenda Item #5-1

Resolution 1982

RESOLUTION

Designating Frank Maratta, Jr. as developer of Yacht Club building, etc.

5-1

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF MIDDLETOWN:

That formal developer designation be conferred upon Mr. Frank Maratta, Jr. for the conversion of the yacht club building into a restaurant facility; and,

BE IT FURTHER RESOLVED:

That the Mayor is hereby authorized to enter into a lease agreement with the designated developer for the yacht club building and its immediate area including the site of the former power plant; and,

BE IT FURTHER RESOLVED:

That funds resulting from the lease of the property be deposited in the Economic Development Fund.

Councilman Pattavina: Second.

Councilman Marino speaking

Councilman Appellof said he had questions concerning this agenda item.

Motion to Waive the

Mayor Cubeta asked if the Council would like to

PROJECT NARRATIVE

The requested \$100,000 Grant from the Department of Economic Development will be used by the City of Middletown and exercised as a low interest loan for the installation of lease-hold improvements in the former Yacht Club building. The City of Middletown is completing negotiations for a lease with Frank Maratta, Jr. and Carl Maratta for the long term use of the Yacht Club facility. The developers have prepared a budget of \$335,000 for the conversion of the Yacht Club into a restaurant. Of that amount, \$48,000 is designated for architectural, engineering and legal services.

The developer has identified physical development costs of \$287,000 of which \$125,000 is for plumbing, heating, air conditioning and electrical systems. The \$100,000 Grant will be exercised by the City as a 3% loan over the initial term of the lease to be used for the installation of lease-hold improvements; specifically, the aforementioned, plumbing, electrical, heating and air conditioning systems.

The returned principal and interest will be utilized by the City of Middletown for the maintenance, repair and replacement of capital facilities at Harborpark.

The construction activities include the renovation of the Yacht Club building and the demolition of the former power plant building. These will be contracted out by a developer. It is anticipated that the construction period will be four to six months. In a meeting dated January 20, 1982 attended by three staff members of the Connecticut Depart-

10. Project Cost Projections: Provide a general cost breakdown of the items included in the project. What means were used on estimating project costs? List any engineers, appraisers, contractors, or manufacturers consulted.

Acquisition: \$150,000

Appraisers:

Crowley and Foster

P.O. Box 642

Middletown, CT

Fabian Associates

698 Washington Street

Middletown, CT

Site Preparation: \$150,000

Engineers:

Dennis M. Foran, P.E.

143 Hebron Road

Andover, CT

Cardinal Engineering Associates, Inc.

99 Colony Street

Meriden, CT

(estimate enclosed)

Sal Fazzino, P.E.

Director, Public Works Department

Municipal Building

Middletown, CT

(estimate enclosed)

Planning/Engineering Study: \$25,000

(Estimated in house, based on departmental experience)

MEMORANDUM

RECEIVED

1990 OCT 10 PM 3:26

CITY OF MIDDLETOWN
MAYOR'S OFFICE

TO: Mayor Paul Gionfriddo
FROM: Salvatore C. Fazzino, Public Works Director
DATE: October 4, 1990
RE: Cost Estimate, Tilcon/Vinci Site, Harbor Drive

Per your request, we have made an on-site inspection of the former Tilcon and Premix Concrete Plant on Harbor Drive for the purpose of estimating the cost of grading the lot to the level of the adjoining lot.

The lot presently has the remains of a 2,500 S.F. concrete block structure, paved areas, and concrete blocks that have been used as retaining walls. We believe this site to consist of man-placed fill, with the majority of it being surplus concrete dumped on the site. Our estimate is that approximately 8,000 C.Y. of material would have to be removed from the site.

Cost estimate ranges for demolishing the building and excavating the site is as follows:

	Low.	High
1. Building Removal	\$ 5,000	\$ 8,000
2. Unclassified excavation	<u>140,000</u>	<u>200,000</u>
Total	\$145,000	\$208,000

Upon detailed soil investigation and finding a dump site for the material we can refine the cost estimate.

