

# Exhibits



1. Letters of Support
2. Press Clippings
3. Waterbury Naugatuck River Greenway Plan,  
*Executive Summary*

# 1. Letters of Support

CHRISTOPHER S. MURPHY  
5TH DISTRICT, CONNECTICUT

COMMITTEE ON  
ENERGY AND COMMERCE

COMMITTEE ON OVERSIGHT  
AND GOVERNMENT REFORM

412 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
202-225-4478

DISTRICT OFFICE:  
114 WEST MAIN STREET, SUITE 206  
NEW BRITAIN, CT 06051  
860-223-8412

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-0705**

June 28, 2010

Ms. Pamela Gluck, Executive Director  
American Trails  
P.O. Box 491797  
Redding, CA 96049-1797

Dear Ms. Gluck:

I am writing in support of the City of Waterbury's nomination of Alta Planning and Design and the *Waterbury Naugatuck River Greenway Routing and Feasibility Study* for a 2010 National Trails Award.

Much of my focus as a legislator has been on helping to transform struggling, post-industrial cities into vibrant, sustainable economies. The Waterbury Naugatuck River Greenway would be an important step in this direction, as it would convert an existing asset into a space that would be a catalyst for economic development, promote healthy transportation choices, and help to reduce carbon emissions and traffic congestion in a region dependent on superhighways. For decades, the Naugatuck River powered Waterbury's economy; I believe it can do it again.

Alta Planning and Design has played a crucial role in the development of this project over the past year. Working with residents, businesses, nonprofits, and State and Federal elected officials, Alta helped forge partnerships and raise public awareness as it guided the development of the plan for this urban greenway. The firm's expertise in urban planning and design helped solve complex problems of locating the greenway along a riverfront that is highly developed and nearly inaccessible to the public. Alta's commitment to a public planning process that embraced all segments of our community has led to widespread endorsement of and enthusiasm for this project.

This past spring, I toured the greenway route with Federal Highway Administrator Victor Mendez in order to learn more about this critical project. Jeff Olson of Alta Planning and Design made a project presentation to visiting dignitaries and personally guided the tour along the route designated in the study. It quickly became clear that Alta's hands-on approach, professionalism and enthusiasm have unified the local community and attracted a level of national attention to the greenway project. I am entirely confident in Alta Planning and Design's ability to guide the Waterbury Naugatuck River Greenway through to completion.

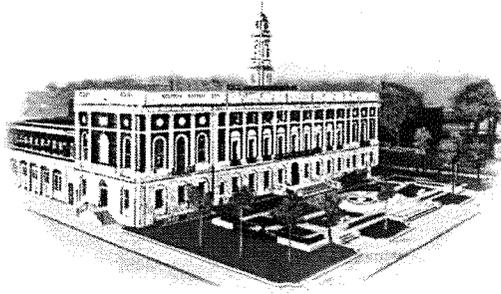
Again, I enthusiastically endorse Alta Planning and Design for a 2010 National Trails Award. Their hard work, creativity and dedication to our community's best interests have earned them a place in the hearts of the people of the city. Please do not hesitate to contact my Outreach Director Kenny Curran at (203) 759-7541, if you have any additional questions or concerns.

Every best wish,

A handwritten signature in black ink, appearing to read 'C. Murphy', with a stylized flourish at the end.

Christopher S. Murphy

**MICHAEL J. JARJURA**  
MAYOR



**JOSEPH A. GEARY**  
DIRECTOR OF OPERATIONS

OFFICE OF THE MAYOR  
**THE CITY OF WATERBURY**  
CONNECTICUT

June 24, 2010

American Trails  
National Trails Award Nomination  
P.O. Box 491797  
Redding, CA 06049-1797

Dear Board of Directors:

The City of Waterbury proudly nominates and supports Alta Planning and Design for a 2010 National Trails Award for Planning and Design for their routing study for the Waterbury Naugatuck River Greenway.

Alta Planning and Design was given the task of identifying a greenway route along the Naugatuck River which runs through the City of Waterbury. The routing study was complex in that there is little open space along the river and very little access to the river itself. During the 1900s when Waterbury was a world leader in the brass industry, many factories and mills had located along the river. Today, those sites have either been re-developed or remain as brownfields. In addition, the greenway route along the river is constricted by State Highway Route 8 and crossed by several arterial streets and bridges. At various places there are levee walls along the river, due to its history of flooding. Residents in Waterbury had been urging City leaders for many years to re-develop our riverfront corridor and rediscover our natural resources. We made the decision to move ahead and chose Alta Planning and Design to guide us through the process.

Alta proved a wise choice for our City. They have extensive experience in urban greenway routing and design. They are creative and inspirational, yet realistic. They informed the City and our Greenway Advisory Committee that this would be an extremely challenging project, but not impossible. Together as a community we would work together to make it happen.

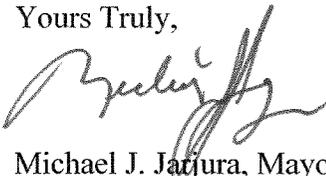
An invaluable component of Alta's approach to the project was their heavy emphasis on the value of public participation. The Alta team put together two large community meetings, attended by City leaders, residents, and environmentalists. They presented background information, discussed route alternatives, solicited public commentary from workshop groups and set up a greenway web page so residents could follow the project's progress. It was very apparent to our community that the Alta team was passionate about our community and our greenway project. They even provided children's activities at meetings so young families could be involved. On several occasions the team kayaked the river with Greenway Committee members, as they explored the possibility of a complementary water trail. When residents submitted questions, they answered each and every one individually. When the final draft report was released our community had reached consensus.

The Routing Study produced by Alta has been no less remarkable than the process that led us all to the final result. The study is visionary. Where one would think a trail impossible, Alta found a way, whether through cantilevers, boardwalks, or a trail on top of a wall. Placing the greenway under a City highway "mixmaster" that resembles a jungle might seem a daunting task, but Alta's solution was ingenious. When Federal Highway Administrator Victor Mendez recently stood underneath the mixmaster with Jeff Olson of Alta Planning and Design and marveled at the possibilities of the site, it was clear to us that Alta had steered our City down the right path.

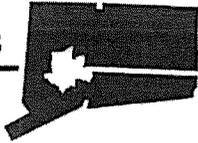
The study produced by Alta in partnership with our community has met with tremendous accolades and has been invaluable for our City as we seek additional funding and move forward towards construction. The City has already distributed approximately 100 of the full reports and executive studies and we are ordering more. Property owners, funders, foundations, City commissions, the Connecticut Department of Transportation and Department of Environmental Protection have all requested the document. In fact, local community foundations have independently contacted Alta Planning and Design to speak on the project to their members. The work that Alta has done for the City of Waterbury has reaped benefits far beyond what we ever expected.

Our City highly recommends that you select Alta Planning and Design for a 2010 National Trails Award for their planning and design efforts on the Waterbury Naugatuck River Greenway project. If you should have any questions, please feel free to contact my office at 203-574-6712.

Yours Truly,

A handwritten signature in black ink, appearing to read "Michael J. Jajura". The signature is fluid and cursive, with a large initial "M" and "J".

Michael J. Jajura, Mayor



June 25, 2010

Michael Jarjura, Mayor  
City of Waterbury  
236 Grand Street  
Waterbury, Connecticut 06702

RE: American Trails- 2010 National Trails Award for Planning and Design

Dear Mayor Jarjura:

On Thursday, June 24, 2010, the Council of Governments of the Central Naugatuck Valley (COGCNV) voted unanimously to support the nomination of Alta Planning + Design's *Waterbury Naugatuck River Greenway Routing/Feasibility Study* for a 2010 National Trails Award in the planning and design category.

Waterbury's seven mile portion of the Naugatuck River Greenway is a critical link in the 44-mile trail corridor that stretches from Torrington to Derby. The *Routing Study* recommends a greenway route that crosses through a dense urban environment with few existing rights-of-way and significant obstacles, such as flood control structures, the MetroNorth railroad, the I-84/Rte. 8 interchange, and contaminated brownfield sites. Before the *Routing Study*, the Naugatuck River Greenway in Waterbury was a languishing concept. Now the greenway is a feasible trail on its way to construction.

Alta, their sub-consultants, and the Greenway Advisory Committee deserve praise for creating an innovative and realistic solution to the problem of routing the Naugatuck River Greenway through the City of Waterbury. A key measure of their success was the level of public involvement and interest in the study process. The public workshops, held as part of the study, were uniquely well attended. The *Routing Study*'s recommendations have received near unanimous public support, something that is rare in Waterbury.

