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**Appendix A: Fort Trumbull Municipal  
Development Plan, Section 3.5,  
Environmental Conditions**



## 3.5 Environmental Conditions

### *3.5.1 Environmental Evaluation*

The Fort Trumbull MDP Area Final Environmental Impact Evaluation (EIE) and associated Record of Decision (ROR) dated March, 1999 is incorporated herein by reference. An areawide Phase I Environmental Site Assessment of the MDP area was performed in order to assess the environmental risk associated with the redevelopment of properties. Parcel histories were obtained using historical City directories and topographic maps (Connecticut State Library), Sanborn Fire Insurance Company maps (New England DataMap Technology Corporation – NEDT), and historical aerial photographs (Connecticut Department of Environmental Protection – CTDEP). These data were used to determine prior occupants and activities for each parcel in the MDP area and potential environmental concerns for later Phase II prioritization.

Direct access for inspections was obtained at 12 commercial and 12 residential properties within the MDP area. Review of the remaining parcels was performed through a "windshield survey" inspection. Inspection of each parcel was made from public rights-of-way or adjacent properties, recording observations on field data sheets. In particular, inspectors looked for the following features:

- type of occupant/site use (industrial, commercial, residential, etc.);
- size of structure and construction; number of buildings;
- type of heating (gas meters, tank vent/fill pipes);
- presence of suspected asbestos-containing materials;
- presence of suspected underground storage tanks (USTs);
- utility locations;
- presence of monitoring wells;
- presence of a basement;
- painted surfaces; and
- visible/olfactory indications of possible contamination (stains, odors, stressed vegetation).

### *Regulatory Compliance History*

Regulatory compliance information was obtained from the following three principal sources:

- Connecticut Department of Environmental Protection (DEP) files;
- City of New London municipal files; and
- New England Datamap Technology (NEDT) computerized database files.

Files from the CTDEP hazardous waste, solid waste, water compliance, polychlorinated biphenyls (PCB), oil and chemical spills, and underground storage tank (UST) units were reviewed. Municipal files were reviewed from the New London Tax Assessor's office, Building Department, Health Department, Fire Marshal's office, and Engineering Department. NEDT provided State and Federal regulatory file information as a computerized database.

## *Conclusions*

The areawide Phase I environmental site assessment has been completed for the MDP area. Based on conditions encountered, it is believed that environmental contamination of soils and groundwater exists within the project area. The likely contaminant/waste types expected to be encountered during the investigation and remediation of the properties within the MDP area generally include:

- Petroleum products (gasoline, heating oil, waste oils, lubricating oils) associated with a gasoline station, several auto and marine repair facilities, several current and former underground oil tanks and a former oil terminal.
- Commercial/industrial solvents (degreasing, dry cleaning, autobody and painting) associated with auto and marine repair facilities, former dry cleaning operations, wood furniture refinishers and autobody/painting operations.
- Metal-containing wastes associated with former foundry operations and a junkyard
- Polychlorinated Biphenyls (PCBs) associated with a former junkyard, a railroad maintenance facility and a former barrel storage facility.

Further investigations will be required to confirm and define suspected contamination sources, possibly including:

- soil gas analysis to screen for areas of contamination in soils and groundwater;
- a ground penetrating radar survey (GPR) on certain sites where unidentified USTs are suspected;
- collection of surface soil or waste samples to determine if surficial soils are contaminated from operations spillage or disposal;
- installation of borings and sampling of subsurface soils to determine if USTs have leaked and to determine sources and extent of groundwater contamination;
- sampling of waste and debris piles, abandoned and unidentified drums and containers;
- asbestos surveys;
- survey buildings for lead paint using x-ray fluorescence; and
- sampling of stained or potentially contaminated building surfaces.

Phase II Environmental Site Assessments will be performed at the 15 locations in the project area indicated in Table 3-5. These 15 specific areas include multiple land parcels where the current or former use of the property spans two or more defined municipal tax lot designations. Also, although included in the MDP area Phase I review, the following properties are currently being addressed under different state or federal programs in terms of environmental investigation and remediation: The former Naval Undersea Warfare Center (NUWC) and the two parcels adjacent to the south half of the Calamari Brothers Scrap Yard. Additionally, the two parcels within the MDP which are occupied by the Regional Water Pollution Control Facility (sewage treatment plant) are to be unaffected by the MDP redevelopment and therefore no additional work is anticipated.

**Table 3-5**  
**Recommended Phase II ESA**

Site (Properties)	Address	Development Parcel
Miner & Alexander Lumber (67)	150 Howard Street	6
Former Spinatos Body Shop (80, 81)	65 Hamilton Street	5B
Former Pequot Foundry (64)	162 Howard Street	5B
Ron's Autobody (31)	72 Smith Street	3
Former Pequot Foundry (78)	190 Howard Street	5A
Former Junkyard (91-94)	197 Howard Street	5C
Former Carole Cleaners (65)	216 Howard Street	5A
Former Barrel Storage (100, 101)	163 Howard Street	5C
Former Bottling Works (108)	23 Hamilton Street	5C
Leo's Gasoline Station (97, 98)	175 Howard Street	5C
Castle Oil Terminal (36)	Smith and Hamilton Streets	1
Trumbull Building (10)	82 Trumbull Street	4A
Trumbull Marina (7, 8 60)	93 Trumbull Street	4B
Former Broach Manufacturer (114)	21 Pequot Avenue	7
Amtrak Yard (109)	30 Walbach Street	3
(properties) = lot numbers from EIE/ROR Fig. 2.15-1 and Table in Appendix E.		

The remaining properties in the MDP area are considered low risk residential, commercial or undeveloped properties.

→ REMEDIATED

Based on the results of the pending Phase II investigations, it is anticipated that most of the properties will require one or more of the following:

- Degree and extent of contamination definition (Phase III);
- Preparation of remedial action plans (RAP) based on the type, distribution and severity of contamination and the intended reuse of the property; and
- Remediation of the property pursuant to the RAP.

Some of the properties within the MDP area may be regulated under the Connecticut Transfer Act (CTA) C.G.S. 22a-134a through 134e and therefore subject to CTA guidelines as well as applicable state and federal regulations for remediation. Specifically, those properties identified as definite or potential CTA regulated sites are indicated in Table 3-6.

**Table 3-6**  
**Potential CTA Regulated Sites**

Site	Address	Reasoning
Former Junkyard	197 Howard Street	Former junkyard through 1985, possible
Amtrak Yard	30 Walbach Street	Operational Rail Maintenance Facility, possible
Former Broach Manufacturer	21 Pequot Avenue	Wood Stripper Ca. 1985 to present, definite
Ron's Autobody	72 Smith Street	Active Autobody Shop, definite

} REMEDIATION

For those properties which are determined to be establishments in terms of the CTA, the following additional actions will be necessary upon property transfer:

- Filing of a Form I, II, III or IV with CT-DEP (Form I is for establishments where no release has occurred; Form II where all releases have been remediated and the DEP Commissioner or a Licensed Environmental Professional (LEP) has verified completion; Form III where a release has occurred but investigation/remediation is still being performed, and Form IV where all remedial actions have been performed but post-remedial monitoring has yet to be completed.
- Filing an Environmental Condition Assessment Form (ECAAF) concurrent with any Form III or Form IV filing. The ECAAF will be reviewed by DEP who will either

retain the lead for investigation and remediation or allow assignment to a Licensed Environmental Professional (LEP) to bring the property into and verify compliance with the Remediation Standard Regulation (RSR) RCSA 22a-133k-1 through 133k-3.

