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ECONOMIC SUMMARY REPORT
TOWN OF HADDAM

MBIA Bartram & Cochran
Economic Development Consultant
to the Town of Haddam
May 10, 2000

EDA Grant # 01-19-03680

This report was prepared under an award from the
U.S. Department of Commerce
Economic Development Administration

This publication was prepared by the Town of Haddam. The statements, conclusions, and recommendations are those of the author and do not necessarily reflect the view of the Economic Development Administration.

All information contained in this report is taken from sources which we believe to be reliable, but cannot be guaranteed. Conclusions are based solely on our best judgement and our analysis of the information gathered.

TABLE OF CONTENTS

1. Executive Summary (including Abstract)
2. Introduction and Background
3. Strategic Economic Development Plan
4. Vision Plan for Village Centers
5. Incubator Space
6. Water Service (infrastructure) – Higganum Center
7. Water Service (infrastructure) –Tylerville
8. Connecticut Yankee Closing, Decommissioning and Potential Reuse
9. Reuse of Rossi Property
10. Regional Tourism
11. Industrial Parks and Other Development Sites
12. Incentives
13. Next Steps
14. APPENDIX - Strategic Economic Development Plan

List of Exhibits, Figures and Tables

Section 4 Vision Plan for Village Centers
- Exhibit 4-1 Proposed Design Concepts for Higganum Center
- Exhibit 4-2 Proposed Design Concepts for Tylerville

Section 6 Water Service (infrastructure) – Higganum Center
- Table 1-1 Water Demand
- Table 2-1 Water Storage Tank Analysis Results
- Table 5-1 Cost - New Groundwater Source
- Table 5-2 Cost - Public Water Supply Connection
- Figure 1 Conceptual Water System Design
- Figure 2 Water System Schematic
- Figure 3 Conceptual Water Main Layout

Section 7 Water Service (infrastructure) – Tylerville
- Table 1-1 Water Demand
- Table 2-1 Water Storage Tank Analysis Results
- Table 5-1 Cost - New Groundwater Source (Rutty Ferry Road)
- Table 5-2 Cost - New Groundwater Source (Camp Bethel)
- Table 5-3 Cost - Public Water Supply Connection
- Figure 1 Conceptual Water System Design
- Figure 2 Water System Schematic
- Figure 3 Conceptual Water Main Layout

Section 9 Reuse of Rossi Property
- Exhibit 9-1 Existing Site Plan
- Exhibit 9-2 Rossi Site

Section 11 Industrial Parks and Other Development Sites
- Exhibit 11-1 Business or Industrial Park Sites

1. EXECUTIVE SUMMARY

Abstract

Haddam had heavily relied on the tax revenue from the Connecticut Yankee Nuclear Power Plant to fund local government operations, since the plant's opening in the 1960's. Connecticut Yankee was also the town's largest employer. In 1995, with 12 years remaining on the operating license for the power plant, Haddam formed its Economic Development Commission (EDC). The EDC's goal was to diversify the town's tax base over the remaining years of the power plant's license. However, in 1996, the premature closing of the power plant resulted in the loss of the substantial tax base it represented. Additionally, approximately 400 jobs were lost.

In September, 1997, the Economic Development Administration, U. S. Department of Commerce, awarded the Town of Haddam an Economic Adjustment Assistance Grant. The grant's purpose was to help develop an economic adjustment strategy to respond to the economic impacts of the closing of the Connecticut Yankee Nuclear Power Plant. This report reflects work accomplished under this grant, as well as closely related activities that are significant to economic development in Haddam.

Strategic Economic Development Plan

The Strategic Economic Development Plan was created to enhance economic activity and the tax base, while maintaining the quality of life and the rural nature of the town, and provide jobs for residents and generate new tax revenues for the town. From analysis and information interviews, Strategic Focal Points were established to support Haddam's economic development. These include Regional Tourism and Promotion, Retail Development, Lodging, Business Incubator Space, Home Business, Industrial Parks and Office Space.

Key recommendations from the study address a variety of issues. Establishing a *Task Force* for joint promotion with East Haddam and Chester and developing an *image / theme* that ties together the Haddam mosaic of the river, the area's natural beauty, the State forests, historic heritage, steam railroad, riverboat cruises and other attractions will help in promoting tourism. Development of a shopping center near a Route 9 exit with small to medium size businesses will help both residents and tourists. On Route 82 near Tylerville Center, creating a small hotel (inn) / conference center, with a restaurant, and potentially some retail will help attract some of the tourists going to and from East Haddam.

Creating an incubator site for small or start-up businesses as well as a low rent crafts/arts incubator for artisans will help attract businesses and tourists. Creating a light industrial

park in North Haddam that would house small suppliers and light manufacturers would attract businesses that need access to their clients in Middlesex County.

Vision Plan for Village Centers

The purpose of this study is to create development plans for the Villages of Higganum and Tylerville that are compatible with the Plan of Conservation and Development. The Haddam Economic Development Commission began its studies of the village centers after doing a community survey of all residents and selected businesses. Also, to enhance the economic condition of the centers, the Economic Development Commission engaged local architect Steven Rocco to create proposed design visions for the major village centers in Higganum and Tylerville.

Higganum Village Center

Higganum now contains the town's traditional village center. However, to be the type of village that people generally prefer, Higganum Center needs to be more pedestrian friendly by reducing the dominance of cars and designing safe and pleasant routes by improving sidewalks, curbing, landscaping, paving materials, street lamps, and benches. On street parking will have two benefits; slowing down drivers, and replacing parking being eliminated from in front of commercial buildings.

There are many specific measures that can be taken to improve the character and utility of Higganum Center and these are laid out in the detailed report in Section 4, including effective reuse of available sites, road realignment, design guidelines, water and sewage enhancements, a greenbelt pathway, sidewalks, parking and other key concepts.

Tylerville Village

Tylerville has great potential as a tourist destination and the vision plan builds on this potential. Action should be taken to promote the development of Tylerville in accordance with the vision plan, which is further detailed in Section 4 and addresses design guidelines, water and sewage enhancements, sidewalks, pedestrian access to and from East Haddam, parking, signage, transportation and other key concepts.

Incubator Space

Incubator sites provide an excellent environment for small or start-up businesses such as software firms, high-tech firms and home businesses that need more space. These are the types of businesses that could find Haddam to be an attractive location. Incubators ideally serve this need by allowing flexibility in terms of space needed, lease term and lease rate. Providing a business this flexibility in its early development stages encourages its growth and often leads to larger space requirements in the future.

Three locations have been identified as excellent opportunities for incubator sites in Haddam, including the Rossi Manufacturing site at the intersection of Route 154, Route

81 and Depot Road, the Connecticut Department of Transportation Highway Garage on Candlewood Hill Road near the intersection of Route 154 and Route 81, and the Old Scovil Factory Site on Scovil Road Extension.

All of these sites offer the types of buildings that can be utilized for incubators with proper renovation. All are also well located and accessible.

Water Service (infrastructure) – Higganum Center

There are two viable alternatives for providing potable water to Higganum Village Center. These include a community water system utilizing a new groundwater supply adjacent to Higganum, or a connection to the existing water distribution system owned by, and located in, Middletown, CT, at a distance of approximately 3.5 miles.

This study explored the feasibility of these two alternatives in terms of technical constraints, initial capital cost, annual operation and maintenance cost, regulatory requirements, and impact on wastewater disposal. Additionally, the water systems evaluated included provisions for fire protection to the service area through the use of a storage tank.

Initial capital costs for the two alternatives are $1,905,000 for a new groundwater source and $3,020,000 for a public water supply connection. Operations and maintenance for the two alternatives (on a ten-year present worth basis) amount to $740,000 and $378,000, respectively. Based on total costs, the new groundwater source option is $753,000 less than a public water supply connection. Therefore, developing a new groundwater source is recommended, unless the Middletown WCPA were willing to pay for part of the lengthy connection to make that alternative more cost effective.

Water Service (infrastructure) –Tylerville

There are two viable alternatives for providing potable water to Tylerville Center. These include a community water system utilizing a new groundwater supply adjacent to Tylerville, or a connection to the existing Connecticut Water Company distribution system in Chester, CT, a distance of approximately 2.5 miles south of the commercial area.

This study explored the feasibility of these two alternatives in terms of technical constraints, initial capital cost, annual operation and maintenance cost, regulatory requirements, and impact on wastewater disposal. Additionally, the water systems evaluated included provisions for fire protection to the service area through the use of a storage tank.

Initial capital costs for the two alternatives are $2,615,000 for a new groundwater source (on Rutty Ferry Road) and $2,930,000 for a public water supply connection. Operations and maintenance for the two alternatives (on a ten-year present worth basis) amount to $906,000 and $891,000, respectively. While the cost to connect to the public water

supply is somewhat higher than the new groundwater source alternative, connecting to the public water supply is the recommended alternative. The public water connection could provide water to a smaller storage tank without the use of a well site and the required permitting and further study required for the well site. Also, the cost to remediate the well site on Rutty Ferry Road due to possible contamination could be quite costly, if remediation could be accomplished at all.

Connecticut Yankee Closing, Decommissioning and Potential Reuse

The utilities which owned Connecticut Yankee decided to prematurely close the power plant in 1996, with 11 years left on its operating license. The reasons for closure included being faced with a prolonged shutdown to comply with Nuclear Regulatory Commission (NRC) standards and substantial costs to bring the plant up to these regulatory standards.

In 1997, Connecticut Yankee Atomic Power Company planned to decontaminate and dismantle the majority of the plant by 2004. The cost estimate for decommissioning had been determined to be $426.7 million (in 1996 dollars). Decommissioning would also result in a variety of positive environmental effects.

Because of Connecticut Yankee's location in proximity to the Connecticut River it has advantages for now serving as a site for gas-powered electricity generation. This is because of the need for water in this process. A gas-fired generator could be constructed on an existing parking area on the site and be hooked up to nearby transmission connections. Megawatt capability could probably even be increased to the 750 to 800 Megawatt range and costs were estimated at about $250 million. Two to three years would be required for completion, absent any significant obstacles.