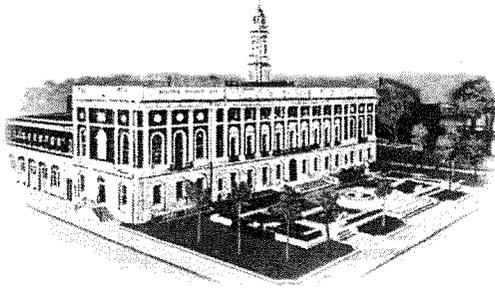
A 2010 National Trails Award for the *Waterbury Naugatuck River Greenway Routing/Feasibility Study* would recognize those behind this impressive planning effort, while supporting city and regional efforts to make the Naugatuck River Greenway a reality. COGCNV strongly supports the Naugatuck River Greenway and the nomination of the *Routing Study* for an award.

Sincerely,

Samuel S. Gold., AICP  
Senior Planner

T:\Projects\Transportation\Greenway\National Trails Award Nomination.ltr.wpd

MICHAEL J. JARJURA  
MAYOR



JOSEPH A. GEARY  
DIRECTOR OF OPERATIONS

OFFICE OF THE MAYOR  
**THE CITY OF WATERBURY**  
CONNECTICUT

June 18, 2010

Ms. Pamela Gluck  
American Trails  
National Trails Award Nomination  
P.O. Box 491797  
Redding, CA 96049-1797

Dear Ms. Gluck:

I write to you to recommend Alta Planning and Design for a 2010 National Trails Award.

Over the past several years, I have served in a number of capacities which allowed me to work closely with Alta Planning and Design on the Waterbury Naugatuck River Greenway Project. I presently serve as Chair of the City's Inland Wetlands and Watercourses Commission (IWWC); Vice-Chair of the City's Land Use Regulatory Reform Project; and, Vice-Chair of the City's Greenway Advisory Committee. I was previously employed by the Waterbury Development Corporation (WDC) as their Community Planning and Development Coordinator and presently serve as the City of Waterbury Grants Administrator.

My familiarity with the greenway project started several years ago, when as IWWC Chair I authored an application for a Connecticut Environmental Review Team (ERT) study of the feasibility of placing a paved, multi-use trail along the Naugatuck River in Waterbury. Community advocates and various city officials had long discussed their desire for a greenway trail, but efforts had never coalesced. Announcement of the study fueled the community's interest once again, and new advocates and City leaders stepped forward to embrace the cause. With the support of the City of Waterbury, the Central Naugatuck Valley Council of Governments (COGCNV), the Waterbury Development Corporation (WDC), the United Way of Greater Waterbury, state elected officials, City Boards and commissions and residents, a foundation was laid, so that this time the project would move to fruition. The project was included in the City's new Plan of Conservation and Development. The Mayor appointed a Greenway Advisory Committee and the United Way stepped forward to fund the Routing Study.

As Community Planning and Development Coordinator at WDC and Chair of the City's IWWC, I was responsible for writing a Request for Proposals for the project and subsequently served on the selection committee. After Alta Planning and Design was selected for the study, I was part of a team that worked with Alta on the routing study's development. It was in this capacity that I gained unique insights into the exceptional talent and capability of the Alta team.

While I could write volumes as to Alta's dedication to public involvement and to the originality and excellence of the final report, I am sure that this information is readily available in the application and is apparent to all who read the study. I would like to provide you, however, with some personal observations about the project and Alta that made a profound impression upon me.

As an environmentalist, river advocate and former 'community activist,' I have always been sensitive to bringing the community into a project and creating buy-in from the bottom up. Alta Planning and Design came into Waterbury with that as a working premise. Watching Alta staff work with community members in workshops, I became acutely aware that our residents bonded with Alta in a way that had not happened on prior projects over the years. The Alta team spoke with residents about their experiences as fathers, as outdoor enthusiasts, as bicyclers. They talked about what worked for families and they reached out to youth, including students from our downtown University of Connecticut branch. With bicycles in tow, wearing outdoor gear, it was apparent to our residents that Alta lived the lifestyle that they were planning for our City. This made a great difference in building trust in our City.

At the first community meeting, a local environmentalist arrived and made mention of the fact that he had photographed every section of the Naugatuck River as he often kayaked down the river. He asked Alta if they would like to see his photographic documentary. Jeff Olson suggested he go home, get the photographs, and bring them back. Within an hour, the walls of the local high school had a "trail" of river photographs documenting the 7-mile length of the river.

On another occasion, Alta recommended that the City meet with representatives of local utility companies that had facilities along the proposed route to address any concerns that they might have. Representatives from rail, Northeast Utilities and Yankee Gas attended. At one point they expressed concern about the proximity of a public trail to their facilities, not only in terms of safety, but as to whether the public might want to be near their industrial facilities. Alta alleviated their fears, quickly pulled out a lap top and accessed a photo of a greenway trail in Virginia that runs through a steam plant. Alta talked about using the proximity of the trail to educate the public about their operations. They also pointed out, correctly, that kids had always viewed the journey through that steam plant with all the hissing, steam and weird noises as their favorite part of the trail. With Alta's creative perspective that day, new friendships were fostered. Today Yankee Gas has committed to building a portion of the greenway and Northeast Utilities is meeting with the City to learn about ways they could partner on the project.

Several months later, after the routing study had been completed, Alta Planning and Design suggested that our City celebrate the completion of the study with a community get-together. Our local museum hosted the event. Alta proposed that we memorialize the Plan's completion through the tying of pieces of green ribbon into a long unified ribbon of greenway. That night, residents, business owners, volunteers and City officials each took their place along a river of tied green ribbon that stretched over 30 feet. That moment truly represented what Alta had done for our community... They'd unified our community and helped define a common vision that we all now embrace.

For all these reasons and many more, I heartily recommend Alta Planning and Design for a National Trails Award for Planning and Design.

Sincerely,

A handwritten signature in cursive script that reads "Kathleen McNamara".

Kathleen McNamara  
Grants Administrator

**CITY OF WATERBURY  
GREENWAY ADVISORY COMMITTEE**

236 Grand Street, Waterbury, CT 06702

(203) 574-6712

ronald.napoli@comcast.net

June 28, 2010

Mayor Michael Jarjura  
City of Waterbury  
236 Grand Street  
Waterbury, CT 06702

Dear Mayor Jarjura:

The Greenway Advisory Committee supports the City's nomination of Alta Planning and Design and the Waterbury Naugatuck River Greenway Routing/ Feasibility for a 2010 National Trails Award for Planning and Design.

The Greenway Advisory Committee has worked side by side with Alta and their partners over the past ten months to facilitate an inclusive public participation process and create a practical and creative Plan for our greenway that will guide us to construction in the near future. The Plan outlines a route and a vision for our urban greenway that travels through highly-developed heavy industrial areas and commercial zones with little open riverfront, alongside levee walls, through a complex maze of a highway interchange, around public utility sites with homeland security issues and finally alongside a narrowed public road. The end result is a Plan that works for our City and is embraced by all.

In order to reach a decision upon the final route, Alta staff kayaked and biked the length of the City with our Committee members and members of the public; spoke with property owners, held large community meetings to get the public's input; met with City departments; and reviewed each section of the route with our Committee. Such was the importance of public buy-in that our Committee members regularly forwarded by email to Alta dozens of questions and suggestions based upon their personal knowledge of the City. Alta was a key part of our Committee meetings for nearly a year, whether by phone or in person, as we as a Committee learned to understand the many complex engineering issues that needed to be resolved in the creation of our Plan.

One of the highlights of the planning process was when Alta consultant Robert Searns traveled to Waterbury to share with our residents his experiences concerning greenways and how they had changed communities throughout the world. He not only sparked our creative vision, but was instrumental in keeping public involvement high and publicizing

our efforts. By sharing success stories, like that of Denver, he was able to demonstrate that our obstacles and challenges would surely be met and overcome. Other communities could do it and so can we.

On a personal note, over the years I have had an opportunity to be part of many projects in Waterbury, both as a private individual and as a past member of our City's Board of Aldermen for over fourteen years. I have served on many City commissions, ad hoc committees and boards of nonprofits. I cannot recall in all my years of public service, any project that has received such widespread public support and endorsement. To my surprise, this project has received little to no criticism or negativity, and that is due in large part to the transparency and inclusivity of the planning process and the choice of Alta Planning and Design to design and guide that process.

The Greenway Advisory Committee is therefore proud and pleased to support the City's nomination of Alta Planning and Design and our Routing Study for a 2010 National Trails Award. I welcome any questions that any members of the award review committee might have concerning Alta or the Routing Study. I can be reached at 203-910-0044.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ronald Napoli".