Although several of the other high risk sites have some potential for site contamination, they do not meet the CTA regulatory thresholds for hazardous waste generation or specific activity, during the requisite time frames.

Based on the age of most of the buildings in the MDP area, they can be expected to possibly contain both asbestos materials and lead based paint products, as confirmed by initial walkthroughs of accessed properties.

Prior to the demolition of any commercial, industrial or public buildings or buildings containing five or more residential units, they must be inspected for asbestos-containing material and any such materials must be removed. The National Emissions Standards for Hazardous Air Pollutants – Subpart M also requires that the Federal EPA be notified 10 working days prior to demolition. For further information, contact the EPA at (617) 918-1650.

The disposal of material containing asbestos requires the approval of the Waste Engineering and Enforcement Division pursuant to section 22a-209-8(I) of the Regulations of Connecticut State Agencies. Proper disposal technique requires that the material be bagged and labeled and placed in an approved secure landfill. For further information and to obtain the application for approval, contact the division at (860) 424-3366.

The disposal of demolition waste should be handled in accordance with applicable solid waste statutes and regulations. Clean fill is defined in section 22a-209-1 of the Regulations of Connecticut State Agencies (RCSA) and includes only natural soil, rock, brick, ceramics, concrete and asphalt paving fragments. Clean fill can be used on site or at appropriate off-site locations. Clean fill does not include uncured asphalt, demolition waste containing other than brick or rubble, contaminated demolition wastes (e.g. contaminated with oil or lead paint), tree stumps, or any kind of contaminated soils. Land clearing debris and waste other than clean fill resulting from demolition activities is considered bulky waste, also defined in section 22a-209-1 of the RCSA. Bulky waste is classified as special waste and must be disposed of at a permitted landfill or other solid



waste processing facility pursuant to section 22a-208c of the Connecticut General Statutes and section 22a-209-2 of the RCSA. For further information concerning disposal of demolition debris, contact the solid waste staff of the Waste Engineering & Enforcement Division at (860) 424-3366.

Residue generated by the removal of lead paint is considered to be hazardous waste if it meets the characteristics contained at 40 CFR 261. This must be determined on a case-by-case basis for each abatement project prior to disposal. The disposal of hazardous waste is regulated pursuant to sections 22a-449(c - 11 and 22a-449(c - 100 through 22a-449(c - 110 of the RCSA. Proper disposal procedure is for a permitted hazardous waste hauler to transport the waste to an approved disposal facility. The Bureau of Waste Management has prepared a document, "Guidance for the Management and Disposal of Lead-Contaminated Materials Generated in the Lead Abatement, Renovation and Demolition Industries." For further information and to obtain the guidance document, contact the Waste Engineering and Enforcement Division at (860) 424-3372.

The removal of underground storage tanks should follow the procedures outlined in the code of the National Fire Protection Association (NFPA 30, Appendix B). Individual soil samples should be obtained from the underlying native soil. A listing of potential contaminants that should be analyzed and suggested analytical methods is included in a DEP fact sheet entitled "Sampling and Analytical Methods for UST Closure." If contaminated soil, ground water, or free product is observed at the site or detected by sample analysis, the DEP must be immediately notified at (860) 424-3338 and corrective action must be undertaken in accordance with section 22a-449(d)-106 of the RCSA. Closure reports, including confirmation of sampling and clean-up, are required by Federal and State law. For further information, contact the Bureau of Waste Management, Underground Storage Tank Program at (860) 424-3374.

If soil and/or groundwater contamination is discovered during the implementation of the project, the Permitting, Enforcement and Remediation Division should be notified in writing. The site will then be placed on the division's database and further assessment will be made to determine the appropriate course of action. In order to achieve proper remediation, the extent of contamination should be clearly defined, a cleanup plan developed, and measures implemented that will clean up the site in accordance with

applicable criteria in the Connecticut Remediation Standard Regulations adopted pursuant to section 22a-133k et seq. of the CGS. For further information, contact the Permitting, Enforcement and Remediation Division at (860) 424-3705.

### ***3.5.2 Environmental Impact Evaluation***

The Final *Fort Trumbull MDP Area Environmental Impact Evaluation (EIE)* and associated Record of Decision provided under separate cover, is incorporated herein by reference.

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## Appendix B: ADA Compliance

This appendix contains ADA surveys for each of the following facilities conducted by the consultant team (i.e., by URS Corporation under a subcontract) in December 2008:

1. Union Station
2. Greyhound Bus Terminal
3. SEAT Bus Stop
4. Cross Sound Ferry Terminal
5. Fishers Island Ferry Terminal
6. Water Street Parking Garage
7. Governor Winthrop Municipal Parking Garage
8. North Eugene O'Neill Drive Surface Parking Lot
9. South Eugene O'Neill Drive Surface Parking Lot
10. Julian Parking Lot

## ADA SURVEY - UNION STATION (35 Water Street, New London, CT)

### CUSTOMER SITE ACCESS

1. Accessible Route: Pedestrian safety and access improvements to Union Station are under construction: Reference, Sheet SD.10 dated 2-19-08, Pedestrian Safety and Access Improvement to the Intermodal Transportation Facility. Construction includes the following:
  - a. Accessible route from the Water Street Garage, State Street, Atlantic Street, Bank Street and South Water Street.
  - b. Union Station drop off vehicle parking area
  - c. Bus parking at Bus Station
2. Entrance Doors and Doorway:  
Dimensions:
  - d. The existing door opening, maneuvering clearances on push and pull, threshold heights and door clearances between hinged door and doors open to 90 degrees and are ADA compliant.
3. Other requirements:
  - e. Pulls, latches, door closers are ADA compliant

### CUSTOMER LOBBY

1. Accessible Route:
  - a. Accessible route to connect accessible building entrance with accessible lobby facilities is compliant.
  - b. Running slopes/change in levels are compliant
  - c. The clear width of walking surfaces are compliant
  - d. No objects protrude into the circulation path
  - e. Maneuvering clearances on swinging doors are compliant
2. Accessible Service Counter:
  - a. The existing service counter is accessible. A portion of the counter surface is 36" length and 36" AFF.
3. Accessible Vending Machines
  - a. All vending machines and ATM machines are accessible. The maximum height of any operable part is 48".

### MISCELLANEOUS ELEMENTS

1. Ramps
  - a. Water Street (Front Entrance) ramp dimensions, ramp landings, handrails and edge protection are complaint.
2. Stairs (Along path of emergency egress)
  - a. Stair treads and risers and handrails are compliant.
3. Doors (Along an accessible path)
  - a. Doors openings, maneuvering clearance, pulls, latches and door closers are compliant.