A report by Cardinal Engineering Associates in 1982 showed that lot development was estimated to be \$234,318. Of this, approximately \$128,500 was for site preparation.



Salvatore C. Fazzino
Public Works Director

SCF/ss

**CARDINAL
ENGINEERING
ASSOCIATES, INC.**

JOSEPH A. CERMOLA, P.E., L.S.
JOSEPH A. CERMOLA, III, P.E.

RECEIVED
99 COLONY STREET, MERIDEN, CONNECTICUT 06450 (203) 238-1969

SEP 27 AM 11:41

Fax (203) 630-2056

CITY OF MIDDLETOWN
MAYOR'S OFFICE

September 25, 1991

Hon. Paul Gionfriddo, Mayor
City of Middletown
deKoven Drive
Middletown, Connecticut 06457

Re: Vinci Property
Harbor Drive, Middletown

Dear Mayor Gionfriddo:

We have reviewed our 1982 report regarding development of a boat launching facility on the above referenced property and also made a site inspection on September 24th to determine if any changes had been made. The site visit found conditions substantially the same as they were in 1982.

As requested by your office, we made an estimate of the cost for removal of structures and excavation of materials to bring the grade of the site to an elevation approximately one foot (1') above the adjacent parcel on the north. Our estimate is as follows:

Clearing and Grubbing	L.S.	\$ 2,000.00
Removal of Concrete Walls and Foundations	L.S.	30,000.00
Demolition and Removal of Building	L.S.	10,000.00
Unclassified Excavation	6000 cy @12.	72,000.00
Grading	5000 sy @1.	<u>5,000.00</u>
		119,000.00
Contingency		<u>12,000.00</u>
		\$ 131,000.00

We would be pleased to furnish you with any other information you may require.

Very truly yours,

CARDINAL ENGINEERING ASSOCIATES, INC.


Joseph A. Cermola, P.E., L.S.

JAC/jg

11.Operation and Maintenance Capabilities: Please show evidence of capability based on such considerations as budgetary documentation and a maintenance and operation plan for the project and for existing recreation areas in the municipality.