Ronald Napoli  
Chairman

## 2. Press Clippings

# Living legacy

Inherited site may become gateway to greenway along Naugatuck River



**Bethany resident Miriam Niederman, a descendant of the Camp family, wants to donate 7 acres of riverfront land to the city for the use of a greenway.**

BY ANDREW LARSON  
REPUBLICAN-AMERICAN

**BETHANY**  
**M**iriam Niederman wants the wooded land she owns on the Naugatuck River to be her father's legacy.

The city of Waterbury wants to use her 7 acres tucked between South Main Street and Platts Mill Road as the gateway to a paved recreational trail.

Through a confluence of events, they realized their goals could work in harmony.

Niederman inherited the land from her father, Orton Camp, who ran Platt Brothers & Co. for much of the 1900s. He always wanted to preserve the property in hopes of sharing it with the public.

"I can remember him telling me, 'Wouldn't it be nice to have a park here,'" said Niederman, who lives in a farmhouse in Bethany.

She searched Google trying to find someone willing to use the land for that purpose. She came across Kevin Zak, who had spearheaded efforts to clean up the Naugatuck River, and made her pitch. "If the president of the United States had called me to thank me for what I had done, it could not have been more thrilling than hearing from Mimi," Zak said.



**ZAKI SALESH**  
REPUBLICAN-AMERICAN

## ABOUT THE LAND

» Miriam Niederman's offer to donate her property has bolstered Waterbury's plan to construct a greenway along its 7-mile portion of the Naugatuck River, from Naugatuck to Thomaston.

» Located at the city line, the property would serve as the hub of the proposed greenway.

» The greenway already has \$4 million in funding from a grant and secured an additional \$1 million from The United Way of Greater

# LAND: Key piece to greenway puzzle

Continued from Page One

Niederman, 82, is a member of the prominent Camp family, which has owned businesses in the city for centuries and has donated to many local causes. She co-owns the property with her sister, Nancy Camp.

Niederman's offer to donate the property has bolstered the city's plan to construct a greenway along its 7-mile portion of the Naugatuck River, which extends from Naugatuck to Thomaston.

Located at the Naugatuck line, the property would serve as the hub of Waterbury's greenway. Zak envisions Niederman's land as a rustic park with walking trails and picnic tables, named in honor of the Camp family.

"It's a profound piece of the puzzle," Zak said. "This property is one of the most beautiful places on the 44-mile stretch of the river" between Derby and Torrington.

Zak invited Niederman to the Naugatuck River Race on May 10, a canoe and kayak competition from Waterbury to Beacon Falls. There, she met Mayor Michael J. Jorgensen and Sen. Joan Hartley, D-15th District, who asked her to join the Greenway Advisory Committee.

Her enthusiastic response infused new life into the initiative.

"I cannot remember a project that has generated so much enthusiasm from the public," said Theresa Calderone, special counsel to the mayor. "People are very, very excited about it."

The greenway already has \$4 million in funding through a grant secured for Waterbury by Sen. Joseph I. Lieberman, I-Conn. Although construction is likely to cost more than \$4 million, state and federal grants might cover the balance.

Also, the United Way of Greater Waterbury has offered to fund the design study by tapping into \$1 million it acquired from a settlement imposed on

MacDermid Inc. after it was charged with polluting the Naugatuck River.

The advisory committee has sent out requests for proposals for a design study and



**Kevin Zak, of Naugatuck, has a big vision for Miriam Niederman's property off Platts Mill Road in Waterbury. Zak envisions Niederman's land as a rustic park with walking trails and picnic tables.**

has 25 firms vying for the contract. It plans to select a firm by the end of January. The design is expected to be finished by the end of next summer and construction could begin shortly thereafter.

The city already owns a parcel by the Naugatuck River at the Thomaston border, although it's not as large as Niederman's land. The city would take other properties abutting the river by eminent domain.

Studies show that greenways yield economic benefits and improve the quality of life for municipalities. They can lead to job growth in construction, tourism and recreation revenues; increases in property values; downtown urban revitalization and mitigation of urban blight.

Also, the greenway would provide an avenue for exercise—jogging, bicycling, roller blading, walking—with spectacular views. Niederman said improving the quality of life in Waterbury was one of her father's core values.

Niederman's ancestors built Platt Brothers & Co. from the ground up. Nathan Platt started the business in 1797 as a sawmill.

Since then, it has stayed in the family, manufacturing various products over the years, including buttons for military uniforms during the Civil War. Today, the factory on South Main Street fabricates zinc.

Visit [www.rep-am.com](http://www.rep-am.com) to comment on this story.

# Riverfront greenway plan gains momentum in city

## 7-mile stretch might be accessible

BY ANDREW LARSON  
REPUBLICAN-AMERICAN

**WATERBURY** — More than 7 miles of riverfront property will become accessible to cyclists and pedestrians, as a plan to build a greenway gains momentum.

Alta Planning & Design of Sarasota Springs, N.Y., will scope out potential routes for a paved recreational trail that would provide access to one of the city's little-used natural resources, the Naugatuck River.

The firm has developed greenways in San Francisco and Philadelphia. One of its most noteworthy projects was in Portland, Ore., where it designed the Eastbank Esplanade, a floating pedestrian and bicycle path over the Willamette River.

"Obviously a city with a river that runs through it is a tremendous asset and that river has not always been accessible to the community," said Jeff Olson, principal of Alta Planning & Design. "In Water-

### GREENWAY STATUS

**Thomaston** — Working with National Park Service to obtain funding

**Waterbury** — Received federal grant; routing study is under way

**Naugatuck** — Received federal grant; routing study is complete

**Beacon Falls** — Received federal grant

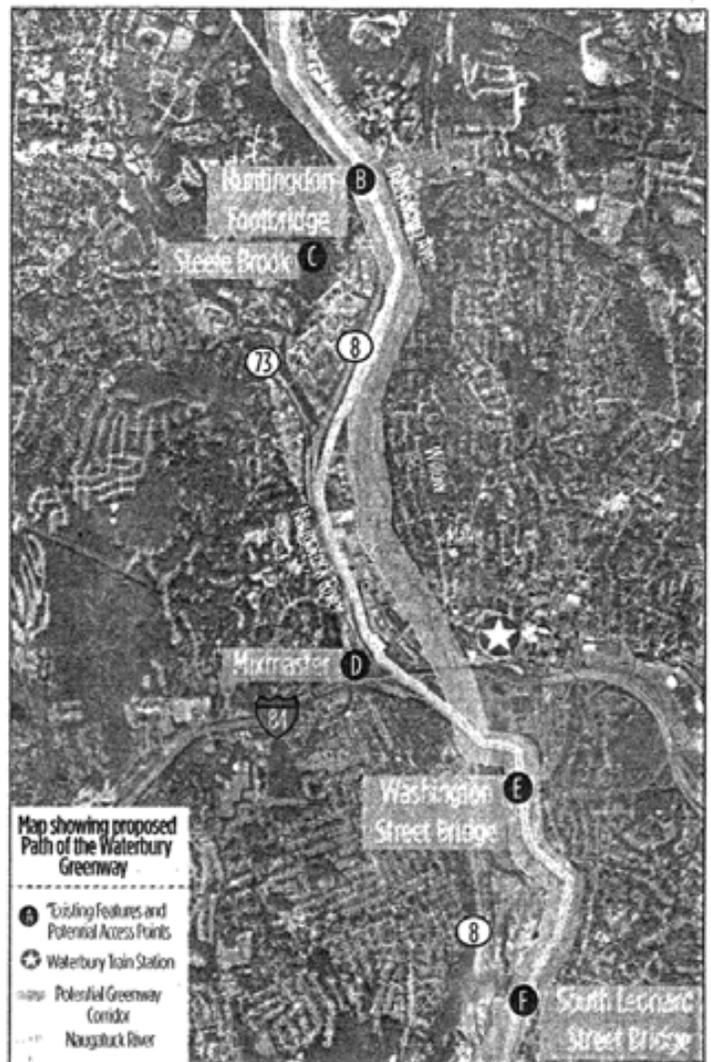
### ON THE WEB

More information about the greenway will be available on Waterbury Development Corp.'s Web site, [www.wdconline.org](http://www.wdconline.org).

bury, like many other cities, the kinds of industry in the past didn't lend themselves to public access to the river."

Greenways have been shown to increase property values, improve quality of life and spur new development. City officials envision Water-

See **GREEN**, Page 4B



ZAKI SALEHI REPUBLICAN-AMERICAN

# GREEN: Easements needed from land owners

Continued from 1B

bury's greenway attracting restaurants, bike shops and other businesses. Also, there may be kiosks along the path, offering tidbits of information about the city's history.

"That's the natural evolution of a greenway; it transforms the whole riverfront," said Kathy McNamara, community planning coordinator for Waterbury Development Corp.