### MENS RESTROOMS

1. Doors
  - a. Restroom entrance door is ADA compliant

### TOILET ROOM

2. Clearances

- b. Turning space is compliant.
- 3. Lavatories and Sinks
  - a. Lavatories and sinks mounting heights and clearances are ADA compliant
- 4. Mirror
  - a. Mirror located above lavatory countertop is not compliant, the bottom of the mirror is higher than 40" AFF.
- 5. Towel Dispenser
  - a. Electric Hand Blowers are ADA compliant.

#### ACCESSIBLE WATER CLOSET

- 6. Size and Dimensions
  - a. Water closet is ADA compliant
- 7. Grab Bar and Accessories
  - a. Grab bars and accessories are ADA complaint
- 8. Accessible Urinals
  - b. Urinals are ADA compliant

#### WOMENS RESTROOM

- 1. Doors
  - a. Restroom entrance door is ADA compliant

#### TOILET ROOM

- 2. Clearances
  - a. Turning space is compliant.
- 3. Lavatories and Sinks
  - b. Lavatories and sinks mounting heights and clearances are ADA compliant
- 4. Mirror
  - a. Mirror located above lavatory countertop is not compliant, the bottom of the mirror is higher than 40" AFF.
- 6. Towel Dispenser
  - a. Electric Hand Blowers are ADA compliant.

#### ACCESSIBLE WATER CLOSET

- 7. Size and Dimensions
  - a. Water closet is ADA compliant
- 8. Grab Bar and Accessories
  - a. Grab bars and accessories are ADA complaint

#### EMPLOYEE AREAS

##### ACCESSIBLE EMPLOYEE ENTRANCE

- 1. Dimensions
  - a. Door opening clearances, maneuvering clearances, pull, latches and closers are complaint
- 2. Accessible Routes – Workroom
  - a. Accessible route, running slope, change in elevation, clear width of walking surfaces and protruding objects into the circulation path are compliant

##### EMPLOYEE SITE ACCESS

##### ACCESSIBLE ROUTES

- 1. Routes

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- a. Accessible route from employee parking to employee entrance not compliant.
  2. Walking Surface
    - a. Parking surface not compliant (no paving).
  3. Parking Spaces
    - a. No accessible employee parking spaces
  4. Vehicle Spaces
    - a. No accessible car or van spaces
  5. Surface Slope and Clearance
    - a. Not compliant at employee parking area
  6. Parking Identification
    - a. No International Symbol of accessibility or signage identifying van accessibility.
  7. Passenger Loading Zone
    - a. No passenger loading zone

## ADA SURVEY – GREYHOUND BUS TERMINAL (Water Street, New London, CT)

### CUSTOMER SITE ACCESS

1. Accessible Route: Pedestrian safety and access improvements to Union Station are under construction: Reference, Sheet SD.10 dated 2-19-08, Pedestrian Safety and Access Improvement to the Intermodal Transportation Facility. Construction includes the following:
  - a. Accessible route from the Water Street Garage, State Street, Atlantic Street, Bank Street and South Water Street.
  - b. Union Station drop off vehicle parking area
  - c. Bus parking at Bus Station
2. Entrance Doors and Doorway:
  - a. Dimensions:
  - b. The existing door opening, maneuvering clearances on push and pull, threshold heights and door clearances between hinged door and doors open to 90 degrees and are ADA compliant.
3. Other requirements:
  - a. Pulls, latches, door closers are ADA compliant

### CUSTOMER LOBBY

3. Accessible Route:
  - a. Accessible route to connect accessible building entrance with accessible lobby facilities is compliant.
  - b. Running slopes/change in levels are compliant
  - c. The clear width of walking surfaces are compliant
  - d. No objects protrude into the circulation path
  - e. Maneuvering clearances on swinging doors are compliant
4. Accessible Service Counter:
  - a. The existing service counter is not accessible
5. Accessible Vending Machines
  - a. All vending machines and ATM machines are accessible. The maximum height of any operable part is 48".

### MISCELLANEOUS ELEMENTS

1. Doors (Along an accessible path)
  - a. Doors openings, maneuvering clearance, pulls, latches and door closers are compliant.

### MENS RESTROOMS

1. Doors
  - a. Restroom entrance door is ADA compliant

### TOILET ROOM

2. Clearances
  - a. Turning space is compliant.
3. Lavatories and Sinks
  - c. Lavatories and sinks mounting heights and clearances are ADA compliant
4. Mirror
  - a. Mirror located above lavatory countertop is compliant
5. Towel Dispenser

- b. Towel dispenser is not compliant ( 57" AFF max permitted 54" AFF)
- ACCESSIBLE WATER CLOSET
- 6. Size and Dimensions
  - a. Water closet is ADA compliant
- 7. Grab Bar and Accessories
  - a. Grab bars and accessories are ADA complaint

## **WOMENS RESTROOM**

- 1. Doors
  - b. Restroom entrance door is ADA compliant

## **TOILET ROOM**

- 2. Clearances
  - a. Turning space is compliant.
- 3. Lavatories and Sinks
  - d. Lavatories and sinks mounting heights and clearances are ADA compliant
- 4. Mirror
  - a. Mirror located above lavatory countertop is compliant.
- 5. Towel Dispenser
  - b. Towel dispenser is not compliant ( 57" AFF max permitted 54" AFF )

## **ACCESSIBLE WATER CLOSET**

- 6. Size and Dimensions
  - a. Water closet is ADA compliant
- 7. Grab Bar and Accessories
  - a. Grab bars and accessories are ADA complaint

## **EMPLOYEE AREAS**

### **ACCESSIBLE EMPLOYEE ENTRANCE**

- 1. Dimensions
  - b. Door opening clearances, maneuvering clearances, pull, latches and closers are complaint
- 2. Accessible Routes – Workroom
  - a. Accessible route to workroom is not compliant (change in level is 5", curb ramp required).

### **EMPLOYEE SITE ACCESS**

#### **ACCESSIBLE ROUTES**

- 3. Accessible Route: Pedestrian safety and access improvements to Union Station are under construction: Reference, Sheet SD.10 dated 2-19-08, Pedestrian Safety and Access Improvement to the Intermodal Transportation Facility.



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## ADA SURVEY -- SEAT BUS STOP (Water Street, New London, CT)

### CUSTOMER SITE ACCESS

1. Accessible Route: Pedestrian safety and access improvements to Union Station are under construction: Reference, Sheet SD.10 dated 2-19-08, Pedestrian Safety and Access Improvement to the Intermodal Transportation Facility. Construction includes the following:
  - a. Accessible route from the Water Street Garage, State Street, Atlantic Street, Bank Street and South Water Street.
  - b. Union Station drop off vehicle parking area
  - c. Bus parking at Bus Station
2. Access:
  - Dimensions:
    - a. Boarding/alighting area, surface, and slope are compliant.
  - Connection:
    - b. Bus stop boarding and alighting is not connected to street with required curb ramp.
3. Bus signs:
  - a. Signage is code compliant
4. Bus Shelter:
  - b. Shelter provides required ground space clearance within the shelter.