Other factors that might influence the gas-powered reuse would include the delays that might be caused by decommissioning activities conflicting with potential reuse activities, the current owners possible unwillingness to be liable for future issues related to nuclear contamination, and the development of additional electrical generation competition in the state.

Reuse of Rossi Property

This report evaluates the Rossi Manufacturing Site in Higganum, CT for future reuse. In addition to standalone reuse of individual buildings, hypothetical scenarios for reuse of the overall property were developed.

Located at the intersection of Route 154, Route 81, and Depot Road, the Rossi Site occupies 4.35 acres. Its present C-1 zone allows for commercial, retail and office uses. While the property had been used for wood product manufacturing, the only building currently in true operation is building number 1, which is used as an office. Utilities available at the site include electric power, telephone service, three on-site wells, and three septic systems.

Following are some hypothetical scenarios for the reuse of the Rossi site. Some of the scenarios refer to each individual building on the site and the others refer to the total site. All of these scenarios are made with the assumption that there are no environmental concerns for reuse of the land or tearing down the buildings and that sewer and water issues may need to be addressed.

First, the site could possibly be transformed into a village green with a retail area, office spaces, and apartments. Retail spaces would be on the first floor and either offices or apartments on the second floor. A supermarket could be built as well as a variety of eateries. A second possibility is for a park area, and either a conference center or an inn/bed & breakfast. Finally, the property could also be an arts and crafts incubator, business incubator, or a business park.

Regional Tourism

This report addresses tourism opportunities in Haddam and the surrounding towns of East Haddam and Chester, as well as their relationship to the nearby Connecticut River.

Haddam, East Haddam and Chester offer countless tourism opportunities. Many of these opportunities involve the Connecticut River, which is easily accessible from all three towns. Haddam offers an abundance of natural resources and beautiful scenery, vast recreational activities, historical sights, festivals, shopping/antiquing, and unique restaurants. East Haddam and Chester are conveniently located near Haddam and offer complementary tourist attractions. Both towns have historical sights, cultural attractions, recreational activities, and opportunities for shopping and antiquing. Overall, the Haddam region offers a mosaic of tourism venues for groups with interests ranging from the outdoors to historical sights to cultural locations and much more.

Industrial Parks and Other Development Sites

Industrial parks can be an important part of Haddam's future development. Industrial or business parks provide a critical mass of businesses and, thus, can become a magnet for attracting additional companies to town. Because of Haddam's location along Route 9, a light industrial or office park would be in an ideal location to support other businesses throughout Middlesex County.

Four (privately owned) locations have been identified as excellent opportunities for business or industrial park sites in Haddam, including an approximately 100 acre site off of Route 81, a site nearby Route 82 with about 130 acres, Mattabesset Commons on Route 154, and a 67 acre site on Beaver Meadow Road. Opportunities exist for business, office or light industrial uses depending on the site.

Other development sites offer opportunities for professional offices, incubator space, resort use, recreation, a golf course, senior living, a visitors center and boat works, a teen center and a senior center.

Incentives

While incentives are one tool for attracting developers and businesses to town, they are just one aspect of what is considered when selecting a location. Haddam needs to evaluate each request for incentives on an individual basis, considering how key the location involved may be, the type of development or business, how it fits with the Town's Economic Development Strategic Plan and the Visions for Tylerville and Higganum Center, and the short and long-term benefits to the Town.

Incentives should be customized from a menu including real property tax abatements, low-cost loans, grants, training and hiring support, state tax credits, infrastructure assistance and Brownfield cleanup assistance.

Next Steps

In order to encourage economic development in Haddam, the following action steps are necessary:

Rossi Site Reuse

This site offers a host of opportunities in terms of redevelopment, ranging from individual building reuse as incubator space to converting the entire site to a conference center and inn, or retail and residential use.

To expedite these options it is first necessary to completely understand the environmental conditions and what, if any, remediation is needed. Then, working with the existing owner, a developer must be sought who would undertake some combination of the potential reuse options.

Connecticut Yankee

It is in the Town's best interests to encourage reuse of the site as a gas-powered electric generation plant. Other factors that might influence the gas-powered reuse include the delays that might be caused by decommissioning activities conflicting with potential reuse activities as well as the current owners possible unwillingness to be liable for future issues related to nuclear contamination.

Village Centers

Design guidelines established for Higganum Center and Tylerville need to be implemented. A task force needs to be established for each of these village centers to manage the implementation of the vision recommendations.

Retail

Encourage development of a shopping center near a Route 9 exit that might contain a medium size supermarket, a medium size hardware store, an insurance agency, a bakery and other businesses. Support the development of one "destination" restaurant and several others.

Incubators

Create an incubator site for small or start-up businesses (such as software firms, high-tech firms, arts/crafts artisans and home businesses that need more space) which would allow *flexibility* in amount of space needed and lease term. Such a location could be well suited to the Rossi Manufacturing Site, the Connecticut Department of Transportation Highway Garage in Higganum Center, or the Old Scovil Factory Site on Scovil Road Extension.

Tourism and Promotion

Establish a *Task Force* for joint promotion with East Haddam and Chester and develop a trolley / shuttle that would get visitors around all three towns. Develop an *image / theme* that ties together the Haddam mosaic of the river, the area's natural beauty, the State forests, historic heritage, steam railroad, riverboat cruises and other attractions.

Industrial Parks

Encourage creation of a light industrial or business park in Haddam at one of the recommended sites that would house small suppliers, light manufacturers or professional and high-tech firms in support of larger manufacturers and other businesses in Middlesex County.

Marketing Plan

Develop a *marketing plan* to identify potential audiences, and techniques to market to them and attract them to Haddam. This plan would focus on business and development attraction as well as tourist attraction. This is especially critical since there is a very large amount of potential new development and business that has been identified in the preceding reports included in this summary.

Public Relations

While all the above recommendations are underway, it makes a great deal of sense to continue the public relations campaign begun several years ago to help establish a positive public image for Haddam. A starting point would be to publicize the Visitors Center and boat works in process in Tylerville.

2. INTRODUCTION AND BACKGROUND

Haddam is a small town located in the Lower Connecticut River Valley with a population of about 7,000. Since the opening of the Connecticut Yankee Nuclear Power Plant in the 1960's, Haddam had heavily relied on the tax revenue from the plant (since it represented roughly half of the town's tax base) to fund local government operations. Because of this large tax revenue, the town had not actively sought additional development.

In 1995, with 12 years remaining on the operating license for the power plant, Haddam formed its Economic Development Commission (EDC) with the goal of diversifying the town's tax base over the remaining years of the power plant's license. Not only has the Haddam EDC focused on increasing business development, but it also has involved itself in related tourism, arts, and infrastructure areas where there was potential for economic development. However, in 1996, the premature closing of the power plant, also Haddam's largest employer, resulted in the loss of approximately 400 jobs, as well as the substantial tax base it represented.

In September, 1997, the Economic Development Administration, U. S. Department of Commerce, awarded the Town of Haddam an Economic Adjustment Assistance Grant to develop an economic adjustment strategy to respond to the economic impacts of the closing of the Connecticut Yankee Nuclear Power Plant.

Implementation of this Economic Adjustment Assistance Grant covered many fronts, including analysis and evaluation related to:

- Development of Village Centers
- Incubator Development
- Water Service Infrastructure
- Connecticut Yankee Closing, Decommissioning and Potential Reuse
- Reuse of Rossi Property
- Regional Tourism
- Industrial Parks and Other Development Sites

Additionally, complementary activities had been underway or completed prior to the grant award. These activities are included in this economic summary report since they form a comprehensive and positive statement of the Town's economic direction when taken together with the other work which has been accomplished under the grant.

3. STRATEGIC ECONOMIC DEVELOPMENT PLAN

MBIA Bartram & Cochran, a Hartford based Economic Development Consulting firm, was engaged by the Town of Haddam to create a Strategic Economic Development Plan to:

- Enhance economic activity and the tax base, while maintaining the quality of life and the rural nature of the town; and
- Provide jobs for residents and generate new tax revenues for the town.

Step One of this assignment included the Analysis and Evaluation of existing data, as well as the development of new information and feedback on ideas from conducting information interviews. Interviews were held with key individuals in both the public and private sectors in both Haddam and the region. In addition, using an Econometric Model, a determination was made of what retail sectors are needed and sustainable in Haddam.

From all the above information MBIA Bartram & Cochran determined, in Step Two, the following Strategic Focal Points for Haddam's economic development:

- Regional Tourism (including Eco-tourism) and Promotion
- Retail Development
- Lodging
- Business Incubator Space
- Home Business
- Industrial Parks
- Office Space

Key Opportunities and Targets in support of these focal points would include:

Tourism and Promotion

- Establish a *Task Force* for joint promotion with East Haddam and Chester and develop a trolley / shuttle that would get visitors around all three towns.

- Develop an *image / theme* that ties together the Haddam mosaic of the river, the area's natural beauty, the State forests, historic heritage, steam railroad, riverboat cruises and other attractions.

- Promote eco-tourism, including revitalizing Higganum Cove and the Higganum Center area.

- Put signs on Route 9 identifying "Scenic Route 154," Tylerville and Higganum Center, associated with the appropriate exits. Establish scenic overlooks along Route 154.

Retail

There is significant retail potential for the businesses identified below, as well as others. Therefore:

- Consider development of a shopping center near a Route 9 exit that might contain a medium size supermarket, a medium size hardware store, an insurance agency, a bakery and other businesses.

- Support the development of one "destination" restaurant and several others.

Lodging

- On Route 82 near Tylerville Center, create a small hotel (inn) / conference center, with a restaurant, and potentially some retail, that might have a Victorian design and would be tied to the image / theme developed for Haddam. This would be *one* of the ways to tap into the traffic going to/from East Haddam.

Incubators

- Create an incubator site for small or start-up businesses (such as software firms, high-tech firms and home businesses that need more space) which would allow *flexibility* in amount of space needed and lease term.