Alta Planning & Design will study routes for the trail and propose options to the Greenway Advisory Committee. Once a preferred option is chosen, it will be presented to the Board of Aldermen for endorsement. Afterward, a design and engineering firm will be hired and construction will begin.

"That's when we'll be ready to start the actual nuts and bolts of the project," said Terry A. Caldarone, a member of the advisory committee and counsel to the mayor.

The routing study will be finished by the end of October or early November. In the meantime, the firm will solicit feedback and ideas from residents in a series of public forums.

Part of the study's goal is to identify the most cost-efficient path while providing the best accessibility to users. The greenway would have to contend with several obstacles, such as West Main Street.

"Alta says there are always ways to figure out how to get through, above or below things," McNamara said.

Because the land adjacent to the Naugatuck River is owned by different entities, the city must work with landowners to secure easements or other rights of way.

Funding for the planning phase was provided by the United Way, using money from a settlement with MacDermid over charges of polluting the Naugatuck River.

An additional \$4 million allocated for an abandoned city project was redirected to the greenway by Sen. Joseph I. Lieberman, I-Conn.

The city has asked the sena-

## If You Go

There will be a public kickoff meeting for Waterbury's greenway from 6 p.m. to 8 p.m. on April 30 at Kennedy High School.

tor to help secure an additional \$15 million to cover construction costs. The time frame of the project hinges on the availability of funds, officials say.

Waterbury's greenway is part of a network of paved paths

along the Naugatuck River planned for cities and towns spanning the distance from Torrington to Derby.

Several towns have already begun work on greenways, although Waterbury's will be the

most complex portion of the trail. The Naugatuck Valley Council of Governments has obtained grants for a greenway routing study along the five riverfront towns it covers, from Thomaston to Beacon Falls.

"There has been over a decade of planning for this project, and that planning work has set the stage for getting funding," said Samuel Gold, senior planner for the NVCOG.



## Local. Reliable.

A place you want your checking account.

**Refer a friend and you both get \$50.\*** A strong, stable bank. With a great history in our community and a solid foundation for the future. As a People's United customer, you'll find the benefit of banking with a trusted financial partner with knowledgeable bankers that will smile at you. It's the place to have your checking account. And a place to refer a friend who will get you both \$50. Switch to People's United Bank and join the thousands of satisfied customers who value their relationship with People's United and have found a better place to bank. Visit a branch, call 800-772-1090 or go to [SwitchToPeoples.com](http://SwitchToPeoples.com).

\* This offer applies only when a "New Customer" opens a new People's United Plus Checking Account (an "Account") if he or she submits to the Bank a Refer-a-Friend Certificate that has been properly completed by an "Existing Customer" who has not had any personal checking accounts at People's United Bank during the preceding 90 days. An "Existing Customer" is an individual who has an existing personal People's United Bank Account or a credit card issued by People's United Bank. To earn the rewards, the New Customer must take any one of the following three actions within 45 days after opening his or her Account: 1) Receive at least one MasterCard or Visa card to make at least three (3) purchases of \$15.00 each; 2) Complete at least five money entry transactions using the Account; or 3) Receive a properly completed Certificate as an Existing Customer's Account. Qualifying New Customer Accounts opened during March and April will receive their reward by 7/31/09. Qualifying New Customer Accounts opened during May will receive their reward by 8/31/09. Rewards will be subject to reporting for income tax purposes. To qualify for the offer, title to the new Account must be held by the New Customer only one Refer-a-Friend Certificate at the time he or she opens a new Account. This offer may not be combined with other offers. People's United Bank may withdraw this offer at any time. ©2009 People's United Bank Member FDIC.

## Residents share visions for city's river greenway

### 7-mile path planned for Waterbury

BY LAURESHA XHIHANI  
REPUBLICAN-AMERICAN

WATERBURY — It was a day for people to dream of walking and biking trails along the Naugatuck River, with cafes nestled along the way and people kayaking and fishing on the river.

Nearly 200 people, including city leaders, property owners and regular city residents, packed the Kennedy High School cafeteria on Thursday to have their vision for the Waterbury Naugatuck River Greenway captured in the project.

The hearing was the first of three leading up to a routing and feasibility study due at the

To learn more about the Greenway project, visit [www.waterburygreenway.org](http://www.waterburygreenway.org)

end of the year and after that the design and construction of a seven-mile green path on the banks of the Naugatuck.

Tom Ventresca said he wants to see a hiking and biking path along the river and river kayaking.

Wilson Jordan said he wants to see fly fishing on the river.

John Hytcho who owns 40 acres that stretches 2,000 feet along the Naugatuck River brought with him a yellowed rendering from 1989. It was

See **TRAILS**, Page 11A

## Network of paths will run along river

Continued from Page One

his vision for the greenway. It included restaurants, a walkway along the river and a car museum.

He said he does not want to move his business, Riverside Auto Salvage, from where it is now but said he is willing to work with the city on the project.

Alberto Fernandez recently formed the H2O Rollers Bicycle Club. Right now it only has five members, he said, and they ride mostly in other towns, including the Farmington Canal Linear Park in Cheshire. He envisions kids riding their bicycles safely on the trail and a much larger H2O club biking along.

"It will be beautiful," Fernandez said.

But to get to beautiful will take a lot of work and money.

The city's Waterbury Development Corporation has started working on several fronts. It recently hired Alta Planning and Design of Saratoga Springs, N.Y., to prepare the feasibility study. Jeff Olson, a partner at Alta said his company will provide a plan that shows potential paths for the greenway, potential hurdles and cost.

Funding for the planning phase was provided by the United Way, using money from a settlement with MacDermid over charges of polluting the Naugatuck River.

An additional \$4 million allocated for an abandoned city project was redirected to the greenway by Sen. Joseph I. Lieberman, I-Conn.

The city has asked Congressman Chris Murphy, D-5th District, to help secure

an additional \$15 million to cover construction costs.

Waterbury's greenway is part of a network of paved paths along the Naugatuck River planned for cities and towns from Derby to Torrington. Several towns have already begun work on greenways, although Waterbury's will be the most complex portion of the trail. The

Naugatuck Valley Council of Governments has obtained grants for a greenway routing study along the five riverfront towns it covers, from Beacon Falls to Thomaston.

What do you think of the Greenway project? Visit [www.rep-am.com](http://www.rep-am.com) and post your comments on this story.

# Proposed routes rolled out for Waterbury's piece of greenway

Preferred option would cross river, share city culture

BY ANDREW LARSON  
REPUBLICAN-AMERICAN

WATERBURY — A consulting firm has devised a tentative route for a greenway along the city's 7-mile portion of the Naugatuck River.

The route, still in draft form, is the latest milestone in the effort to build a paved walking and biking trail through the city, an idea that has been percolating in the minds of residents for more than a decade.

Eventually, communities plan to connect greenways from Torrington to Derby, but Waterbury's portion is the most complex because of challenges presented by traffic, topography and existing



CONTRIBUTED

An artist's rendering of the proposed greenway on Railroad Hill Avenue looking south from Washington Street, Waterbury.

development.

Alta Planning & Design, the consultant, proposed six routing options at a meeting of the Greenway Advisory Committee on Thursday. The consultants prefer a route they call the hybrid option, which puts

parts of the greenway on the east side of the Naugatuck River, with other pieces crossing onto the west side.

The consultants analyzed each option based on several

See **TRAIL**, Page 5A

FRIDAY, AUGUST 14, 2009

## TRAIL: Elements of the city included

Continued from Page One

criteria, including the effect on landowners, benefit to the city and cost.

The 10-foot-wide paved trail would run along Thomaston Avenue and South Main Street in spots, separated from traffic by a guardrail or, ideally, landscaping. The goal would be to include as much vegetation as possible to keep the trail away from the road and close to the river, said Phil Goff, a planner with Alta.

The greenway would pass through Waterbury Industrial Commons, the contaminated brownfield on Thomaston Avenue that the city is acquiring and planning to rehabilitate.

On South Main Street, the consultants propose to eliminate at least one traffic lane to make more room for the greenway.

Depending on topography and the flood plane, the greenway could be elevated above ground level on a trestle in some places.

Much of the riverfront land is within the city's right of way, but Alta Planning has compiled a list of 800 properties that could be affected. Once the city finalizes a plan, it will work with landowners to acquire easements.

The consultants seek to incorporate elements of the city's culture into the greenway — for example, rails made of brass, drawing on the city's history as the brass capital of the world. Also, there would be kiosks with information about the city, past and present. Even the asphalt could be green.

"We should build the trail around elements grounded in the community," said Jeff Olson, a partner with Alta.

Each mile should include its own points of interest, Olson said. There could be spots for fishing, boat launches, parks with sculptures and nature trails, along with spots for development such as brew pubs and ice cream parlors.