## ADA SURVEY - CROSS SOUND FERRY TERMINAL (Ferry Street/City Pier, New London, CT)

### CUSTOMER SITE ACCESS

#### ACCESSIBLE ROUTE

1. No accessible route is provided from building entrance to parking spaces, no passenger loading zone is provided.
2. Walking Surface
  - a. Walking surface is compliant

#### PARKING SPACES

3. Scoping Requirements
  - a. Parking spaces are not marked, no accessible parking is provided
4. Vehicle Space
  - a. No van parking space is provided
5. Access Aisles
  - a. No access aisles are provided to the accessible route.
6. Surface Slope and Clearance
  - b. Surface slope and clearance are compliant
7. Parking Identification
  - a. No accessible parking space and passenger loading identification is provided
8. Entrance Doors and Doorway:
  - f. The existing door opening, maneuvering clearances on push and pull, threshold heights and door clearances between hinged door and doors open to 90 degrees and are ADA compliant.
9. Other requirements:
  - g. Pulls, latches, door closers are ADA compliant

### CUSTOMER LOBBY

1. Accessible Route:
  - a. Accessible route to connect accessible building entrance with accessible lobby facilities is compliant.
  - b. Running slopes/change in levels are compliant
  - c. The clear width of walking surfaces are compliant
  - d. No objects protrude into the circulation path
  - e. Maneuvering clearances on swinging doors are compliant
2. Accessible Service Counter:
  - a. The existing service counter is not accessible, no portion of the service countertop is 36 " min long and 36 " high,
3. Accessible Vending Machines
  - a. All vending machines and ATM machines are accessible. The maximum height of any operable part is 48".

### MISCELLANEOUS ELEMENTS

#### RAMP

1. Ramp is compliant.
2. Ramp Landing
  - a. Ramp landing is compliant

- 3. Handrails
  - a. Handrail is not compliant (cross section is not circular)
- 4. Doors (Along an accessible path)
  - a. Doors openings, maneuvering clearance, pulls, latches and door closers are compliant.

#### STAIRS (ALONG PATH OF EMERGENCY EGRESS )

- 1. Treads and Risers
  - a. Treads and risers are compliant
- 2. Handrails
  - a. Handrails are not compliant  
(Top of handrail to high 44" max. permitted 38")
  - b. Cross section of handrail is compliant.  
(Outside dia. is not 1.25"min – 2"max.)
- 3. Drinking Fountains
  - a. Drinking fountains are compliant.
- 4. ATM Machines
  - a. ATM machines are compliant

#### MENS RESTROOMS

- 1. Doors
  - a. Restroom entrance door is ADA compliant

#### TOILET ROOM

- 2. Clearances
  - a. Turning space is compliant.
- 3. Lavatories and Sinks
  - a. Lavatories and sinks mounting heights and clearances are ADA compliant
- 4. Mirror
  - a. Mirror located above lavatory is not compliant  
(Mirror is 50" aff , max permitted 40" aff.)
- 5. Towel Dispenser
  - a. Towel dispenser is compliant.

#### ACCESSIBLE WATER CLOSET

- 6. Size and Dimensions
  - a. Water closet is ADA compliant
- 7. Grab Bar and Accessories
  - a. Grab bars and accessories are ADA complaint

#### WOMENS RESTROOM

- 1. Doors
  - a. Restroom entrance door is ADA compliant

#### TOILET ROOM

- 2. Clearances
  - a. Turning space is compliant.
- 3. Lavatories and Sinks
  - a. Lavatories and sinks mounting heights and clearances are ADA compliant
- 4. Mirror

- 
- a. Mirror located above lavatory is not compliant  
(Mirror is 50" aff, max permitted 40" aff.)
  - 5. Towel Dispenser
    - a. Towel dispenser is compliant.

#### ACCESSIBLE WATER CLOSET

- 6. Size and Dimensions
  - a. Water closet is ADA compliant
- 7. Grab Bar and Accessories
  - a. Grab bars and accessories are ADA complaint

#### EMPLOYEE AREAS

##### ACCESSIBLE EMPLOYEE ENTRANCE

- 1. Dimensions
  - a. Door opening clearances, maneuvering clearances, pull, latches and closers are compliant
- 2. Accessible Routes – Workroom
  - a. Accessible route to workroom is compliant.

##### EMPLOYEE SITE ACCESS

ACCESSIBLE ROUTES: See Customer Site Access

## ADA SURVEY - FISHERS ISLAND FERRY TERMINAL (City Pier, New London, CT)

### CUSTOMER SITE ACCESS

#### ACCESSIBLE ROUTE

1. Accessible route is provided from building entrance to accessible parking spaces, no passenger loading zone is provided.
2. Walking Surface
  - a. Walking surface is compliant except for change in sidewalk elevation at entrance.

#### PARKING SPACES

3. Scoping Requirements
  - a. Adequate number of accessible parking spaces is provided
4. Vehicle Space
  - a. Van parking space is required, should be 11'0" wide minimum.
5. Access Aisles
  - a. Access aisles are required to be 5 feet wide minimum and are connected to the accessible route.
6. Surface Slope and Clearance
  - a. Surface slope and clearance are compliant
7. Parking Identification
  - a. Accessible parking space identification is compliant, no van accessible sign is provided
8. Entrance Doors and Doorway:
  - a. The existing door opening, maneuvering clearances on push and pull, threshold heights and door clearances between hinged door and doors open to 90 degrees and are ADA compliant.
9. Other requirements:
  - a. Pulls, latches, door closers are ADA compliant

### CUSTOMER LOBBY

1. Accessible Route:
  - a. Accessible route to connect accessible building entrance with accessible lobby facilities is compliant.
  - b. Running slopes/change in levels are compliant
  - c. The clear width of walking surfaces are compliant
  - d. No objects protrude into the circulation path
  - e. Maneuvering clearances on swinging doors are compliant
2. Accessible Service Counter:
  - a. The existing service counter is not accessible, no portion of the service countertop is 36 " min long and 36 " high,
3. Accessible Vending Machines
  - a. All vending machines and ATM machines are accessible. The maximum height of any operable part is 48".

### MISCELLANEOUS ELEMENTS

1. Ramp
  - a. Ramps at main entrance are not compliant. (8.33 max pitch permitted, existing is 9.4%).
2. Ramp Landing
  - a. Ramp landing is compliant

- 3. Handrails
  - a. Handrails are not provided at either entrance ramp.
- 4. Doors (Along an accessible path)
  - a. Doors openings, maneuvering clearance, pulls, latches and door closers are compliant.
- 5. Stairs (No stairs are present along path of emergency egress).
- 6. Drinking Fountains
  - a. Drinking fountains are compliant.

## **MENS RESTROOMS**

- 1. Doors
  - a. Restroom entrance door is ADA compliant

### **TOILET ROOM**

- 2. Clearances
  - a. Turning space is compliant.
- 3. Lavatories and Sinks
  - a. Lavatories and sinks mounting heights and clearances are ADA compliant
- 4. Mirror
  - a. Mirror located above lavatory countertop is compliant
- 5. Towel Dispenser
  - a. Towel dispenser is compliant .