  Such a location could be well suited to the Rossi Manufacturing Site in Higganum Center, the Connecticut Department of Transportation Highway Garage on Candlewood Hill Road near the intersection of Route 154 and Route 81, or the Old Scovil Factory Site on Scovil Road Extension.

- Use an available building in town to create a crafts/arts incubator where space would be available to artisans at a low cost and where tourists could go to not only buy their wares, but also to see them actually made. Again, the three sites identified above would be well suited and well located for this activity.

Industrial Parks

- Create a light industrial park in North Haddam that would house small suppliers and light manufacturers in support of larger manufacturers and other businesses in Middlesex County.

Next Steps

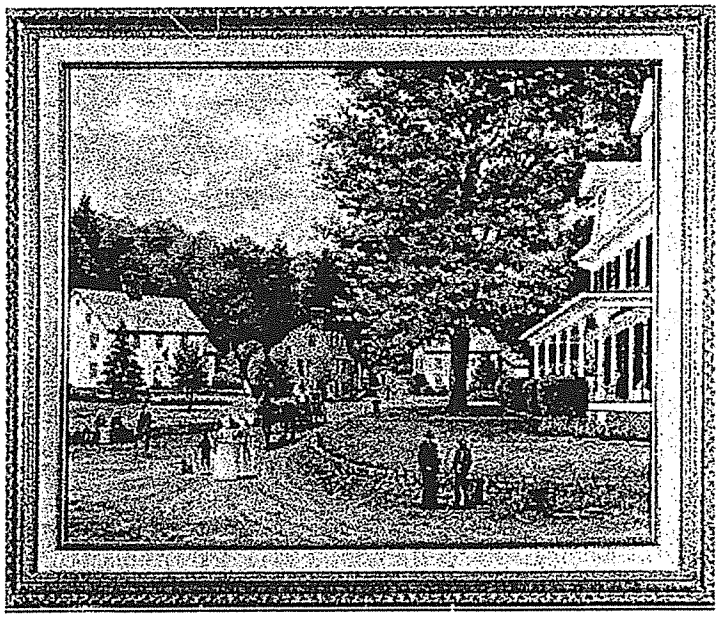
The next steps to take place include Step Three—developing the *image/theme* for Haddam with which to orient the marketing of the town; and, then Step Four—development of the *marketing plan* to identify potential audiences and techniques to market to them and attract them to Haddam. These steps will facilitate Implementation of the proposed *Opportunities / Targets* which support the *Strategic Focal Points*.

A complete copy of the Strategic Economic Development Plan is included in the Appendix.

TOWN OF HADDAM

ECONOMIC DEVELOPMENT COMMISSION

VILLAGE CENTER DESIGN CONCEPTS



JULY, 1999

INTRODUCTION

PLANNING FOR ECONOMIC DEVELOPMENT IN HADDAM

The guiding philosophy behind this planning effort is that well considered, creative town planning and healthy economic development are compatible goals. In fact, good design may create economic development, and should be used as a tool to harness the economic power of development to achieve the desired results. We are fortunate to live in a town and a region which are noted for their historic charm and natural beauty. A well thought out plan which addresses aesthetic improvents to the "built environment", as well as the underlying market realities, will not only protect the character of the town, but can be used as a tool to enhance it.

There are varying opinions of the need for economic development as it is perceived in Haddam. The loss of tax revenue from the now-decommissioned Connecticut Yankee Nuclear Power Plant (CY) has caused a substantial increase in the tax burden to town residents. The only new business venture which will be of a magnitude to replace CY as a taxpayer is the proposed gas fired turbine plant on the CY site. Haddam's property tax rate is, today, comparable to those of neighboring towns. Thus, increases to the tax base could bring Haddam's tax rate lower than those of surrounding towns. It is imperative for any analysis of the opportunities for economic development in Haddam to also be sensitive to both the historic and bucolic nature of the town.

Haddam offers unique opportunities for the creation of new business, given its proximity to the Connecticut River, the Goodspeed Opera House, Camelot Cruises, the Valley Railroad, and the excellent access to Connecticut Route 9 expressway. These existing characteristics have served as a springboard for the planning concepts. Additional input was sought and considered from a variety of sources, including the business community, the property owners, the Planning and Zoning Commission and the citizens who participated in the public hearings that were held during the past two years.

The purpose of this study is to create development plans for the two commercial centers of Haddam--the Villages of Higganum and Tylerville--and to assure that future development is compatable with Plan of Conservation and Development.

The Haddam Economic Development Commission began its studies of the village centers after conducting a brief, but enlightening community survey of all residents and selected businesses.

The first planning study was prepared by Bartram & Cochran and dealt with the economic viability of the villages and the town in general. Some of the conclusions and recommendations from that study included the need to develop a clear image of the town and its village centers.

To enhance the economic condition of the centers, the Economic Development Commission engaged local architect Steven Rocco to create proposed design visions for the major village centers in Higganum and Tylerville.

HIGGANUM VILLAGE CENTER

Higganum Village circa 1800 was the center of most economic activity due to the abundant water power in the area. Higganum Landing was a natural cove and well-suited to development as a river port.

Higganum now contains the town's traditional village center, which still serves as the shopping and civic center for the town. In this area, there is the central fire station and village green with its war veteran memorial and a newly constructed gazebo. There is also in this area a grocery store, hardware store, banks, pharmacy, gift shops, post office, package stores, restaurants and other retail establishments.

The center contains architecturally compatable older buildings, as well as contemporary structures.

The area contains state highways with excessive pavement widths which detract from the "Village" character and discourage pedestrian traffic between the opposite sides of the streets.

To be the type of village that people generally prefer, Higganum Center needs to be more pedestrian friendly. This entails reducing the dominance of cars in the Village and designing safe and pleasant routes and spaces for people by paying attention to details, such as sidewalks, curbing, landscaping, paving materials, street lamps, and benches. On street parking will cause people to slow down when driving through town, and replace some of the parking being eliminated from in front of commercial buildings. By carefully filling in the gaps in the streetscape, Higganum would become more visually attractive, and by reducing the width of the streets and the intersection of Saybrook and Killingworth Roads, it would become less forbidding for pedestrians to cross to the shops on the other side.

The Veterans Memorial Park situated in the triangular parcel of land between Candlewood Hill and Saybrook Roads, with the new Gazebo and bandstand, is a good and appropriate location for special events. It is the dramatic focal point of Haddam's most well attended annual event, the Memorial Day Parade. This land was formerly the location of the Union School and a stone monument commemorates this fact, but the space does not function as a traditional green as it is remote and difficult for pedestrians to reach from the village center.

There are many measures which can be taken to improve the character and utility of Higganum Center. The specific measures are depicted on the "Proposed Design Concepts for Higganum Center" and the action items necessary to effectuate the vision plan are:

1. The Town should take the appropriate action to rezone and replan the vacant industrial parcel at the head of Killingworth Road, known as the "Rossi" site, and create a true Village Green, surrounded by mixed residential and commercial space. The site may need some environmental remediation, but provides the town with an opportunity to create an outdoor community meeting place, more intensive commercial activity, and a visual focal point at the termination of Killingworth Road, such as a clocktower or statue.

2. Reduce the width of Killingworth Road as it intersects with Saybrook Road and create an intersection with defined right turns.

3. Create a strategy to provide adequat water supply and sewage disposal.

4. Create on-street parking on both sides of Killingworth Road.

5. Define curb cuts and access to parking for commercial buildings, install curbs and sidewalks throughout the Village and landscape between curbs, sidewalks and buildings.

6. Realign Candlewood Hill Road at Saybrook Road to create a perpendicular intersection.

7. Imrpve the existing connecting road from Candlewood Hill Road to Saybrook Road across the north edge of Veterans Memorial Park.

8. Create a new connecting drive from the Country Market/Bank parking lot to the Brookside Shopping Plaza, which will serve the new parking areas behind the existing row of buildings on Killingworth Road.

9. Create a new playground to complement the horseshoe pits, create a walkway, add benches, trees and pedestrian scaled street lamps to encourage the use of center by more people.

10. Establish a "building alignment line" to which all new buildings shall be built in order to create a more continuous street facade.

11. Locations of new buildings should reinforce the identity and character of the village.

12. Consideration should be given to restoring the Grange Building to its original design.

13. A greenbelt pathway should be created from the Higganum Reservoir and the adjacent park through the village along the Ponsett Brook and to Higganum Cove.

14. Establish a part of the Higganum Cove Park on the former Firsmar site, after the environmental clean-up of the site.

15. Convert the current fire house, which is to be replaced with a new central fire station, to a senior citizen recreation center.

16. Due to its architectural style as an example of early Haddam industrial construction, convert the current Connecticut Department of Transportation maintenance garage, which is to be turned over to the Town of Haddam, to an Arts and Crafts Center or Farmer's Market.

17. Establish the limits of the area to be developed as the village center.

18. Prepare and enact zoning regulations which would govern building sizes, locations, uses, heights, building line setback limits and parking requirements.