On Sept. 16, at a location to be determined, the consultants and greenway committee will hold a public meeting and present the proposed route to the public. Between now and then, the committee may recommend changes to the route.

The study is being funded by a grant from the United Way. The cost of the project has yet to be determined, but the city already has received \$4 million in federal money for it.

Further, an additional \$1 million for the project is included in the 2010 Transportation, Housing and Urban Development Appropriations Bill, which has been approved by the Senate appropriations committee and soon will be voted on by the Senate as a whole.

A spokesman for Sen. Joseph I. Lieberman, who worked to secure the money, said he's confident the bill will pass next month.

## A good deed for greenways



COURTESY PHOTO BY LEROY HILLIARD

**Miriam Niederman of Bethany, second from right, signs a deed conveying property to the City of Waterbury as her daughter Eliza Miller of Cumberland, Maine, left, Waterbury Mayor Michael J. Jarjura and her attorney, Justin Galletti of the law office of Brody Wilkinson of Southport, watch during a ceremony Friday at City Hall in Waterbury. The property on South Main Street and Highland Avenue in Waterbury, is being donated for the greenways project.**

# 3. Waterbury Naugatuck River Greenway Plan, *Executive Summary*



# WATERBURY NAUGATUCK RIVER GREENWAY ROUTING AND FEASIBILITY STUDY

WATERBURY, CONNECTICUT

## EXECUTIVE SUMMARY



WATERBURY  
Development Corporation



FEBRUARY 2010

**This project has been funded by a grant from the  
United Way of Greater Waterbury**

## **Waterbury Naugatuck River Greenway Advisory Committee**

**Ronald A. Napoli, Chair**

**Kathleen McNamara, Vice-Chair**

**Kristen M. Bulkovitch**

**Theresa A. Caldarone**

**Kenny Curran**

**Joyce DeCesare**

**Lawrence V. DePillo**

**Samuel Gold**

**Senator Joan V. Hartley**

**John P. Lawlor, Jr.**

**John Murray**

**Miriam Niederman**

**Paul K. Pernerewski, Jr.**

**Michael A. Ptak**

**James M. O'Rourke**

**M. Catherine Smith**

**William Wesson**

**Kevin R. Zak**



*For additional information about the Naugatuck River Greenway, please contact:*

*Waterbury Development Corporation*

*24 Leavenworth Street*

*Waterbury, CT 06702-2121*

*203.346.2607*

*[www.wdconline.org](http://www.wdconline.org)*

*All photos courtesy of the Alta Planning + Design team, unless otherwise noted.*

## EXECUTIVE SUMMARY

The Naugatuck River Greenway project will redefine the City of Waterbury. The Greenway is a proposed 7.1-mile linear corridor that will transform the center of an historic industrial urban corridor into a new green infrastructure for the City's future. This project can extend to the north and south to become a key piece of a 44-mile greenway running along the Naugatuck from Torrington to Derby. The proposed Greenway features a trail for transportation and recreation along the river with trailheads, access points and linkages to downtown, the future Intermodal Transportation Center and adjacent neighborhoods. Creating this project will require meeting significant challenges, but significant community support exists. The Greenway will establish a new connection between the City and the river, serving as the centerpiece of the economic redevelopment of Waterbury, transforming it into a 21st century city.

The Naugatuck River is an important connection to the City's past, present and future. The word Naugatuck means "lone tree by the fishing place" in Algonquin, and the river was a source of life in the region before European settlers arrived. The river provided power, water and energy to drive the mills of the industrial revolution and the World War II era foundries that made Waterbury the "Brass City". Today, many people in Waterbury are not connected to the river, and the river is largely inaccessible within the City's former industrial landscape. At the same time, the river is still a beautiful, green ribbon running through the City. With the implementation of this Plan, the City will move forward to make the Naugatuck River a cornerstone of Waterbury's redevelopment.

The study area for the Greenway is defined as the area within the municipal boundaries of Waterbury along the 7.1-mile corridor of the Naugatuck River. The corridor is flexible in its extent to the east and west sides of the river, with general boundaries being between the river and Route 8 and Thomaston Avenue/South Main Street – an area that is approximately one-half-mile wide for the length of the project area. The corridor width varies to allow for a full range of opportunities, including the potential for trails on both sides of the river, along highway and rail corridors and other potential alternatives. A water trail for non-motorized canoe and kayak use is also a key element of the greenway concept.

Significant environmental issues in the study area exist due to the City's industrial past; a review of these conditions was developed in 2006 as a King's Mark environmental review. There is no continuous public right-of-way that is currently available for trail use



Vestiges of Waterbury's industrial past — such as the Anamet site — offer opportunities for the future.



Proposed water trail elements will attract kayakers and canoeists to the river.

along the length of the corridor, and cooperative agreements with landowners will be a key to the project’s success. Based on extensive data analysis, field review and community input, six alternatives were considered in the development of this Study, with Option E being chosen as the preferred alignment. The six options included:

**Option A: King’s Mark ERT Recommended Alignment**

The Environmental Review Team (ERT) report included a text description of a potential route; the consulting team illustrated this as a baseline alternative. This alternative emphasized the experience of the river as a natural corridor and shows the trail switching between the east and west banks of the river at several locations.

**Option B: East River Bank Alignment**

This concept showed a continuous trail on the east bank between downtown and the river. This route provides important connections to downtown, the future Intermodal Transportation Center and other destinations in the center of the city. The East Bank option was included as a concept in the ConnDOT preliminary plans for future reconstruction of the I-84 “Mixmaster” interchange.

**Option C: West River Bank Alignment**

This option considered a shared-use path along the west side of the river, primarily between Route 8 and the river’s bank. South of the Waste Water Treatment Plant, the Greenway becomes a “rail with trail” configuration in this concept.

**Option D: Roadway Corridor Alignment**

This alternative looked at locating the trail within existing public road rights-of-way in order to assess if an on-road route could reduce the challenges associated with land acquisition in the corridor.

**Option E: Hybrid Greenway Alignment**

This alternative integrated concepts identified in the first four routing options. The hybrid route features a trail that is as close to the river as possible, based on opportunities and constraints, and maximizes connectivity, safety, economic development potential, and the other factors identified in the study criteria.

**Option F: River Loop Alignment**

This option is a long-term vision to create a continuous trail along both sides of the river. This option can be developed in phases as opportunities become available to complement the primary alignment and create a trail system that connects the entire river corridor.



Option A



Option B



Option C



Option D



Option E



Option F

## Option E: Preferred Greenway Alignment

Based on evaluation of the six options using criteria developed for the Study, the recommended Waterbury Naugatuck River Greenway route alignment is Option E, the Hybrid. The proposed Greenway includes 10 trailheads, six small parking areas, four new paddlecraft put-ins, four new bridges, the rehabilitation of three existing rail trestle bridges, and two bridge underpasses, all with a potential cost of \$19 to \$24 million dollars. There are approximately 56 property easements that will need to be negotiated. The major elements of the proposed greenway route are shown on page 7 and described from north to south as follows.

### North End

Beginning at the City line with Thomaston on the east bank of the river, a trailhead along Thomaston Avenue provides river access for the water trail (a put-in for canoes and kayaks) and a small parking area. The trail will proceed south parallel to the road, then follow the river adjacent to the floodwall at the Waterbury Industrial Commons (WIC) site. A potential platform for the Railroad Museum of New England's Naugatuck Railroad can be established at the existing at-grade crossing to provide intermodal connections between trail and rail services. Historic interpretation of the railroad heritage will be an important element at this location.

The WIC will be the new home of the City's Department of Public Works (DPW), providing an opportunity to highlight DPW's role in operations and maintenance of the trail, as well as providing access for employees to use the trail. At the same time, careful consideration must be made in the detailed design of this section to assure safety and security for DPW operations and to coordinate trail development within the existing Army Corps of Engineers flood management easement along the river.

A second trailhead and rest area will be located at the west end of the existing steel truss bridge at the WIC site, which provides access for fishing and mountain biking. Public access to the abandoned utility station in this area must be prohibited. A small river rapids viewing area and whitewater course can be created along the river behind the WIC. Parking for these amenities will be accommodated curbside along Commons Court.



The decision to recommend the primary Greenway alignment near the top of the Army Corps of Engineers flood wall adjacent to the WIC site was made very carefully to coordinate with the future DPW facility planned for the site. This section of trail will begin at the existing steel truss bridge and run adjacent to the top of the wall within the existing Army Corps easement towards the northern edge of the WIC property. From the northern end of the WIC site, the Greenway will return to grade and continue through a portion of the parcel to the north, cross the active railroad tracks at an existing at-grade crossing and connect to the trail parallel to the west edge of Thomaston Avenue.