### **ACCESSIBLE WATER CLOSET**

- 6. Size and Dimensions
  - a. Water closet is ADA compliant
- 7. Grab Bar and Accessories
  - a. Grab bars and accessories are ADA complaint

## **WOMENS RESTROOM**

- 1. Doors
  - 1. Restroom entrance door is ADA compliant

### **TOILET ROOM**

- 2. Clearances
  - a. Turning space is compliant.
- 3. 3. Lavatories and Sinks
  - b. Lavatories and sinks mounting heights and clearances are ADA compliant
- 4. 4. Mirror
  - a. Mirror located above lavatory countertop is compliant.
- 5. 5. Towel Dispenser
  - c. Towel dispenser is compliant.

### **ACCESSIBLE WATER CLOSET**

- 6. Size and Dimensions
  - a. Water closet is ADA compliant
- 7. Grab Bar and Accessories
  - a. Grab bars and accessories are ADA complaint

## **EMPLOYEE AREAS**

---

## ACCESSIBLE EMPLOYEE ENTRANCE

1. Dimensions
  - a. Door opening clearances, maneuvering clearances, pull, latches and closers are complaint
2. Accessible Routes – Workroom
  - a. Accessible route to workroom is compliant.

## EMPLOYEE SITE ACCESS

ACCESSIBLE ROUTES: See Customer Site Access

## ADA SURVEY - WATER STREET MUNICIPAL PARKING GARAGE (Water Street, New London, CT)

### CUSTOMER SITE ACCESS

#### ACCESSIBLE ROUTE

1. Accessible Route: Pedestrian safety and access improvements to Union Station are under construction: Reference, Sheet SD.10 dated 2-19-08, Pedestrian Safety and Access Improvement to the Intermodal Transportation Facility. Construction includes the following:
  - a. Accessible route from the Water Street Garage, State Street, Atlantic Street, Bank Street and South Water Street.
  - b. Union Station drop off vehicle parking area
  - c. Bus parking at Bus Station
  - d. Elevator and Stair Lobby from Water Street Garage to Union Station
2. Accessible route is provided from building entrance to 13 HC spaces at the lower level. Upper level 3 HC spaces are not accessible
3. No Van accessible space is provided
4. Walking Surface
  - a. Walking surface is compliant

#### PARKING SPACES

5. Scoping Requirements
  - a. Accessible parking spaces are provided
    - 16 HC spaces provided, no van accessible types.  
(Based on 975 parking spaces- 20 HC spaces are required, including 3 van accessible)
    - Of the 16 existing HC spaces, 13 are compliant
6. Access Aisles
  - a. Access aisles are compliant on the lower level
  - b. Access aisles are not compliant on the upper level
7. Surface Slope and Clearance
  - a. Surface slope and clearance are not compliant
8. Parking Identification
  - a. Parking signage is not compliant
9. Curb Ramps
  - a. Curb ramps are not compliant
10. Entrance Doors and Doorway:
  - a. The existing door opening, maneuvering clearances on push and pull, threshold heights and door clearances between hinged door and doors open to 90 degrees and are ADA compliant.
11. Other requirements:
  - a. Pulls, latches, door closers are ADA compliant

### CUSTOMER LOBBY

1. Accessible Route:
  - a. Accessible route to connect accessible building entrance with accessible lobby facilities is not compliant. ( curb ramp required , change in level of 6" )
  - b. Running slopes/change in levels are compliant
  - c. The clear width of walking surfaces are compliant
  - d. No objects protrude into the circulation path
  - e. Maneuvering clearances on swinging doors are compliant



- 
2. Accessible Service Counter:
    - a. No service counter is provided
  3. Accessible Vending Machines
    - a. No vending machines provided.

#### **MISCELLANEOUS ELEMENTS**

##### **STAIRS (IF PRESENT ALONG PATH OF EMERGENCY EGRESS)**

1. Treads and Risers
  - a. Treads and Risers are compliant
2. Handrails
  - a. Handrails are not compliant  
(Cross section of handrails is not compliant)

##### **TOILET ROOMS**

3. Toilet rooms are not provided

##### **TICKET GATES**

4. All entrance/exit gates are accessible

##### **ELEVATORS**

5. All existing elevators are not operable

#### **EMPLOYEE AREAS**

##### **ACCESSIBLE EMPLOYEE ENTRANCE**

1. Dimensions
  - a. Door opening clearances, maneuvering clearances, pull, latches and closers are complaint
2. Accessible Routes – Office
  - a. Accessible route to workroom is not compliant.  
(Curb ramp required for access to workroom)

##### **EMPLOYEE SITE ACCESS**

ACCESSIBLE ROUTES: See Customer Site Access

## ADA SURVEY – GOV. WINTHROP PARKING GARAGE (Governor Winthrop Boulevard, New London, CT)

### CUSTOMER SITE ACCESS

#### ACCESSIBLE ROUTE

1. Accessible route is provided from building entrance to 2 HC spaces on the lower level, 4 at the middle level and 1 at the upper level. All 7 HC spaces are not accessible or compliant.
2. No Van accessible space is provided
3. Walking Surface
  - a. Walking surface is compliant

#### PARKING SPACES

4. Scoping Requirements
  - a. Accessible parking spaces are provided  
7 HC spaces provided, no van accessible types.  
(Based on 400 parking spaces- 8 HC spaces are required, including 1 van accessible)
5. Access Aisles
  - a. Access aisles are not compliant.
6. Surface Slope and Clearance
  - a. Surface slope and clearance are not compliant
7. Parking Identification
  - a. Parking signage is not compliant
8. Curb Ramps
  - a. Curb ramps are not compliant
9. Entrance Doors and Doorway:
  - a. The existing door opening, maneuvering clearances on push and pull, threshold heights and door clearances between hinged door and doors open to 90 degrees and are ADA compliant.
10. Other requirements:
  - a. Pulls, latches, door closers are ADA compliant

### CUSTOMER LOBBY

1. Accessible Route:
  - a. Accessible route to connect accessible building entrance with accessible lobby facilities is not compliant. (curb ramp required, change in level of 6")
  - b. Running slopes/change in levels are compliant
  - c. The clear width of walking surfaces are compliant
  - d. No objects protrude into the circulation path
  - e. Maneuvering clearances on swinging doors are compliant
2. Accessible Service Counter:
  - a. No service counter is provided
3. Accessible Vending Machines
  - a. No vending machines provided.

### MISCELLANEOUS ELEMENTS

#### STAIRS (IF PRESENT ALONG PATH OF EMERGENCY EGRESS)

1. Treads and Risers

- 
- a. Treads and Risers are compliant
  - 2. Handrails
    - a. Handrails are not compliant  
(Cross section of handrails is not compliant)

#### TOILET ROOMS

- 1. Toilet rooms are not accessible to the public.

#### TICKET GATES

- 1. All entrance/exit gates are accessible

#### ELEVATORS

- 1. All existing elevators are not operable

### EMPLOYEE AREAS

#### ACCESSIBLE EMPLOYEE ENTRANCE

- 1. Dimensions
  - a. Door opening clearances, maneuvering clearances, pull, latches and closers are complaint
- 2. Accessible Routes – Office
  - a. Accessible route to workroom is compliant.