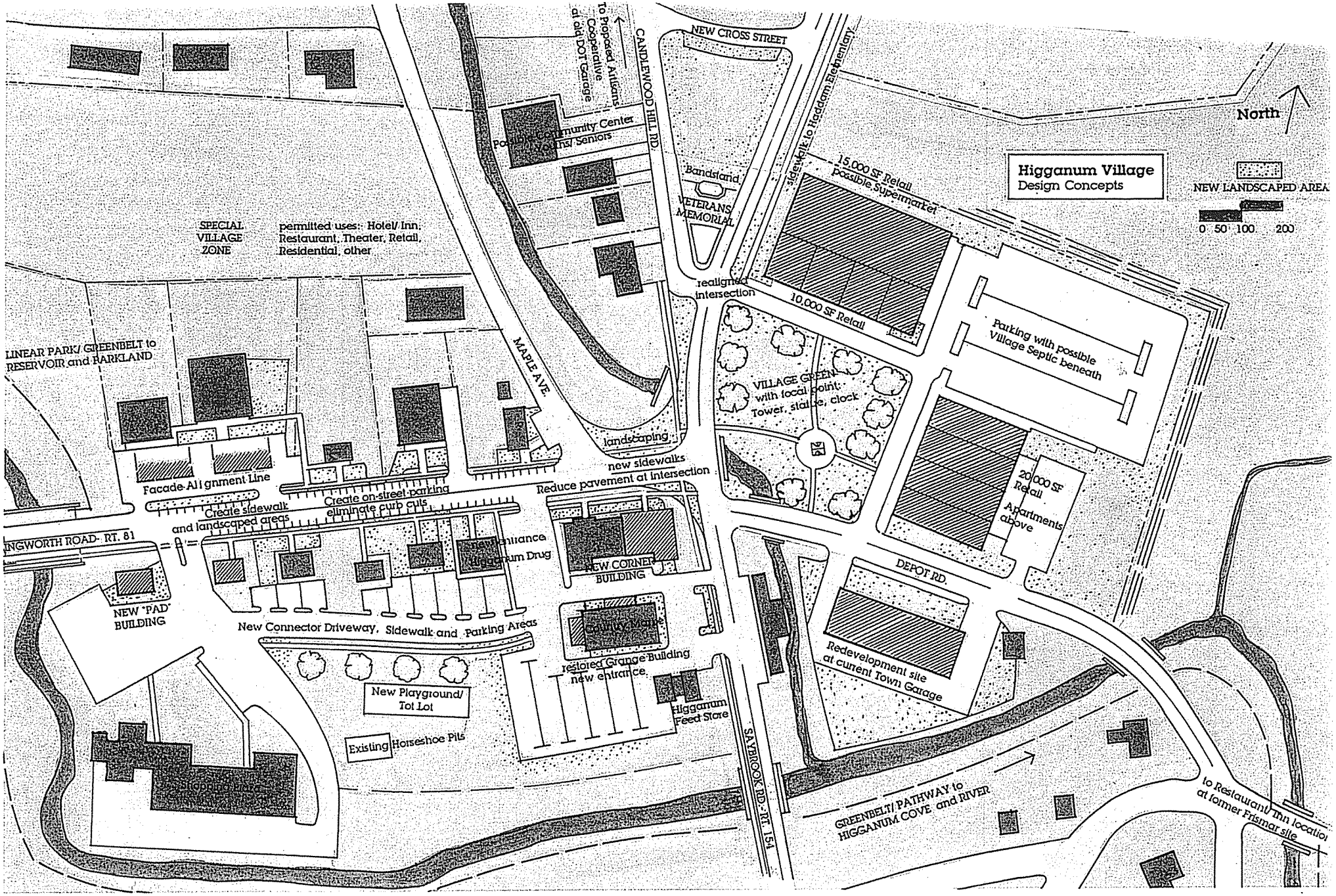
19. Establish design guidelines for construction and reconstruction in the village center.

20. Develop a plan for reduction of pavement widths and insection improvements in order to permit on-street parking and recreation of the "Village" atmosphere.

21. Pursue grants for "Brownfields Revitalization" of the former Rossi Lumber Company site, the present Connecticut Department of Transportation maintenance garage and the Town of Haddam Public Works Garage.

22. Create a facade improvement program for renovation of existing street frontage.

23. Develop an outreach program to entice new businesses and developers to create new uses in accordance with the vision plan.


Higganum Village
Design Concepts
North
NEW LANDSCAPED AREA
0 50 100 200
NEW CROSS STREET
CANDLEWOOD HILL RD.
to Proposed Artisans Cooperative at old DOT Garage
Possible Community Center Youths/ Seniors
Bandstand
VETERANS MEMORIAL
sidewalk to Haddam Elementary
15,000 SF Retail
Possible Supermarket
realigned intersection
10,000 SF Retail
Parking with possible Village Septic beneath
VILLAGE GREEN with focal point: Tower, statue, clock
20,000 SF Retail
Apartments above
DEPOT RD.
Redevelopment site at current Town Garage
SPECIAL VILLAGE ZONE
permitted uses: Hotel/ Inn, Restaurant, Theater, Retail, Residential, other
LINEAR PARK/ GREENBELT to RESERVOIR and PARKLAND
MAPLE AVE.
landscaping
new sidewalks
Reduce pavement at intersection
Facade Alignment Line
Create sidewalk and landscaped areas
Create on-street parking eliminate curb cuts
NGWORTH ROAD - RT. 81
new entrance Higganum Drug
NEW CORNER BUILDING
NEW "PAD" BUILDING
New Connector Driveway, Sidewalk and Parking Areas
Country Mart
restored Grange Building new entrance
New Playground/ Tot Lot
Existing Horseshoe Pits
Higganum Feed Store
SAYBROOK RD. - RT. 154
GREENBELT/ PATHWAY to HIGGANUM COVE and RIVER
to Restaurant/ Inn location at former Frisnar site

TYLERVILLE VILLAGE

Tylerville Village Center was originally the site of extensive ship building and ship repair yards, in addition to serving as an active seaport.

The first sailing vessel was built in 1734 and shipbuilding continued through the early 1800's. The seafaring tradition has continued to this date, yet on a more limited basis, as this area is the location of Camelot Cruise Lines, which carries passengers on daily and weekend cruises on Long Island Sound, as well as serving as the base for special parties and receptions. The Andrews Marina at Harper's Landing is also located in this area.

The Tylerville area also includes relatively new commercial development in the nature of a neighborhood shopping center, retail shops, gasoline service stations, restaurants and the reconstructed Merchant House gift shop. At the juncture of Connecticut Route 82 and the Valley Railroad, is the retail store and gift shop in the renovated Goodspeed Station.

The abundance of vacant land and/or underused parcels of land with the heavily travelled scenic Route 154 and Route 82 and with one of the few bridges connecting the east and west sides of the Connecticut River provides an opportunity to create new economic activity based on the tourist trade.

The village contains some architecturally compatable older buildings which have been maintained and retain their functional utility. There are, for instance, several of the Tyler "Sea Captain" homes still existing in the area.

Tylerville has great potential as a tourist destination and the vision plan builds on this potential. Action should be taken to promote the development of Tylerville in accordance with the vision plan, which suggest the following courses of action:

1. Determine the need, options and funding sources for public water supply and sewage disposal.

2. Create a new street from Saybrook Road to Bridge Street, as depicted on the "Proposed Design Concepts for Tylerville Center".

3. Establish a building "Alignment Line" to which all new bui8ldings shall be built, in order to create a more continuous street facade.

4. Create an attractive River Valley Tourist Information Center as well as public bathrooms on the site of the former Connecticut Department of Transportation garage, which is to be staffed at least during the summer months.

5. Facade improvements should be encouraged for building in the zone which are not consistent with the character of the rest of the district.

6. New building areas, or "pads" should be identified where such building will help to fill in the streetscape or help to shield other buildings which are set back further and are thus not in keeping with the village image.

7. Sidewalks should be built along both sides of Bridge Street. Sidewalks should extend on both sides of Saybrook Road along the full length of commercial activity.

8. A lightweight pedestrian walkway should be added to the south side of the Swingbridge to help connect Tylerville and Goodspeed Land. The towns should continue to pursue this goal with Connecticut Department of Transportation.

9. Common parking areas should be established, where possible, to the sides and rears of businesses.

10. Signage regulations should be adopted which will keep the desired character of the district.

11. Support the creation of a train station at Bridge Street for the Valley Railroad.

12. Develop other transit links to surrounding tourism attractions.

13. Encourage the development of an inn and conference center on the bluff over-looking the Connecticut River.

14. Establish the limits of the area to be developed as the village center.

15. Prepare and enact zoning regulations which would govern building sizes, locations, uses, building line setback limits, and parking requirements.

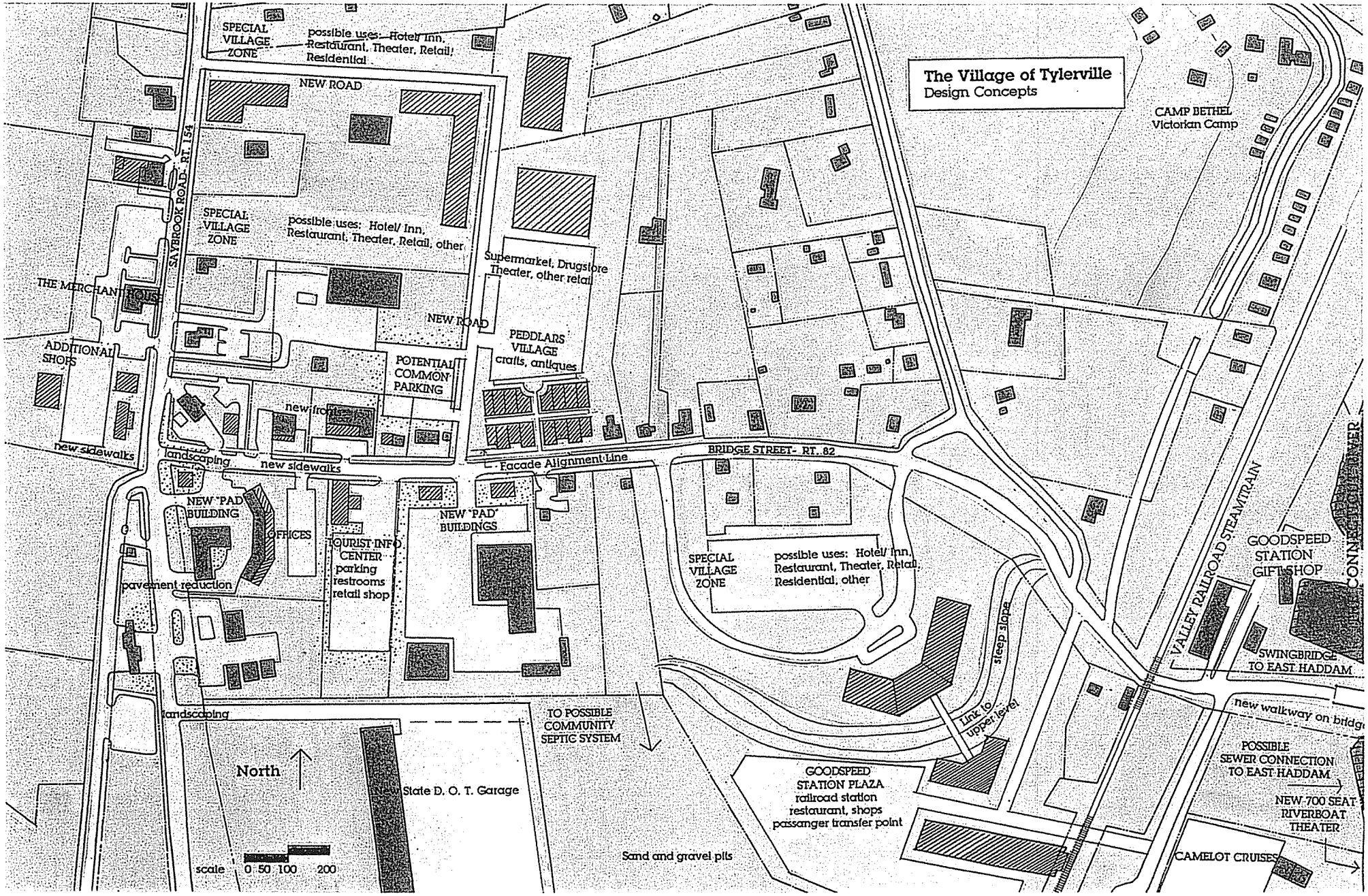
16. Establish design guidelines for construction and reconstruction in the village center.