The design of the Greenway in this section offers a unique opportunity for walkers and cyclists to enjoy views of the river and experience walking or riding safely next to the flood wall high above the river's edge. The trail will be constructed on earth fill at the same approximate elevation as the top of wall. For a portion of the segment, where adjacent structures create pinch points, the earthen fill will be supported by a retaining wall on the east edge. This high-level viewing area will create an interplay between nearby industrial uses—the Naugatuck's heritage—and recreational use of the river—the Naugatuck's future. Coming from the north, this section of the Greenway (along with the nearby reused steel truss bridge) will form a unique gateway, signifying one's symbolic entry into the City of Waterbury.

Security will be an important design consideration to prevent encroachment onto the future DPW facility from the trail and to provide physical separation along the length of the WIC property. At the same time, access to the trail will be an important benefit to employees at the WIC who want to walk or bike to work or enjoy some lunchtime physical activity. In addition to the trail's alignment at the top of the flood wall, fencing, warning signs, and security cameras can protect the fleet of vehicles and equipment that will be stored on the site. Fencing and signage will also create a clear distinction between the parking and driveways specifically dedicated for DPW use and areas available for public access. The clear separation will keep trail users away from DPW operations.



The existing steel truss bridge offers a unique opportunity to access the open space and fishing holes along the west bank of the river.

**“In Waterbury, a cyclist without a greenway is like a football player without a field.”**

Alberto Fernandez - Waterbury Resident

The existing 23-foot-wide Army Corps maintenance easement along the wall will be preserved. The Army Corps has indicated that the Greenway trail does not present a conflict with the easement as long as maintenance-vehicle access is maintained, subsurface features such as footings and drains remain undisturbed, and that no trees or permanent structures are planted or placed within the easement.

**Thomaston Avenue Section**

South of the WIC, the trail will run along the west side of the Chase River Road right-of-way and will continue south towards Huntingdon Avenue. At the Huntingdon Avenue Bridge, a new pedestrian/bike bridge will carry the trail across the river to the west bank, utilizing the existing bridge abutments to support the new structure. The main trail can be routed below the existing bridge using switchbacks to avoid the at-grade crossing of this busy road. Safety enhancements can be provided at street level to improve access for pedestrians and bicyclists who prefer to cross at grade. Additionally, intersection improvements at Colonial Avenue and the on/off ramp will enhance pedestrian and bike connections from the nearby neighborhoods to the trail.

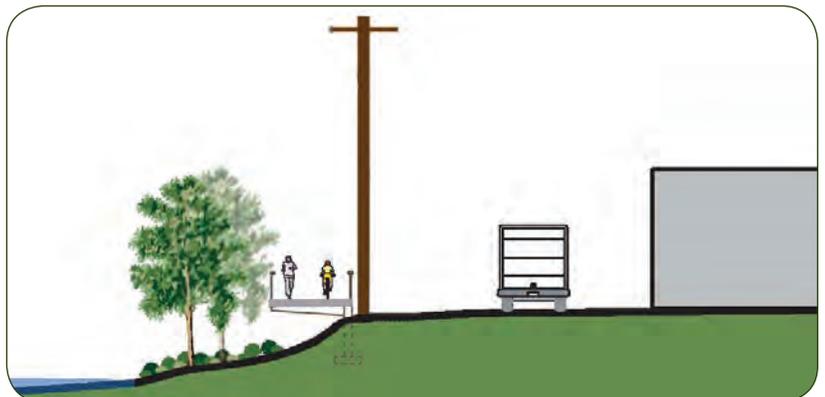
A key right-of-way in this section will need to be negotiated at the Hychko property, which is currently a scrap yard for motor vehicles. Ideally, this negotiation will include public access to create a loop trail on both sides of the river in this section. A new pedestrian-bike span across the river at the southern end of the existing scrap yard can serve as a signature design element for the Greenway. The scrap yard can be the source of materials for a ‘found art’ sculpture park and trailhead, featuring vehicles such as the 1950s era Waterbury transit buses stored on site. The trail will continue south between Route 8 and the river as an elevated section, built on piers where necessary, to preserve the natural setting and avoid flood waters. At the mouth of the Steele Brook, a potential connection exists to a proposed spur trail heading west under Route 8 towards Municipal Stadium and Watertown. The



Narrowing the wide travel lanes along Chase River Road provides the necessary space to accommodate the greenway trail at the top of the river bank.



Chase River Road existing conditions



Due to topographical and floodway constraints, the trail will run on top of the existing retaining wall behind the Colonial Plaza Shopping Center (at right).

main Greenway trail will cross the river using a new bridge adjacent to an existing railroad trestle and continue along the east bank of the river towards downtown.

Due to challenges of topography, floodway conditions and proximity of existing buildings, the trail is proposed as an elevated trestle section behind the existing Colonial Plaza shopping center. Coordination with potential redevelopment can create new opportunities for trail-oriented business in this section. This site offers an existing retail zone with direct access from the trail for a bakery, bike shop, convenience store, restaurant or other related services. A trailhead at this location will capitalize on these opportunities. Due to the difficulty of making a connection to the Colonial Plaza in its current configuration, a short spur trail located just north of the shopping center will connect the trail eastward to Thomaston Avenue.

### Downtown Section

The trail will then continue as a trestle section south to West Main Street, which will require improvements for both pedestrian and bicyclist crossings at the existing signal to the west, as well as an undercrossing below the West Main Street bridge. This will serve as the primary trail route. Heading south, careful coordination will be required to maintain security at the CL&P transformer substation. Key access easements from CL&P and MacDermid Corporation will be needed.

Because of the relatively low traffic volumes on Freight Street, the Greenway will cross at grade. This connection, just east of the Freight Street bridge, could include either a high visibility crosswalk and median refuge island or a pedestrian-actuated traffic signal (more detailed traffic analysis will be required before a final determination is made). The refuge island and the areas where the trail intersects the sidewalks will provide space for cyclists and pedestrians to wait for vehicular traffic to stop. From this point, on-street bikeway enhancements (bike lanes) and sidewalk improvements are recommended on Freight Street to link to the Green and the rest of downtown. (Similar treatments should also be considered along West Main Street.) This will ensure that important downtown destinations are connected to the trail, including the YMCA, the Mattatuck Museum, City Hall, Palace Theater, UConn, the hospital and downtown businesses.