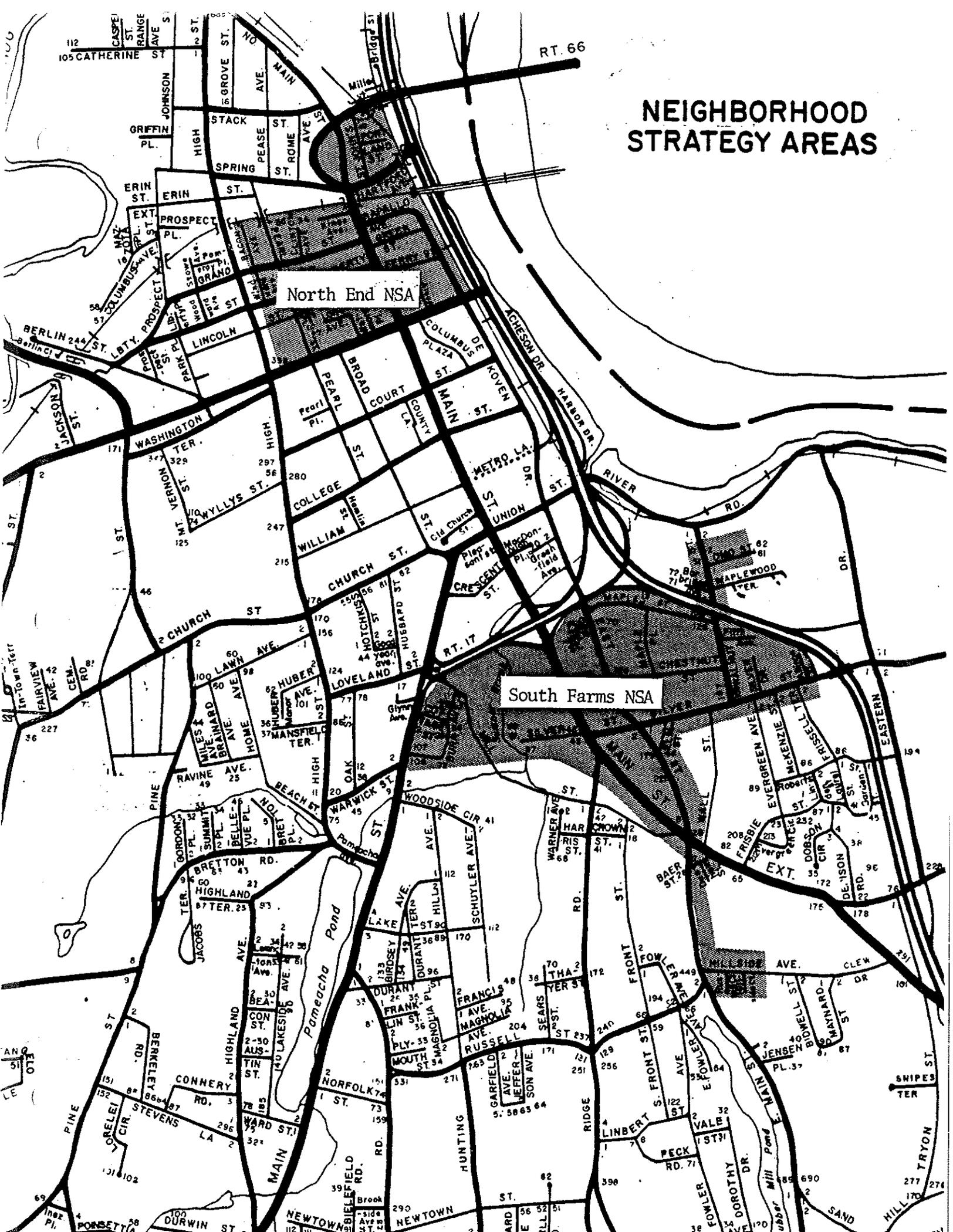
The Parks and Recreation Department consists of five (5) administrative staff, two (2) full time clerical personnel and fourteen (14) park maintenance employees. The professional staff has expertise in the planning and implementation of maintenance programs for Parks and related facilities. The Department receives funding of approximately \$1,000,000 in their operating budget and \$275,000 in their Capital Improvements allocation. Recently, it has received over \$9 Million for major new development at three parks; and for \$100,000 for maintenance of new open space parcels. Because of the size of the Park System and diversity of related programs, the funds are spread throughout their various responsibilities; 75% of all funds go to park maintenance, repair, and improvements. The Park & Recreation Department has moved to a new facility which has increased their efficiency and effectiveness. They now have a Computerized Maintenance System for all Park and Recreation areas.

12. Other considerations:

- a) Identify any creative, innovative or special energy conservation features incorporated into the project.
 - b) Will the project displace any businesses, homes or other establishments? If so, please describe.
 - c) Indicate the distance(s) of the project to very low or low income areas or neighborhoods.
 - d) Indicate the Municipality's Development Designation under the Connecticut Housing Partnership Program.
-
- a) Not applicable
 - b) No. There are no viable businesses, homes or other establishments on the site at this time; and zoning would prevent the establishment of anything new, except structures accessory to Riverfront Recreation.
 - c) Low and very low income neighborhoods exist in the downtown - primarily, in the North End or at Traverse Square and Maplewood Terrace in the South End. The former is approximately 2 - 4 blocks from the Tunnel entrance; the latter the same distance from Harbor Drive and both are served by public transportation.
 - d) Middletown has received Development Designation under the Balanced Inventory Waiver from the CT Department of Housing (April 1991).

Enclosure: NSA Map

NEIGHBORHOOD STRATEGY AREAS



North End NSA

South Farms NSA