17. Adopt a strategy to provide an adequate water supply and a sewage disposal system for expansion and new commercial development.

18. Develop a plan for street improvements, such as lanterns and sidewalks with street furniture to create a "Village" architectural atmosphere.

19. Create a facade improvement program for renovation of existing street frontage.

20. Develop an outreach program to entice businesses and developers to create new uses in accordance with the vision plan.


The Village of Tylerville
Design Concepts
SPECIAL VILLAGE ZONE
possible uses: Hotel/ Inn, Restaurant, Theater, Retail, Residential
NEW ROAD
SAYBROOK ROAD- RT. 154
SPECIAL VILLAGE ZONE
possible uses: Hotel/ Inn, Restaurant, Theater, Retail, other
Supermarket, Drugstore Theater, other retail
THE MERCHANT HOUSE
NEW ROAD
PEDDLARS VILLAGE
crafts, antiques
ADDITIONAL SHOPS
POTENTIAL COMMON PARKING
new fronts
new sidewalks
landscaping
new sidewalks
Facade Alignment Line
BRIDGE STREET- RT. 82
NEW PAD BUILDING
OFFICES
TOURIST INFO CENTER
parking
restrooms
retail shop
NEW PAD BUILDINGS
pavement reduction
SPECIAL VILLAGE ZONE
possible uses: Hotel/ Inn, Restaurant, Theater, Retail, Residential, other
CAMP BETHEL
Victorian Camp
GOODSPEED STATION GIFT SHOP
VALLEY RAILROAD STEAMTRAIN
CONNECTICUT RIVER
SWINGBRIDGE TO EAST HADDAM
steep slope
Link to upper level
landscaping
TO POSSIBLE COMMUNITY SEPTIC SYSTEM
new walkway on bridge
POSSIBLE SEWER CONNECTION TO EAST HADDAM
NEW 700 SEAT RIVERBOAT THEATER
North
New State D. O. T. Garage
GOODSPEED STATION PLAZA
railroad station
restaurant, shops
passanger transfer point
Sand and gravel pits
CAMELOT CRUISES
scale 0 50 100 200

5. INCUBATORS

Incubator sites provide an excellent environment for small or start-up businesses such as software firms, high-tech firms and home businesses that need more space. Incubators do this by allowing flexibility in terms of space needed (providing as little as 100 square feet to several thousand square feet), lease term (which can be month to month or a fixed, longer duration) and lease rate (generally very inexpensive). Providing a business this flexibility in its early development stages encourages its growth. Then, as the business grows and prospers, the lease rate can increase and the lease term made more specific.

Incubators often utilize vacant industrial sites that no longer are best suited to manufacturing or related uses. These sites may be developed and managed by either private companies or public entities. Local governments or economic development corporations frequently acquire these facilities, renovate them and offer them to small and start-up businesses in order to encourage business growth. Successful businesses then either expand within the incubator or eventually seek more traditional office or flex space (which also allows light manufacturing/assembly and storage). With the relatively large number of home-based businesses in Haddam, incubators form a logical bridge between working at home and more standard office or flex space.

Three locations have been identified as excellent opportunities for incubator sites in Haddam:

- The Rossi Manufacturing site at the intersection of Route 154, Route 81 and Depot Road
- The Connecticut Department of Transportation Highway Garage on Candlewood Hill Road near the intersection of Route 154 and Route 81.
- The Old Scovil Factory Site on Scovil Road Extension

All of these sites offer the types of buildings that can be utilized for incubators with proper renovation. As with any such development, it is important to first establish that there are no environmental issues that would either make the sites unsuitable or that could not be remediated without undue problems or related costs. All are also generally well-located and accessible.

In addition to the typical incubator site described above, there is an opportunity in Haddam to create a crafts/arts incubator where space would be available to artisans and where tourists could go not only to buy the craft products but also to see them being made. All three sites are very well suited to these purposes. Being right on Route 154, the Rossi site is just slightly better in terms of location since tourists driving on Route 154 would pass right by the site. On the other hand, the Connecticut Department of

Transportation Garage site, as well as the Old Scovil Factory Site, have a certain quaintness and charm which would be a great tourist draw.

8. CT YANKEE CLOSING, DECOMMISSIONING AND REUSE

Closing Connecticut Yankee

Connecticut Yankee Nuclear Power Plant achieved initial criticality in 1967 and began commercial operation in 1968. The nuclear steam supply system was a four loop pressurized water reactor with a thermal power design limit of 1825 Megawatts. The turbine generator was rated to produce 619 Megawatts. After operating for 28 years at an overall capacity factor approximating 70%, the utilities which owned Connecticut Yankee decided, for a number of reasons, to prematurely close the power plant in 1996, with 11 years left on its operating license. These reasons for closure included their being faced with a prolonged shutdown, related to complying with Nuclear Regulatory Commission (NRC) standards and substantial costs to bring the plant up to the regulatory standards.

Defueling was completed in late 1996, with all fuel assemblies being placed into the spent fuel pool for temporary storage. Certification of permanent cessation of operation and removal of fuel was submitted to the NRC near the end of 1996.

Decommissioning

In 1997, Connecticut Yankee Atomic Power Company planned to decontaminate and dismantle the plant, resulting in the timely removal of the existing nuclear plant, in accordance with options acceptable to the Nuclear Regulatory Commission. The determined approach was to result in the prompt dismantlement of the site. Completion remained contingent upon continued access to one or more low level waste disposal sites. Such sites are located in South Carolina and Utah.

This decommissioning plan was expected to result in the decontamination and/or dismantlement of the majority of plant structures and facilities by 2004. The few facilities and structures that have to remain to support spent fuel and specific waste storage were to be decontaminated and/or dismantled after the spent fuel and specific wastes were taken by the Department of Energy.

Activities included in the dismantlement period are:

- Establish site construction power distribution system
- Perform primary systems decontamination
- Perform asbestos abatement program
- Separate the fuel building from the rest of the site's mechanical and electrical systems

- Conduct decommissioning activities including removal of major components, including reactor vessel and internals, steam generators, pressurizer, large bore reactor coolant system piping, and other large components
- Conduct decontamination of facility surfaces, components and piping systems
- Conduct soil remediation, as required
- Ship and properly dispose of all remaining radioactive materials
- Perform comprehensive final status survey to demonstrate compliance with approved site release criteria

The structures and facilities that will remain after the dismantlement period to store the spent fuel and specific waste include:

- The spent fuel building and the systems necessary to accomplish fuel cooling; modifications were to be made early in the decommissioning process to permit the spent fuel building and its fuel cooling system to operate independently from the rest of the site
- Support facilities including a control room, a security access point, and related work areas
- A security perimeter including a security fence and a monitoring system

The cost estimate for decommissioning had been determined to be $426.7 million (in 1996 dollars). Decommissioning should also result in the following positive environmental effects:

- Radiologic sources that create the potential for radiation exposure will be eliminated
- The site should be in a condition acceptable for unrestricted use
- The thermal impact on the Connecticut River will be eliminated
- Noise levels will be reduced
- Hazardous materials and chemicals will be removed
- Local traffic will be reduced

Reuse

Because of Connecticut Yankee's location in proximity to the Connecticut River it is especially advantageous for now serving as a site for gas-powered electricity generation, because of the need for water in this process. It would apparently be possible to construct a gas-fired generator on an existing parking area on the site and readily connect this to nearby transmission connections to complete the process. Megawatt capability could probably even be increased to the 750 to 800 Megawatt range. Such a facility might cost in the range of $250 million and take two to three years to complete (including up to 18 months just for construction), if there were no significant obstacles that surfaced.

Other factors that might influence the gas-powered reuse would include the current owners possible unwillingness to be liable for future issues related to nuclear contamination, the development of additional electrical generation competition in the

state, and the delays that might be caused by decommissioning activities conflicting with potential reuse activities.

9. REUSE OF ROSSI PROPERTY

Introduction

This report evaluates the Rossi Manufacturing Site in Higganum, CT for future reuse. First, the property was analyzed as a whole and then each of the buildings located on the site was addressed separately with standalone reuse potentials identified. Finally, several hypothetical scenarios for reuse of the overall property were developed. A summary of the individual building and overall property characteristics, including potential reuse, is attached at the end of this section (see Exhibit 9 – 2).

Property in total

The Rossi Site occupies 4.35 acres and is located at the intersection of Route 154, Route 81, and Depot Road. Its present zone, C-1, allows for commercial, retail and office uses. The property had been used for wood product manufacturing. Currently, the only building in true operation is building number 1, which is used as an office. The utilities available at the site are electric power, telephone service, three on-site wells, and three septic systems.