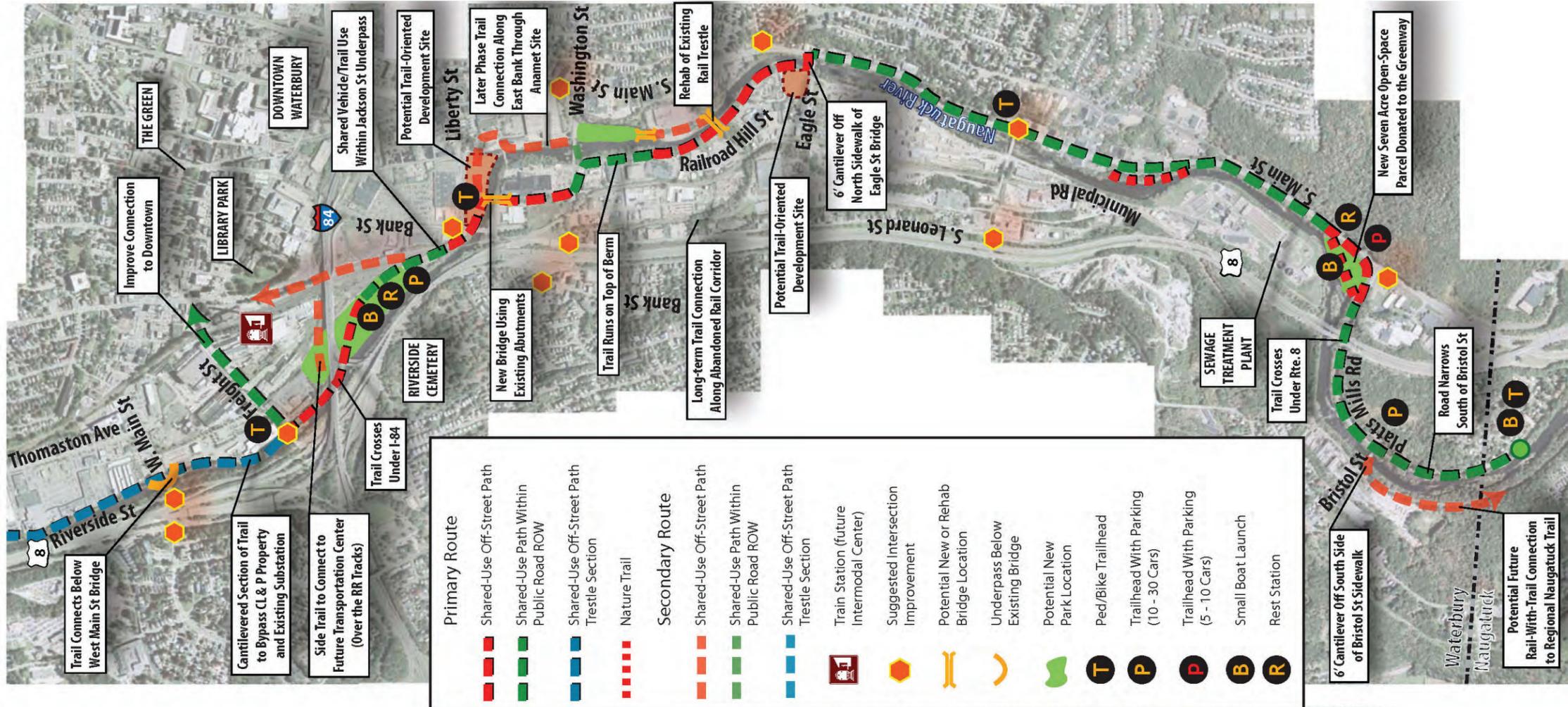
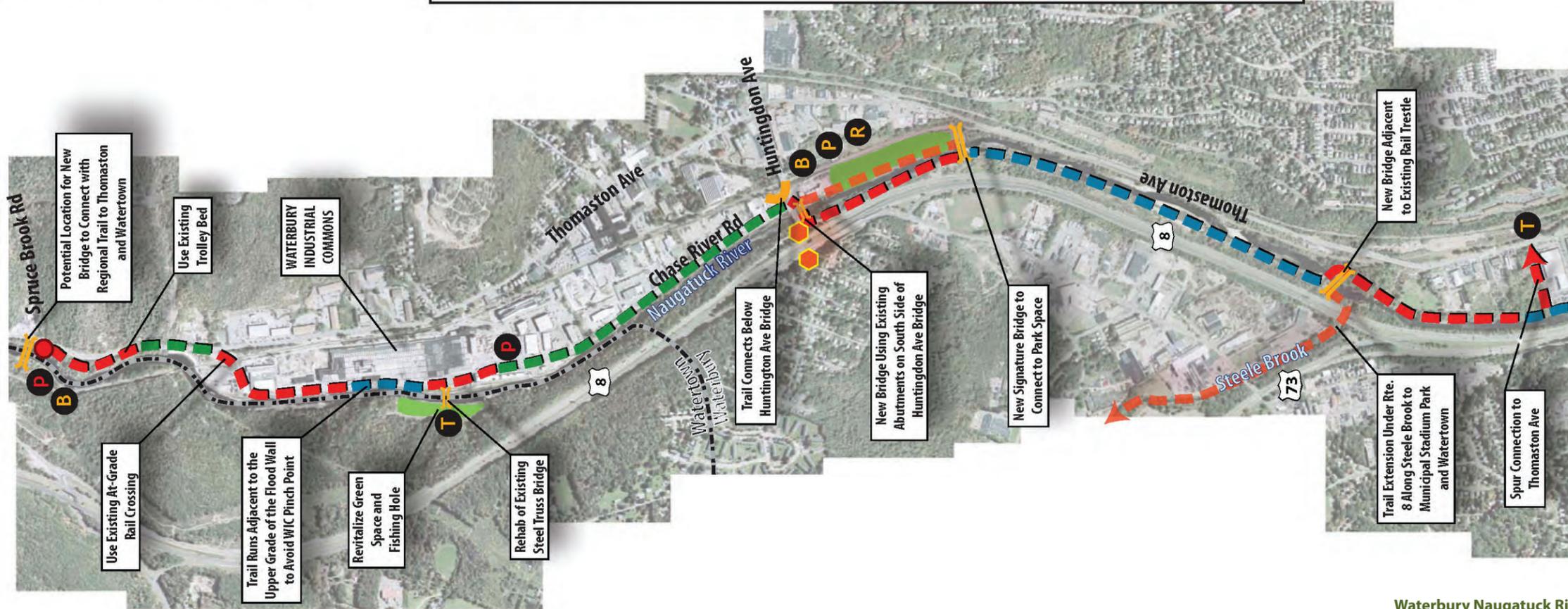
The new park and sculpture garden adjacent to the Mixmaster will include a put-in for paddlecraft.



Mixmaster existing conditions

**“To connect people and nature along the Naugatuck River in Waterbury.”**

Mission of Waterbury Naugatuck River Greenway Trail

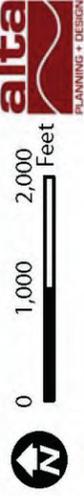


## Option E: Hybrid Greenway Alignment

Naugatuck River Greenway Routing and Feasibility Study

Waterbury, CT

Source: Aerial photos obtained via Google Earth Pro  
 Author: Tony Salamone  
 Date: 11/2/10



alta  
 PLANNING + DESIGN

At the southern end of downtown, the Study recommends the long-term development of a spur connection to the train station and future Intermodal Transportation Center site, using either a new pedestrian/bike bridge or the I-84 elevated structure to carry the trail over the multiple railroad tracks (at a minimum clearance of 22.5 feet). This is a key transportation connection, providing access to Metro North commuter trains and local bus service. This spur trail will also provide improved access from the trail to Library Park and the area surrounding City Hall. In the short term, the improvements along Freight Street will provide a connection to the train station and downtown. Additionally, a rail-with-trail spur along the east side of the tracks has strong potential to link the train station with the Greenway underpass at Jackson Street. The potential also exists to extend the Naugatuck River Railroad tourist train service to the Intermodal Transportation Center if a 1,000-foot-long track easement can be created along the sidings of the historic train station and the landmark Waterbury clock tower.

The trail will continue at-grade under the I-84 structure and along a proposed new Jackson Street shared-use (vehicles and bikes) corridor with a crossing under the existing railroad trestle bridge. The area between I-84 and the trestle has significant potential as a new urban environmental park and sculpture garden. This would create a connection between downtown and the river. The underutilized property immediately to the south east of the Bank/Liberty street intersection is an opportunity for new trail-oriented development project such as a restaurant, kayak rental or bike shop.

South of downtown, the trail will cross the river on a new bridge using the existing abutments from a former railroad trestle and continue south along an abandoned railroad corridor to Washington Avenue. The trail will pass by a power plant facility recently developed by the FirstLight Company. It is utilized intermittently, typically when the power system has reached peak load during hot summer days and demand for power spikes. When activated, the small power plant is loud and a potentially unpleasant facility to pass by on foot or bicycle. To help mitigate this concern, additional landscaping and a minimum 10' sound wall should be built along the east edge of the Greenway up to Washington



Unique lighting should be incorporated into the trail design at the design innovation zones such as at the Jackson Street underpass.



Jackson Street underpass existing conditions

Avenue. The wall will also provide additional security for FirstLight’s facility and ensure greenway users are not trespassing into a potentially hazardous area. The sound wall can be designed to feature interpretative panels describing the area’s role in electrical power generation. After a jog to the east, the Greenway will continue south along an at-grade section utilizing the wide portion of riverfront land on the west bank of the river parallel to Railroad Hill Street. On the opposite bank, a new trailhead and small riverside park can be created at the east end of the Washington Avenue bridge.

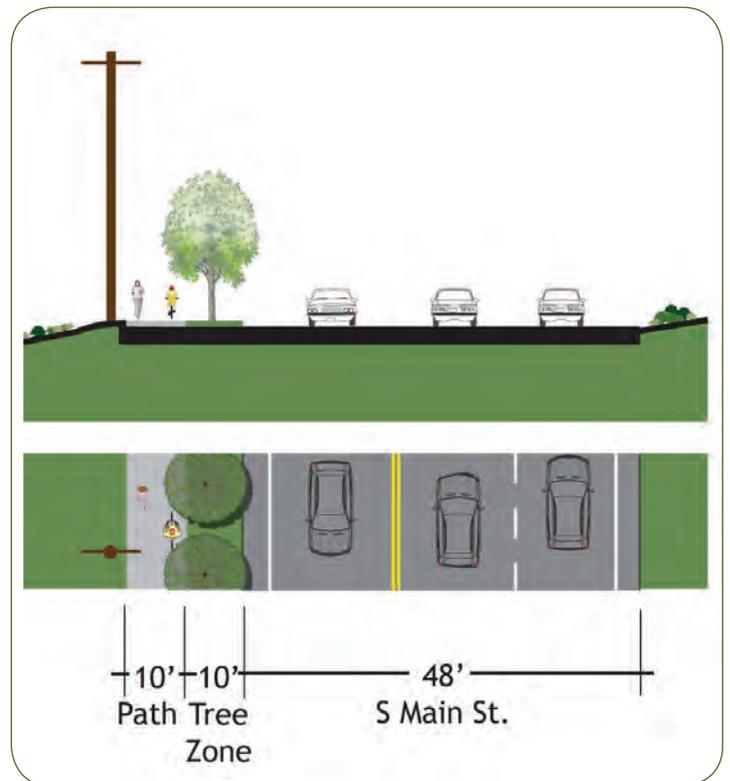
In the long term, this Study recommends a loop in this area with trails on both banks of the river if additional funding is available. The secondary, east-bank portion of the loop could cross on a cantilevered sidewalk on the south side of the existing Washington Avenue bridge, creating a ten-foot wide path connection across the river. It could utilize an easement through the abandoned Anamet Factory site, potentially supporting a redevelopment of this property in the future. At the north end of the Anamet site, the trail could either divert around the existing industrial building that sits directly atop the river bank, go through the building, or swing out over the river on a cantilevered section. Beyond that, the secondary trail is likely to continue west along Liberty Street and connect with the primary greenway trail near the Liberty and Bank intersection.