#### EMPLOYEE SITE ACCESS

ACCESSIBLE ROUTES: See Customer Site Access

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## ADA SURVEY - NORTH EUGENE O'NEILL DRIVE PARKING LOT (Eugene O'Neil Drive, New London, CT)

### CUSTOMER SITE ACCESS

#### ACCESSIBLE ROUTE

1. Accessible route is not provided for HC spaces
2. Van accessible space is not provided
3. Walking Surface
  - a. Walking surface is compliant

#### PARKING SPACES

4. Scoping Requirements
  - a. HC parking spaces are provided
    - 2 HC and no Van Accessible space
    - 8HC including 1 van accessible space is the minimum requirement based on 112 existing spaces.
5. Access Aisles
  - a. HC Access aisles are not compliant
  - b. Van access aisles are not provided
6. Surface Slope and Clearance
  - a. Surface slope and clearance are compliant
7. Parking Identification
  - a. HC parking signage is not compliant
  - b. Van accessible signage is not provided

#### EMPLOYEE SITE ACCESS

ACCESSIBLE ROUTES: See Customer Site Access

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## ADA SURVEY -SOUTH EUGENE O'NEILL DRIVE PARKING LOT (Eugene O'Neil Drive, New London, CT)

### CUSTOMER SITE ACCESS

#### ACCESSIBLE ROUTE

1. Accessible route is not provided for HC spaces
2. Van accessible space is not provided
3. Walking Surface
  - a. Walking surface is compliant

#### PARKING SPACES

4. Scoping Requirements
  - a. HC parking spaces are provided
    - 4 HC and no Van Accessible space
    - 8HC including 1 van accessible space is the minimum requirement based on 126 existing spaces.
5. Access Aisles
  - a. HC Access aisles are not compliant
  - b. Van access aisles are not provided
6. Surface Slope and Clearance
  - a. Surface slope and clearance are compliant
7. Parking Identification
  - a. HC parking signage is not compliant
  - b. Van accessible signage is not provided

#### EMPLOYEE SITE ACCESS

ACCESSIBLE ROUTES: See Customer Site Access

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## ADA SURVEY - JULIAN PARKING LOT (Water Street, New London, CT)

### CUSTOMER SITE ACCESS

#### ACCESSIBLE ROUTE

1. Accessible Route: Pedestrian safety and access improvements to Union Station are under construction: Reference, Sheet SD.10 dated 2-19-08, Pedestrian Safety and Access Improvement to the Intermodal Transportation Facility. Construction includes the following:
  - a. Accessible route from the Water Street Garage, State Street, Atlantic Street, Bank Street and South Water Street.
  - b. Union Station drop off vehicle parking area
  - c. Bus parking at Bus Station
  - d. Elevator and Stair Lobby from Water Street Garage to Union Station
2. Accessible route is provided for HC spaces
  - a. Van accessible space is not provided
3. Walking Surface
  - a. Walking surface is not compliant

#### PARKING SPACES

4. Scoping Requirements
  - a. Accessible parking spaces are provided
  - b. 5 HC and no Van Accessible spaces provided.
    - i. (Based on 103 existing spaces, 8HC including 1 van accessible space is the minimum requirement).
5. Access Aisles
  - a. HC Access aisles are not compliant
  - b. Van access aisles are not provided
6. Surface Slope and Clearance
  - a. Surface slope and clearance are not compliant
7. Parking Identification
  - a. HC parking signage is compliant
  - b. Van accessible signage is not provided

### EMPLOYEE SITE ACCESS

ACCESSIBLE ROUTES: See Customer Site Access

### Interviews for the Market Analysis were conducted with:

1. Tony Sheridan, Chamber of Commerce of Eastern Connecticut
2. Susan Howard, US Properties
3. George Cihocki, US Properties
4. Charlotte Hennigan, Thames River Greenery
5. John Markowicz, Southeastern Connecticut Enterprise Region (SECTER)
6. Bill Cornish, 130 State Street
7. Michael Joplin, New London Development Corporation
8. John Brooks, New London Development Corporation
9. Bill Newman, CT Commercial Realty
10. Christopher A. Jennings, President, Mystic Coast Country
11. Frank McLaughlin, New London Main Street
12. Jerry Sinnamon, New London Main Street
13. Barry L. Runyan, New London Main Street
14. Barun K. Basu, New London Main Street
15. Todd O'Donnell, Union Station
16. Barbara Timken, Union Station
17. Susan Munger, New London Landmarks
18. Sandra Kersten Chalk, New London Landmarks
19. Tom Stone, Greyhound
20. Kip Bochain, Parking Commission
21. George Cassidy, Connecticut's Port of New London
22. Martin Berliner, City Manager of City of New London
23. Kevin Cavanaugh, Mayor, City of New London
24. Len Wolman, Waterford Group
25. Terry Bickhardt, Waterford Group
26. Brian Fox, Waterford Group
27. Mark Wolman, Waterford Group
28. Steve Segal, Garde Arts Center
29. Mark Easter, Fishers Island Ferry
30. Bruce Hyde, former City of New London employee
31. Ella Bowman, SEAT General Manager
32. Jim Martin, SEAT (Board Chairman during the study period)
33. Richard MacMurray, Cross Sound Ferry
34. Adam Wronowski, Cross Sound Ferry
35. Stan Mickus, Cross Sound Ferry





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## Appendix D: Detailed Table of Advantages and Disadvantages of Short Term Alternatives



POTENTIAL IMPROVEMENT QUALITATIVE EVALUATION MATRIX - SHORT TERM ALTERNATIVES

Alternative:

Criterion	SHORT TERM	SHORT TERM	SHORT TERM	SHORT TERM
	1- SEAT & GH on east side of Water Street	2- SEAT & GH on west side of Water Street (off-street)	3- GH moves to west of Water Street, SEAT shifts southward to curent GH site	4- SEAT moves in front of Water Street Garage, GH stays at current site
Low Cost	4 Lowest cost since limited to reconfiguring/enhancing existing area, including - canopy - expanded and renovated passenger terminal building - bus bays, curb and pavement improvements - some cost to building short term parking in front of Water Street Garage	2 Highest cost since involves reconstruction of garage and new facility on area on west side of Water Street including - canopy - new passenger terminal building for both SEAT/GH - new bus bays and medians in front of the garage - curb and pavement improvements and widening sidewalks on the east side of Water Street - reconfiguration of parking garage access/exit	3 Moderate cost since includes partial use of west side and renovation of GH building for SEAT - canopy - new passenger terminal building for GH/renovation of GH building for SEAT - some changes for GH bus bays - SEAT will require median and curbside changes	2 Highest cost since involves reconstruction of garage and new facility on area on west side of Water Street including - sawtooth bays for SEAT, pavement - new passenger terminal building for SEAT/ renovations of GH terminal building - GH bus bay improvements at current site - reconfiguration of parking garage access/exit
Easy to Implement	3 - Difficult to phase -- GH and SEAT operations will be affected during construction ( more for GH) - Area of curb and sidewalk affected is concentrated - Accomodating new building in the tight space next to exisitng GH building may offer some challenges	4 - GH and SEAT can continue to operate as is and would move once new facility is ready - Relocating one entrance to the parking garage would pose challenges - Significant amount of construction involved	5 Phasing is easy: site constructed, then GH moves and its old site can be renovated for SEAT, then SEAT can move - New GH	4 Phasing is possible for SEAT - GH operations may be affected during construction - Relocating one entrance to the parking garage would pose challenges - Significant amount of construction involved
Adaptable to Future Changes in Operational Needs	3 Tourist Circulator Layout of facilities can accommodate Tourist Transit buses (northern parcel in front of Water St garage)	4 Layout of facilities can accommodate Tourist Transit buses (on east side of Water Street in pick-up/drop off area)	5 Accommodation of Tourist Transit buses may be possible on either SEAT site, or on west side of Water Street	5 Layout of facilities can accommodate Tourist Transit buses (pick-up/drop off area along east side sidewalk)
	Other Modes Would not be compatible with a footbridge at the originally proposed site.			
	Taxi/Auto PU-DO More constrained	Less constrained	Moderately constrained	Less constrained
Flexible to Accommodate Long Term Commercial Development	5 Space in front of Water Street Garage may be reprogrammed for development provided that short term parking can be relocated	3 Space in front of Water Street Garage is occupied and may not be perceived to be available for future development. Old Greyhound terminal is available for reuse.	3 Part of space in front of Water Street garage is occupied and may not be perceived to be available for residential/commercial development	2 Part of space in front of Water Street garage is occupied and may not be perceived to be available for residential/commercial development
Compatibility with Bus terminal Long Term Concepts	5 Works with all long term concepts	2 Least Compatible	3 Less Compatible	2 Least Compatible
Improves Safety and Convenience for Key Transfers	Key connections rated below	Key connections rated below	Key connections rated below	Key connections rated below
	Taxi -Amtrak 3	5	4	5
	Auto PU/DO- Rail 5	4	2	3
	Auto PU/DO- GH 5	3	4	4
	LI Ferry- GH 4	5	5	4
	GH- SEAT 5	5	4	4
	Overall 4.4	4.4	3.8	4
Enhances Pedestrian Environment and Safety	5 - Pedestrian enhancements in all alternatives - All bus operations on same side of street, crossing is minimized - Impact on crosswalk between Water Street Garage and bus stops	4 - Pedestrian enhancements in all alternatives - Both sides of street mainly continuous sidewalk - Awkward directionality of lanes at relocated entrance to garage - Impact on northern edge of Parade project	3 - Pedestrian enhancements in all alternatives - Non-continuous sidewalk on west side of Water Street - Awkward directionality of lanes at center entrance to garage	3 - Pedestrian enhancements in all alternatives - Non-continuous sidewalk on west side of Water Street - Awkward directionality of lanes at relocated entrance to garage
Maintains or Enhances Traffic Operations/Safety	5	2	2	2
		Awkward travel lane configuration at relocated garage entrance	Awkward travel lane configuration at center garage entrance	Awkward travel lane configuration at relocated garage entrance
Enhances Wayfinding/Information	5 - Wayfinding improvements in all alternatives - All bus operations on the same side of the street	4 - Wayfinding improvements in all alternatives	4 - Wayfinding improvements in all alternatives	4 - Wayfinding improvements in all alternatives

# POTENTIAL IMPROVEMENT QUALITATIVE EVALUATION MATRIX - SHORT TERM ALTERNATIVES

Alternative:

Criterion	SHORT TERM	SHORT TERM	SHORT TERM	SHORT TERM
	1- SEAT & GH on east side of Water Street	2- SEAT & GH on west side of Water Street (off-street)	3- GH moves to west of Water Street, SEAT shifts southward to curent GH site	4- SEAT moves in front of Water Street Garage, GH stays at current site
Capacity to Accommodate Short Term RITC Operations:	Taxi queue would have to go further up State Street and would not have loading directly in front of Union Station. 5 PU/DO in front of Union Station supplemented by ST parking on west side of Water Street.	Taxis would have front of Union Station plus 1st block of State Street for queuing. Ample auto PU/DO on east side of Water Street nearest Shore Line East platform.	Taxis would have part of Union Station plus 1st and 2nd block of State Street for queuing. Auto PU/DO on west side of Water Street.	Taxis would have front of Union Station plus 1st block of State Street for queuing. Auto PU/DO ample but located farther north on east side of Water Street at old SEAT bus stop.
- Auto PU-DO				
- Parking	Parking on west side of Water Street preserved. Impact on State Street west of Bank Street.	No parking on west side of Water Street. Could offer some parking on east side of Water Street at old SEAT bus stop. Some impact on Water Street Garage spaces.	Some parking on west side of Water Street.	No parking on west side of Water Street. Some impact on Water Street Garage spaces.
- Bus Capacity	SEAT would not have independent pull out for any bays (ability to designate all bays by route) (total 9 bays). SEAT waiting area farther from bays. Lack of convenient freight PU/DO parking space (aside from bus bays).	SEAT would not have independent pull out for any bays (ability to designate all bays by route) (total 7 bays). SEAT waiting area fairly close to bays.	SEAT would not have independent pull out for all of its bays (ability to designate all bays by route) (total 9 bays). Could assign crridor routes to sawtooth bays. SEAT waiting area far from most bays.	SEAT would have independent pull out for all bays (ability to designate all bays by route) (total 7 bays or more bays if did not have sawtooth for independent pull out). Provides SEAT waiting area closest to and with best view of all bus bays.
Ratings - Taxi	3	5	4	4
- Parking	5	3	4	3
- Bus Capacity	4	2	4	5
- Auto PU-DO	2	4	5	5
Overall	3.5	3.5	4.25	4.25
Enhances Attraction of Visitors	3	4	3	3
	- Architectural/aesthetic enhancements	- Commercial space may attract visitors - Architectural/aesthetic enhancements	- Architectural/aesthetic enhancements	- Architectural/aesthetic enhancements
Minimal Environmental Issues	3	5	5	5
	Possible Historical building issues with new building, canopy	No evident environmental issues	No evident environmental issues	No evident environmental issues
Minimal Property Issues	3	5	5	5
	Issue with new buliding near existing GH building	City owned parcels	City owned parcel	City owned parcels
Potential for Public Private or Grant Funding	5	4	3	3
	Funding may be possible for all components	Funding may be possible for certain components	No FTA funding available to build Greyhound Terminal	Potential for funding for SEAT terminal

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## Appendix E: Detailed Table of Advantages and Disadvantages of Long Term Concepts