The seven individual buildings located on the site (see Exhibit 9 – 1 on the next page) range from appraised building values of $127,500 to $383,830 (for the major buildings). They are currently or were formerly spaces for office, vehicle repair, or light to heavy manufacturing. Some of the buildings have recently been renovated and remodeled, and others have not yet been restored leaving them extremely deteriorated. The asking price for the entire property has been approximately $1,500,000.

Description of individual buildings

The Rossi Manufacturing Site consists of a number of individual buildings and sets of buildings. They include an office, grey building, garage/shed/boiler, pallet shop, green metal building, kilns, and green shed building. Each of these buildings (referred to on the existing site plan) is described, then evaluated for reuse.

Building #1 (includes #1A and #1B)

This brick office building was built in 1920 and then renovated and completely remodeled in 1997. It occupies 2,000 square feet and consists of a new and improved conference room, an outside lower level parking area, and rest room facilities. In addition to the building and parking area, there is a separate basement and storage area and two storage sheds that are both 1,680 square feet.

The assessor valued the land area of the entire complex and building #1 in 1991 at $131,110 and $284,260, respectively. Since then, the building has been depreciated for tax purposes by fifty percent of the original assessed value and the assessor tax valuation is $111,440. In addition, each of the two nearby sheds have an assessor building value of $10,090 (which was adjusted down by 29%) and an assessor tax valuation of $5,040.

The first floor of the building contains hardwood and carpeted floors and the basement level is concrete. This office space has air conditioning, an oil fired steam heating system, well/water supply, and a septic system. This building can remain as is or be torn down, if needed for other uses. Potential reuse would be for office use.

Building #2

This office/storage building constructed out of wood and brick was built in 1920 and then renovated and remodeled in 1980. This building occupies 4,486 square feet and is in good condition with concrete floors. It was previously divided into separate office spaces.

The assessor valued the building in 1991 at $196,360. Since then, the building has been depreciated for tax purposes by thirty percent of the original assessed value and the assessor tax valuation is $96,250.

This office space has air conditioning, an oil fired steam heating system, well/water supply, men's and women's rest rooms, and a septic system. This building could possibly be used as an arts and crafts incubator or a business incubator.

Building #3 (includes #3A)

This brick building built in 1900 occupies 9,000 square feet. It consists of three different sections; a division for light manufacturing such as hardwood finishing, a vehicle repair shop with large overhead doors, and an oil fired steam boiler room (contains boiler for heating buildings #1-5).

The assessor valued the building in 1991 at $383,830. Since then, the building has been depreciated for tax purposes by fifty-five percent of the original assessed value and the assessor tax valuation is $120,890.

Building #3 contains rest room facilities, an oil fired steam heating system, no air conditioning, all concrete floors, and adjacent parking spaces. Each of the three sections of the building have the possibility of being isolated and formed into completely separate divisions. The building can also be reused as a storage unit (except for retaining the boiler, which depends on the buildings that are to be reused and the overall use for the site).

Attached to building #3 is a 1,200 square foot block storage building, #3A. It also has the potential of being reused for storage.

Building #4 (includes #4A)

This metal clad building, largest of the seven, has an area of 9,600 square feet and a ceiling estimated at eighteen feet high. This building was constructed in 1950 and used for manufacturing wooden storage and shipping pallets. It is a useful space because of its high open ceiling areas and does not include any interior posts or columns.

The assessor valued the building in 1991 at $316,130. Since then, the building has been depreciated for tax purposes by fifty percent of the original assessed value and the assessor tax valuation is $110,670.

This building has deteriorated over the years due to its lack of renovation. It contains rest room facilities, an oil fired steam heating system, no air conditioning, and all concrete floors. This building could possibly be used as a health club, perhaps with tennis courts, or other athletic facilities due to its high ceilings. Storage could also be a potential reuse.

Across from building #4, near Depot Road, is a pole shed (#4A). It was constructed in 1920 and occupies 3,000 square feet. The assessor valued the building in 1991 at $14,700. Since then, the building has been depreciated for tax purposes by fifty percent of the original assessed value and the assessor tax valuation is $5,180. There is a possibility for this building to either be reused as a storage unit or else torn down if other uses are needed.

Building #5

This metal clad building, built in 1985, was used for manufacturing as well. It occupies 7,200 square feet and has an estimated twenty-four foot high ceiling. Its previous use was for sorting wood and storing it before shipping.

The assessor valued the building in 1991 at $218,850. Since then, the building has been depreciated for tax purposes by twenty-three percent of the original assessed value and the assessor tax valuation is $66,050.

This building has concrete floors, an oil-fired steam heating system, and contains a large overhead crane. In order to make use of the building's height and open ceiling areas the crane must be removed. There is a possibility for this building to either be reused as a storage unit or else torn down if other uses are needed.

Building #6 (includes #6A)

These cinder block buildings, #6, were constructed in 1979 as a heavy manufacturing site. They occupy 13,050 square feet and were formerly used as steam drying kilns for drying lumber before packaging to ship. Along with many large overhead doors, an office area that includes the computerized monitoring equipment for the kilns is located in the main building. There is not a listed appraised value of this group of buildings.

This group of buildings would require excessive amounts of repair work due to the extreme deterioration. After repair work done to these buildings, they could serve as automobile, boat, or household good storage. Otherwise, they could be torn down, if needed.

The other group of cinder block buildings, #6A, were also built in 1979 and operated as steam drying kilns for drying lumber before packaging to ship. These buildings occupy 3,318 square feet and have two four door bays without doors.

The assessor valued the building in 1991 at $127,500. Since then, the building has been depreciated for tax purposes by twenty-three percent of the original assessed value and the assessor tax valuation is $68,600

These cinder block buildings would require a great amount of repair work due to their excessive deterioration. After extensive repair work these buildings could serve as storage units.

Building #7

Attached to building #6 is a small building, which is a storage shed. It occupies 1,200 square feet. There is not a listed appraised value of this building. This building could serve as a storage unit or be torn down if needed for other uses.

Hypothetical Scenarios

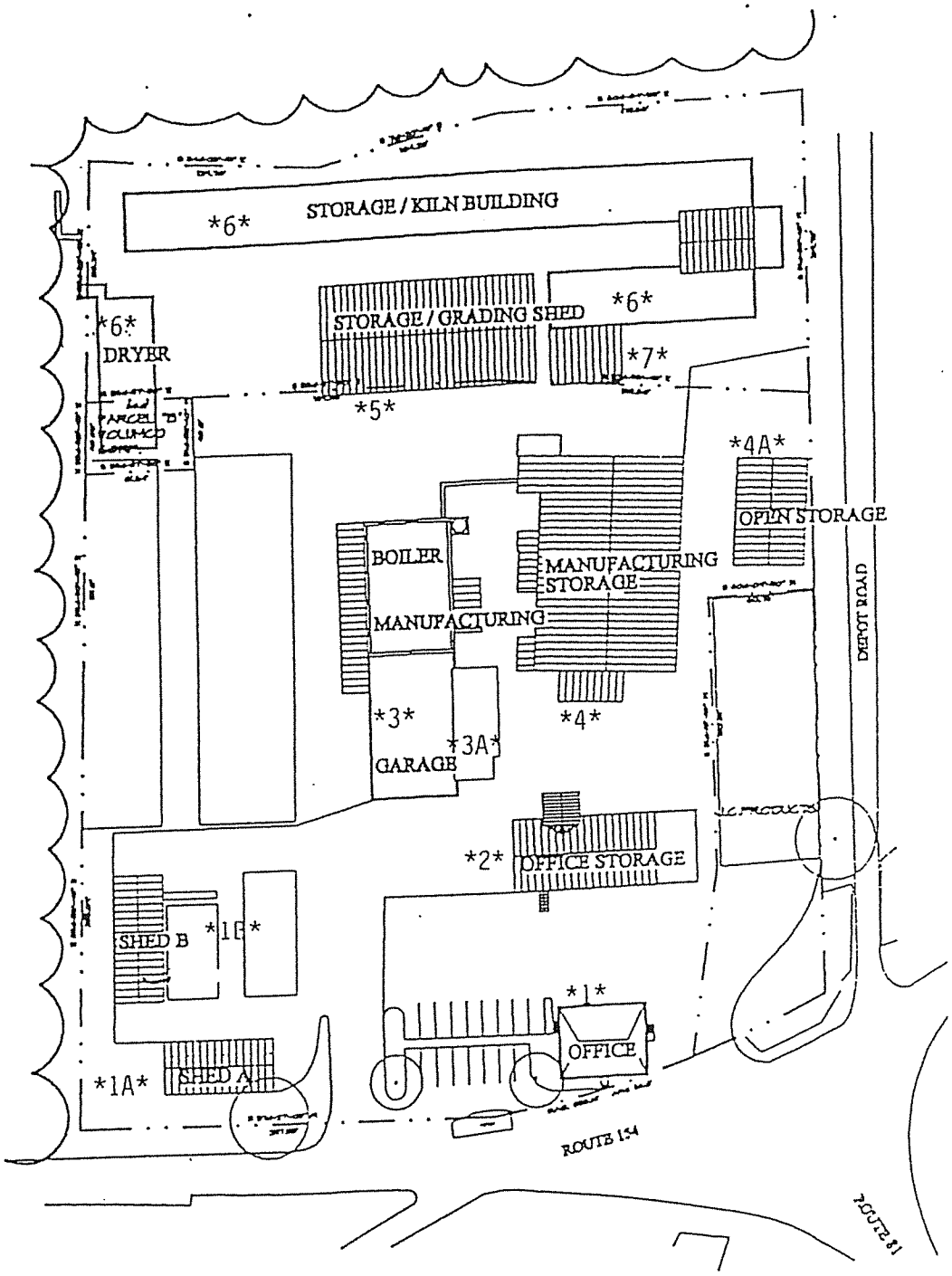
Following are some hypothetical scenarios for the reuse of the Rossi site. Some of the scenarios refer to each individual building on the site and the others refer to the total site. All of these scenarios are made with the assumption that there are no environmental concerns for reuse of the land or tearing down the buildings.