The trail will continue south along Railroad Hill Street for a short stretch and then along an easement adjacent to the river, eventually leading to a redevelopment parcel at Eagle Street that could be an ideal location for a brew pub or cafe. A cantilevered section will be required at this point to bypass an existing building very close to the river’s edge and connect to the Eagle Street bridge. Because of the very narrow existing sidewalks, the trail will cross the Eagle Street bridge on a widened north sidewalk to connect to South Main Street.

If widening the north sidewalk is not possible structurally, an alternative is to route the trail below the Eagle Street bridge, where there is clearance for the Greenway. A new pedestrian/bike bridge could then be built immediately downriver from the existing bridge to connect to South Main Street on the east bank. Because the river is relatively narrow in this section, the net cost of a new bridge may be similar to the cost of the cantilevered section (though additional funds would be needed for the additional underpass

## “Lone tree by the fishing place”

Algonquin definition of Naugatuck



Low traffic volumes along South Main Street provide the opportunity to reconfigure the roadway to three travel lanes and the greenway trail.

connection).

North of the Eagle Street bridge there is an abandoned rail line and trestle sitting high above the grade of the river's east bank and connecting to a berm on the west bank. Called the Poughkeepsie Rail Spur, its right-of-way connects to the Waterbury train station to the northwest and runs along a tributary of the Naugatuck River northeast to the Brooklyn neighborhood. This corridor has potential to serve as a spur trail from the core greenway route along the river. As such, efforts should be taken to preserve the right-of-way and the existing trestles over the tributary near Washington Avenue, the Naugatuck River, over Railroad Hill Avenue and the adjacent Main Line that carries Metro North commuter trains. This corridor could eventually connect with the proposed spur from the train station south to the Jackson Street greenway underpass. Additionally, the existing lot at the corner of South Leonard Street and Porter Street could be used as a parking area for the future trail.

### South Main Street Section

Since it was superseded by Route 8, South Main Street carries very little traffic for a roadway that contains four lanes in most areas south of Eagle Street. Because of this, the trail will be created within the existing right-of-way and a 'road diet' plan will reallocate the roadway to maintain two or three travel lanes rather than four. A small nature trail loop can be extended in this section to provide both a quiet experience along the river while keeping the more direct travel route for the trail along the road. Interpretation of active local industry can be provided at viewpoints looking across the river towards the Yankee Gas distribution facility. Intersection improvements at Washington, South Leonard and Piedmont streets will enhance pedestrian and bike connections from nearby neighborhoods.

South Main Street offers a prime opportunity to develop a mile-long section of the Greenway along a single parcel of land that is currently in public ownership. Traffic volumes are lower than the designed capacity of the roadway, which currently has four travel lanes for most of the stretch in which the Greenway trail is planned. Based on preliminary analysis, there is a strong possibility that South Main may not need more than one travel lane in each direction from Platts Mills Road to Eagle Street, provided that left turn lanes are incorporated where necessary to enable access to side streets and frontage properties. "Road



The green pavement of the Waterbury Naugatuck River Greenway trail (shown on Platts Mills Road) will help connect people with nature in the near future.



Platts Mills Road existing conditions

Diet” schemes such as this are becoming more common as cities throughout the country aim to provide complete streets with new facilities for pedestrians and cyclists. While the preferred design will require future study and negotiations with ConnDOT, the South Main Street corridor can accommodate a 10-12’ wide multi-use path whether a travel lane is removed from the roadway or not. If four lanes must remain, options to retain the trail on the east side of the river include the narrowing of the desired 10-15’ landscape buffer, the use of easements through the narrow parcels adjacent to the South Main right of way and possible use of trestle sections of the trail over wetland areas close to the river.

The west bank of the river south of Eagle Street is far less desirable as a location for the Greenway because of the following constraints:



View of Yankee Gas site along the Naugatuck River (source: Kevin R. Zak).

- In preliminary meetings with both the Yankee Gas Company and the Waste Water Treatment Plant facility, representatives expressed safety, security and access issues that would make it very difficult to incorporate the trail onto these properties.
- The Yankee Gas site is enclosed on its east edge by a two-layer security fence topped with barbed wire and razor wire (see photo). These security fences are placed directly on the property line and leave no space along the river bank for a shared-use trail.
- A portion of the Waste Water Treatment Plant’s open tanks lie very close to the edge of the river and would require a more expensive, engineered treatment to allow the multi-use path to continue past this constraint.
- A new river bridge would need to be built downriver from South Leonard Street to connect to the future seven-acre public park at the corner of South Main and Platts Mills Road. While this bridge could have the potential to be a new signature element for the Greenway, it would entail significant additional expense and permitting.
- The land uses on the west side of the river prohibit access to the river from adjacent neighborhoods or streets, and the trail would be located in an area that would present challenges to user safety and security.

The Waterbury Naugatuck River Greenway’s alignment on South Main Street offers one of the best opportunities for the path to be a highly-visible facility to the thousands who drive by on a daily basis.

The narrowing of the road, the row of new trees and the adjacent greenway will become an attractive gateway to the City for people heading downtown from the south. The overall streetscape improvements and the presence of walkers, joggers and cyclists could lead to economic development along the street, especially new businesses looking to serve users of the Greenway (convenience stores, cafes, bike shops, etc). These opportunities will be limited if the trail runs along the opposite side of the river.

Vehicle access and parking for the existing businesses on South Main Street will need to be carefully considered during subsequent design work for the trail. Consolidation of the long curb cuts along the west side of South Main near South Leonard will ensure safety at Greenway crossing points. In this area, space for a wide, tree-lined buffer adjacent to the trail may not be possible in order to preserve parking for the existing businesses. Most of the commercial buildings in this area lie very close to the river's edge, making it very unlikely for the trail to pass behind them along this less-than-quarter-mile stretch of South Main. As the trail is developed, these properties will have new opportunities to create trail-oriented businesses that capitalize on the Greenway.

The trail will continue within the South Main Street right-of-way to the intersection with Platts Mills Road. At this point, a new seven-acre nature park will be created, with a small parking area, a trailhead and water trail launching site. This park will be one of the signature natural areas along the trail and was graciously donated to the City by a property owner who supports the Naugatuck River Greenway. Important environmental educational opportunities exist at this site, as well as at the City's water treatment facility across the river from this location. The trail will continue at-grade along the west side of Platts Mills Road and connect to the existing trailhead and small boat launch just beyond the southern city limit. In addition, a future trail spur will cross the river on a cantilevered south sidewalk of the Bristol Street Bridge and continue southward adjacent to the railroad tracks, connecting to the Regional Naugatuck River Greenway, which will eventually run to Naugatuck and Beacon Falls.



Both community workshops were a great success with approximately two hundred participants and over a thousand comments recorded.

### Conclusion

The Greenway has many champions and supporters in Waterbury. A catalyst for the project's success is the City's Greenway Advisory Committee (GAC), which consists of a cross-section of key organizations, agencies, and individuals charged with moving the project forward and maintaining public involvement. To guarantee public input and participation, a project website was maintained throughout the study to encourage public involvement. Local media provided coverage of the project and two well-attended community workshops were held at Kennedy High School to gather public input. With the support of community leaders, the Waterbury Naugatuck River Greenway Trail will achieve its mission "to connect people and nature along the Naugatuck River in Waterbury."

*For additional information about the Naugatuck River Greenway, please contact:*

*Waterbury Development Corporation  
24 Leavenworth Street  
Waterbury, CT 06702-2121*