POTENTIAL IMPROVEMENT QUALITATIVE EVALUATION MATRIX - LONG TERM CONCEPTS							
Concept:							
Criterion	LONG TERM A Concentrated Concentrated Dispersed NO	LONG TERM AA Concentrated Concentrated Dispersed YES	LONG TERM B Concentrated Concentrated Dispersed NO	LONG TERM C Concentrated Dispersed Concentrated NO	LONG TERM CC Concentrated Dispersed Concentrated YES	LONG TERM D Extended Dispersed Concentrated NO	LONG TERM DD Extended Dispersed Concentrated YES
Bus-Rail Linkage Parking Development Footbridge?							
Low Cost	5 - garage w/bus terminal - passenger ferry terminal	4 - garage w/bus terminal - passenger ferry terminal - footbridge	4 - garage w/bus terminal - commercial development	3 - commercial development w/garage and bus terminal - new garage	2 - commercial development w/garage and bus terminal - new garage - passenger ferry terminal - footbridge	2 - commercial development w/garage - new garage - new bus terminal	1 - commercial development w/garage - new garage - new bus terminal - passenger ferry terminal - footbridge
Ease of Project Development	5 - primarily public project on public land	4 - primarily public project on public land - footbridge involves multiple property owners	4 - public property and one private owner	3 - police station relocation and multiple private owners	2 - police station relocation and multiple private owners - footbridge involves multiple property owners	2 - police station relocation and multiple private owners - possible hotel relocation	1 - police station relocation and multiple private owners - possible hotel relocation - footbridge involves multiple property owners
Ease of Phasing	1 - interim parking may not be available - may require temporary bus relocation	1 - interim parking may not be available - may require temporary bus relocation	2 - some on-site phasing of parking possible - interim loss of commercial space - may require temporary bus relocation	3 - police station and other relocation can be done first - parking can be phased most easily - possible interim loss of commercial space - may require temporary bus relocation	3 - police station and other relocation can be done first - parking can be phased most easily - possible interim loss of commercial space - may require temporary bus relocation	4 - police station and other relocation can be done first - parking can be phased most easily - possible interim loss of commercial space - requires temporary bus relocation only if hotel site used	4 - police station and other relocation can be done first - parking can be phased most easily - possible interim loss of commercial space - requires temporary bus relocation only if hotel site used
Improves Safety and Convenience for Transfers	4	4	3	3	4	2	3
better  worse	rail - BI Ferry rail - SeaJet better in Opt.2	rail - BI Ferry rail - SeaJet GH - LI Ferry	rail - SeaJet GH - LI Ferry	rail - SeaJet GH - LI Ferry	rail - BI Ferry rail - SeaJet GH - LI Ferry	rail - SeaJet	rail - BI Ferry rail - SeaJet
			rail - BI Ferry	rail - BI Ferry		rail - BI Ferry rail - SEAT	rail - SEAT
Improves Convenience for Parking Access	4 - expanded garage	5 - expanded garage - footbridge	4 - expanded garage	4 - new garage	4 - new garage - footbridge - longer walk	4 - new garage	4 - new garage - footbridge - longer walk
Enhances Pedestrian Environment	2 - aesthetics of mega garage	1 - aesthetics of mega garage - visual impact of footbridge	3 - aesthetics of mega garage masked by commercial development	4 - new development augments Parade	4 - new development augments Parade - visual impact of footbridge - pedestrians directed through development	5 - larger new development augments Parade	5 - larger new development augments Parade - visual impact of footbridge - pedestrians directed through development
Enhances Pedestrian Safety	3	4 - footbridge	3	3	5 - footbridge - walking path through new development	3	5 - footbridge - walking path through new development
Enhances Wayfinding/Information	4 - compact configuration	5 - compact configuration - footbridge identifies pathway to ferries	3 - best path to desired ferry may not be obvious	3 - best path to desired ferry may not be obvious	5 - footbridge identifies pathway to ferries	3 - best path to desired ferry may not be obvious	5 - footbridge identifies pathway to ferries

# POTENTIAL IMPROVEMENT QUALITATIVE EVALUATION MATRIX - LONG TERM CONCEPTS

Criterion	Concept:						
	LONG TERM A Concentrated Concentrated Dispersed NO	LONG TERM AA Concentrated Concentrated Dispersed YES	LONG TERM B Concentrated Concentrated Dispersed NO	LONG TERM C Concentrated Dispersed Concentrated NO	LONG TERM CC Concentrated Dispersed Concentrated YES	LONG TERM D Extended Dispersed Concentrated NO	LONG TERM DD Extended Dispersed Concentrated YES
Bus-Rail Linkage Parking Development Footbridge?							
Has Capacity to Accommodate RITC Demand/Growth (Public Transportation Modes)	3 bus terminal size limited by parking need; if bus terminal remains on east side then space for future tourist transit buses would be limited.	3 bus terminal size limited by parking need	3 bus terminal size limited by extent of commercial development and parking need; if bus terminal remains on east side then space for future tourist transit buses would be limited.	5 maximum possible LI ferry staging area; if bus terminal remains on east side then space for future tourist transit buses would be limited.	4	5 maximum possible LI ferry staging area	4
Has Capacity to Accommodate RITC Demand/Growth (Parking)	2 mega garage may not have sufficient capacity	2 mega garage may not have sufficient capacity	3 garage size limited by extent of commercial development	4 - large new garage plus some parking in new development	5 - large new garage plus some parking in new development - more onsite ferry parking	4 - large new garage plus some parking in new development	5 - large new garage plus some parking in new development - more onsite ferry parking
Promotes Likely Development/Local Economy	1 - provides no new development parcels	1 - provides no new development parcels	2 - possible small commercial development at Parade end of garage	3 - moderate commercial development with bus terminal and rail garage	4 - moderate commercial development with bus terminal and rail garage - footbridge enhances development potential	4 - larger commercial development with rail garage	5 - larger commercial development with rail garage - footbridge enhances development potential
Capitalizes on Synergies between Transportation & Development	1 - provides no new development parcels	1 - provides no new development parcels	2 - possible small commercial development between transportation facilities	4 - moderate commercial development mixed with transportation facilities	5 - moderate commercial development connects parking to transportation facilities	3 - larger commercial development divides transportation facilities	4 - larger commercial development divides transportation facilities and connects parking to ferries
Balances Need for Transportation & Development	1 - provides no new development parcels	1 - provides no new development parcels	2 - possible small commercial development at Parade end of garage	5 - more distant parking allows more commercial development around transportation facilities	5 - more distant parking allows more commercial development around transportation facilities	3 - large commercial development splits transportation facilities	3 - large commercial development splits transportation facilities
Enhances Attraction of Visitors to New London	3 - brings garage users through Parade area	2 - diverts garage users from Parade area	1 - diverts garage users from State Street and Parade area	1 - diverts garage users from State Street and Parade area	4 - footbridge draws garage users through new development	1 - diverts garage users from State Street and Parade area	5 - footbridge draws garage users through large new development
Minimal Environmental Issues	5 none	3 footbridge impacts historic building	5 none	5 none	3 footbridge impacts historic building	5 none	3 footbridge impacts historic building
Minimal Property Issues	5 - primarily public project on public land	4 - primarily public project on public land *- footbridge involves multiple property owners	4 - public property and one private owner	3 - multiple private owners	2 - multiple private owners *- footbridge involves multiple property owners	2 - multiple private owners - could involve hotel site	1 - multiple private owners - could involve hotel site *- footbridge involves multiple property owners
Potential for Public-Private or Grant Funding for Transportation Improvements	4 - federal money for bus/intermodal terminal with parking	4 - federal money for bus/intermodal terminal with parking and footbridge	5 - federal money for bus/intermodal terminal with parking *- possible private funding of parking	5 - federal money for bus/intermodal terminal with parking *- possible private funding of parking	5 - federal money for bus/intermodal terminal with parking and footbridge *- possible private funding of parking and footbridge	4 - federal money for bus/intermodal terminal (could include garage) *- possible private funding of parking	4 - federal money for bus/intermodal terminal (could include garage) *- possible private funding of parking and footbridge