- The 4.35 acres that the Rossi Site occupies could possibly be transformed into a village green, retail area, office spaces, and apartments. The village green would be located in the corner of the site; at the intersection of Route 154, Route 81, and Depot Road. This would occupy close to a quarter of the land and the other three-quarters would be building complexes and parking lots. The two large complexes would have retail spaces on the first floor and either offices or apartments on the second floor.

A supermarket could be built next to or behind an outdoor shopping strip with a variety of eateries. This shopping strip could consist of small retail stores, boutiques, and antique shops. Within the strip could be a fine selection of ethnic restaurants and a delicatessen. Sewage and water issues may need to be addressed to accomplish this.

- A second possibility is for the 4.35 acres to include a park area, and either a conference center or an inn/bed & breakfast. The park would occupy about one-third of the land. Building #1 could be remodeled and used as the conference center or other buildings on the site could be torn down in order to construct a new conference center. Alternatively, other buildings could be torn down allowing space for an inn or bed & breakfast that could be located on or facing the park. Sewage and water issues may need to be addressed to accomplish this.

- The property could also be used as a site for an arts and crafts incubator, business incubator, or a business park. Some of the buildings that are in good condition, such as building #2, could be remodeled for use as these particular incubators or as office buildings. The other existing buildings that are too small or too deteriorated for reuse would be torn down and completely rebuilt to accomplish this plan.



EXISTING SITE PLAN

1" = 100' - 0"

Exhibit 9 - 1

ROSSI SITE

Bldg. #	1	1A	1B	2	3	3A	4
Year Constructed	1920	1975	1975	1920	1900		1950
Latest Renovation	1997			1980			
Assessor Map#	14A-1-1			14A-1-1	14A1		14A1
Assessor Lot #	5A			5A	5A		5A
Building Area (Sq. ft.)	2,000	1,680	1,680	4,486	9,000	1,200	11,000
Assessor Land Value (1991)	$131,110						
Assessor Bldg. Value (1991)	$284,260	$10,090	$10,090	$196,360	$383,830		$316,130
Depreciation Factor(%)	50	29	29	30	55		50
Assessor Tax Valuation	$111,440	$5,040	$5,040	$96,250	$120,890		$110,670
Description	office	pole shed	pole shed	grey building	garage/shed/boiler	block storage building	pallet shop
Floor	hardwood/carpet/concrete	concrete	concrete	concrete	concrete	concrete	concrete
Roof	asphalt shingle			asphalt shingle	asphalt shingle		metal
Type of Heat	oil fired steam			oil fired steam	oil fired steam		oil fired steam
A/C	yes			yes	no		no
Plumbing	lavatory/water closet			lavatory/water closet	lavatory/water closet		lavatory/water closet
Exterior Walls	brick			brick/wood	brick		metal clad
Septic System	yes			yes			yes
Well/Water Supply	yes			yes			yes
Parking Spaces	approximately 8			15+	10+		
Reuse Potential	office space	storage or tear down	storage or tear down	storage	storage	storage	storage/health club or tennis courts

Exhibit 9 - 2

ROSSI SITE

Bldg. #	4A	5	6	6A	7	Overall
Year Constructed	1920	1985	1979	1979		
Latest Renovation						
Assessor Map#		14A1	14A1	14A1		
Assessor Lot #		5A	5C	5B		
Building Area (Sq. ft.)	3,000	7,200	13,050	3,318	1,102	4.35 acres
Assessor Land Value (1991)						$131,110
Assessor Bldg. Value (1991)	$14,700	$218,850		$127,500		$1,561,810
Depreciation Factor(%)	50	23		23		
Assessor Tax Valuation	$5,180	$66,050		$68,600		$588,560
Description	pole shed	green metal bldg.	kilns	dryer	green shed bldg.	
Floor	concrete	concrete	concrete	concrete	concrete	
Roof		metal	asphalt shingle	asphalt shingle		
Type of Heat		oil fired steam				
A/C		no				
Plumbing						
Exterior Walls		metal clad	cinder block	cinder block		
Septic System						
Well/Water Supply						
Parking Spaces						
Reuse Potential	storage or tear down	storage or tear down	car, boat storage or mini storage	storage or tear down	storage or tear down	village green, retail/offices/apartments, supermarket, restaurants, shopping strip; arts & crafts/business incubator & business park; park area, inn, B&B, conference center

Exhibit 9 - 2

10. REGIONAL TOURISM

Introduction

This report addresses tourism opportunities in Haddam and the surrounding towns of East Haddam and Chester, as well as their relationship to the nearby Connecticut River.

Part one of this report includes the current tourist attractions in Haddam. Haddam's attractions include natural resources, outdoor recreation, historical sights, festivals, shopping/antiquing, and restaurants.

Part two of this report includes the regional tourist attractions in East Haddam, CT and Chester, CT. East Haddam's attractions include historical sights such as the Gillette Castle State Park, cultural attractions such as the Goodspeed Opera House, antiquing, and recreational activities. Chester's attractions include historical sights, recreational activities, shopping, dining, and art galleries.

In addition to the existing tourist attractions discussed in Haddam, East Haddam, and Chester, we have developed hypothetical scenarios for a typical day or weekend touring the three towns, visiting historical sights, cultural attractions, shopping areas, and other points of interest.

Tourist Attractions in Haddam, CT

Haddam, CT, known for it's history, beautiful scenery, and small town atmosphere, is a great place for many recreational activities. These activities include:

- Camping
- Hiking
- Horseback riding
- Fishing
- Bird watching
- Hunting
- Boating
- Canoeing
- Picnicking
- Viewing historical sights
- Antiquing
- Festivals
- Biking

A person entering Haddam on Scenic Route 154, which runs parallel to the Connecticut River, can travel 9.2 miles viewing the wonderful surroundings and sights along the road. The route passes through Higganum, Haddam Center, Shailerville and Tylerville. Some of the popular features along the 9.2 mile stretch include: the Haddam Meadows State Park, Mattabesset Trail, Bible Rock Brook, Higganum Green, Higganum Grange, Higganum Feed Store, Higganum Dike, Glockenspeil Restaurant, and Shopboard Rock , which is believed to be the largest free-standing boulder in southern New England. There are many more sights to be seen along or nearby the road such as Haddam Meadows State Park, Hazenhurst Farm Cow Barn, Haddam Green, the Entrance to Field Park, Mill Creek/Connecticut Valley Railroad Bridge, Spencer's Shad Shack, Daniel Tyler House and Barn, Freshwater tidal marsh (supporting a mixture of plant and animal species), Roaring Brook/Clark Creek, Seven Falls, historical buildings and churches, and houses dating back as early as 1691. There is also a breathtaking view of the Connecticut River and Swing Bridge towards the southern end of the route.

Natural Resources/Outdoor Recreation

There are various opportunities in Haddam for people who enjoy the outdoors. The Cockaponset State Forest, which is the second largest state forest in Connecticut, is excellent for fishing, hiking, hunting, picnicking and winter sports. In addition to the Cockaponset State Forest, there are many other outdoor activities offered in Haddam. Fine hiking trails include the Cockaponset Trail and the Mattabesset Trail. Little City Campgrounds provides an excellent locale for camping in the area.

For visitors interested in seeing a 17th century Persian-style knot garden, 18th century style garden, and a topiary garden there is the Sundial Gardens & Tea Room. The gardens feature herbs, boxwood, arbors, shrubs, garden statuary, walkways, and fountains. In addition to the gardens, there is a garden shop that sells herbs and a tea room. Afternoon tea is available on most Sundays from 2:00-4:00 by reservation.

Day and night riverboat rides down the Connecticut River are offered through Camelot Cruises. They range from daytime brunch/lunches and weekend mystery cruises to day and weekend trips. Camelot Cruise line travels to and from Sag Harbor and Greenport Village in Long Island everyday during the summer, excluding Mondays and Fridays, and then only on Sundays up until labor day.

As well as the daily cruises, there are marinas and boat charters in Haddam and Haddam Neck. Three popular marinas are Andrews Marina at Harper's Landing, Delmar Ltd. Midway-Marina and Rock Landing Marina.

Historical Sights

Much of Haddam's history can be scene by taking the scenic Route 154 that passes by over one hundred antique buildings. One of the most well known

historic sights in Haddam is the Thankful Arnold House, built in 1794. This is the home of the Haddam Historical Society and is open seasonally for tours. Some of the other historic sights include:

- First District Schoolhouse, built in 1866 and one of six remaining schoolhouses in Haddam
- Brainerd Memorial Library, one of the only old buildings in Haddam to be designed by an architect
- John Brainerd House, built in 1776 by early settlers and the oldest house remaining in Higganum
- Thomas J. Clark House, built in 1875 and one of the most ornate buildings in Haddam
- Higgies, an old time eatery and roadside drive-in
- Scovil Company Mill No. 4, constructed in 1866-67 as a feldspar mill
- Higganum House Hotel, built in 1868 as a hotel and now a private residence
- Thirty Mile Island Cemetery, the oldest burying ground in Haddam that dates back to 1667
- Jeremiah Hobart House, built in 1691 for the town's first minister
- Smith Ventres House, an 1830 building set with its side on the road
- Pilot House, an eatery that opened in 1945
- Haddam County Jail, built in 1845
- Simon Tyler, Jr. House, built in 1800 by one of the Tylers, who were sea captains
- Maynard's Shad Shack, built in1925
- Old Town Hall, formerly the Brainerd Academy

Festivals

There are several small-town events that take place in Haddam during the year. On Memorial Day a parade and memorial festivities are held at the Town Green. During the Labor Day weekend the Haddam Neck Fairgrounds holds a small town agricultural fair that consists of baked goods, farm animals, exhibits, rides and games. In addition, the Haddam River Days celebration is held in July.

Shopping/Antiquing

Haddam also offers unique shopping opportunities at Higganum Center Village and in the Village of Tylerville. Higganum Center and Tylerville consist of many small shops, craft stores, florists, grocery stores, and restaurants. They are great places to stop by between viewing tourist attractions in Haddam.

In addition to the shopping opportunities at Higganum Center Village and in the Village of Tylerville, antiquing is popular in Haddam. There are two well-known antique shops in Haddam: Hobart House Antiques and Never Say Goodbye, Inc.

Tourist Attractions in East Haddam, CT

East Haddam, also located on the Connecticut River, is across from Haddam and borders Haddam Neck. It is a town containing an extensive amount of history, culture, and natural resources.

Historical Sights

East Haddam is the home of many well-known historical sights. Daily tours are given of the famous Gillette Castle State Park. This castle, built in 1919, was the home of the actor William Gillette and has a beautiful overlook of the Connecticut River Valley. In addition to the tours of the castle, there are hiking trails and picnic areas.

Some other popular attractions in East Haddam are the Amasa Day House, which was a home built in 1876 and is now a museum, and the Nathan Hale Schoolhouse, where Nathan Hale taught.

Cultural Attractions

East Haddam is also the home of the historic Victorian theatre on the Connecticut River, the Goodspeed Opera House. The Goodspeed Opera House allows visitors to enjoy nationally acclaimed musicals or tours of the theatre. Fifteen Goodspeed Productions have gone to Broadway and have received more than twelve Tony Awards.

Other cultural activities to take advantage of in East Haddam are the annual festivals. Music lovers can enjoy the Great Connecticut Traditional Jazz Festival in August. During November and December there is a celebration of Victorian Holidays at Gillette Castle.

Recreational Activities

As well as the extensive list of historical and cultural attractions in East Haddam, there are many recreational activities offered. Some of these activities include hiking, camping, fishing, and biking. There are several state parks that are accessible for these outdoor activities: Devil's Hopyard State Park, Selden Neck State Park, which is an island, and Gillette Castle State Park.

East Haddam also provides year-round sightseeing flights, seaplane rides, instruction, and charters through Eagle Aviation.

Antiquing

East Haddam is also a great place for antique lovers. Four popular antique shops are Howard & Dickinson Antiques, Miller Antiques, R. J. Vickers Herbery at Rattleberry, and T.F. Vanderbeck Antiques.

Tourist Attractions in Chester, CT

Chester, located directly south of Haddam in the lower Connecticut River Valley, is a small town surrounded by great natural beauty. It is also known for its fine shops, antiques, art galleries, restaurants, and theaters.

Historical Sights

Chester has a long history and many of its old buildings and homes have been well preserved. Those who want to really absorb Chester's history can partake in a walking tour of the town. The four walking tours offered are approximately two miles long. They begin in the downtown of Chester and pass by different outstanding sights and buildings such as Chester's first post office and general store, old factories, Victorian homes, and other homes dating back to the early 1700's.

Recreational Activities

In addition to Chester's walking tours, there are other activities available that enable people to learn more about the town. Another way of viewing Chester is from the Connecticut River on the historic river ferry. The Chester-Hadlyme Ferry was established in 1769 and runs from April until November. It runs seven days a week and can take you to Gillette Castle, the Goodspeed Opera House, and the Essex Steam train.

Chester is also the home of the Goodspeed Opera House's second stage, the Goodspeed at Chester/Norma Jerris Theatre. Each year three new musicals are produced here during April-December.

Shopping/Dining

Chester is recognized for its quality shopping and small town convenience. There is a one-block-long village in Chester that consists of shops, restaurants, banks and a post office. There are also plenty of antique shops in Chester.

Besides home furnishing stores, clothing stores, florists, and coffee-houses, there are various types of restaurants in Chester. The types of restaurants available include bistros, delicatessens, pizzerias, seafood restaurants, and award-winning

French restaurants. Chester's award-winning Fiddler's Seafood Restaurant is popular for its New England seafood with a French accent.

Art Galleries

The Chester community is also acknowledged for its art galleries, which can be viewed by the public. The Nilsson Spring Street Studio & Gallery exhibits contemporary impressionistic oil and watercolor paintings. The Hammered Edge Studio & Gallery displays jewelry made from metals and beads from around the world.

Three Tourism Trips Through the Region

Following are some typical trips that a tourist might take on three separate occasions. We have taken the liberty of including some activities that may not currently exist, but we are hoping they will in the near future.

- For trip one, visitors enter Haddam on Scenic Route 154 viewing the Connecticut scenery and historic landmarks. After their scenic drive they go to Cockaponset State Forest in the morning to fish, bird watch, and hike. Next, they take the shuttle that runs to Chester. They shop and eat lunch at the well-known Chester center and then head over to view the art exhibit at Nilsson Spring Street Studio and Gallery. The shuttle takes them back to Haddam and they have just enough time to do a little bit of antiquing before they go on their nighttime mystery cruise down the Connecticut River on Camelot Cruise lines.

- On trip two, visitors enter Haddam on the Essex Steam Train. They immediately hop on the tourist shuttle that takes them to the Thankful Arnold House for a tour. Next, they rent canoes from a shop specializing in water sports (located on the river) and paddle down the river and back. After canoeing, they get a quick bite to eat at Higganum Center Village and then take the shuttle to Haddam Neck for a walking tour of its historic landmarks. Following the walking tour, they shuttle into East Haddam and make their first stop at Gillette Castle State Park. While they are still at Gillette Castle they go on a short hike in the State Park. Continuing on with their daily journey, they shuttle back to East Haddam's center, walk over the bridge returning to Haddam, and then take the shuttle service to Chester. After dinner, they go to one of the new productions at the Goodspeed at Chester/Norma Jerris Theatre and then return to Haddam by shuttle. They stay the night in Haddam at one of the comfortable bed & breakfasts.

- Trip three begins with a couple visiting Haddam Labor day weekend. They arrive in Chester on the Chester-Hadlyme Ferry and want to learn more about the town so they take advantage of one of the historic downtown walks. After they tour downtown and shop at Chester center they take the shuttle up to Haddam. The first stop on their agenda is the festival at the Haddam Neck Fairgrounds. Then they take the shuttle over the bridge to East Haddam for a musical at the Goodspeed Opera House.

Following the show, they return to Haddam for their nighttime stay at the Inn at Tylerville. On day two, after their early picnic in the Cockaponset State Forest, the couple travels to the Sundial Gardens & Tea Room to view the different gardens, walkways, and fountains. Lastly, they return to Chester by shuttle and eat at a French Restaurant before returning by ferry to Hadlyme.

Conclusion

There are countless tourism opportunities in Haddam and in the surrounding towns of East Haddam and Chester. Many of these opportunities involve the Connecticut River, which is easily accessible from all three towns. Haddam offers astonishing scenery, an abundance of natural resources, vast amounts of recreational activities, various historical sights, entertaining festivals, quality shopping/antiquing, and unique restaurants. East Haddam and Chester are conveniently located near Haddam and offer great complementary tourist attractions as well. Both towns are full of historical sights, cultural attractions, recreational activities, and opportunities for shopping and antiquing. Overall, the Haddam region offers a mosaic of tourism venues that appeal to groups with diverse interests ranging from the great outdoors and historical sights, to cultural locations and so much more.

11. INDUSTRIAL PARKS AND OTHER DEVELOPMENT SITES

Industrial parks (whether for office, light manufacturing or other uses) can play an important role in Haddam's future economic development. Industrial or business parks establish a nucleus of (somewhat similar) businesses and, thus, can become a magnet for attracting additional companies to town. Because of Haddam's being situated along Route 9, a light industrial or office park would be in an ideal location to support other businesses throughout Middlesex County. For example, small suppliers, light manufacturers or assembly firms would find such a location well suited to being able to support larger manufacturing customers in Middlesex County.

Similarly, software or computer-related firms would find it desirable to be aggregated together in a business park that is in relatively close proximity to larger high-tech firms in the area. Having suppliers of goods and services close by their key customers is a very effective concept, particularly if there are multiple key customer companies in the area.

Four (privately owned) locations have been identified as excellent opportunities for business or industrial park sites in Haddam, as detailed in Exhibit 11 – 1 on the following page:

1. This site off of Route 81 in West Haddam is approximately 100 acres and provides a very attractive natural setting. It would be well suited as a business park with office tenants. Buildings would ideally be low-rise structures that mimic colonial or contemporary residences.

   Proximity to Route 9 is excellent and would allow tenants easy access to all of Middlesex County. This site is also large enough and heavily wooded enough to insulate the business activities from the surrounding neighbors.

2. This site nearby Route 82 is approximately 130 acres and would be accessible to Route 9 and Route 154 as well as Chester and East Haddam. It has potential to be a business or office park. This site is large enough and heavily wooded enough to screen the business activities from the surrounding neighbors. Buildings would ideally be low-rise structures that mimic colonial or contemporary residences.

3. This site on Route 154 in North Haddam is Mattabesset Commons and could accommodate seven office or light industrial buildings. For office use, the buildings would ideally be low-rise structures that mimic colonial or contemporary residences. Professional office users would find this to be an ideal setting.

For light industrial usage, a "flex" type space with high ceilings and open interiors would make the most sense. Proximity to Middletown is excellent for suppliers of goods or services with clients there.

This site is already established as a potential business park.

4. This site on Beaver Meadow Road is approximately 67 acres, offers great natural beauty and would be an excellent office park. For office use, the buildings would ideally be low-rise structures that mimic colonial or contemporary residences. Being large and heavily wooded the site offers natural visual insulation from neighboring properties. Access to Route 9 is excellent.

Other development sites and their possible use include:

5. The Old Scovil Factory Site on Scovil Road Extension has the potential for a combination of professional offices (such as architects, engineers, surveyors), as well as for small industrial businesses

6. The property owned by the Apostles of the Sacred Heart of Jesus nearby Candlewood Hill Road, which if it should ever become available, would make an ideal conference center and resort

7. The old Frismar Site near Higganum Center which is owned by the State of Connecticut and after being environmentally cleaned up by the State should be used for park and recreation purposes

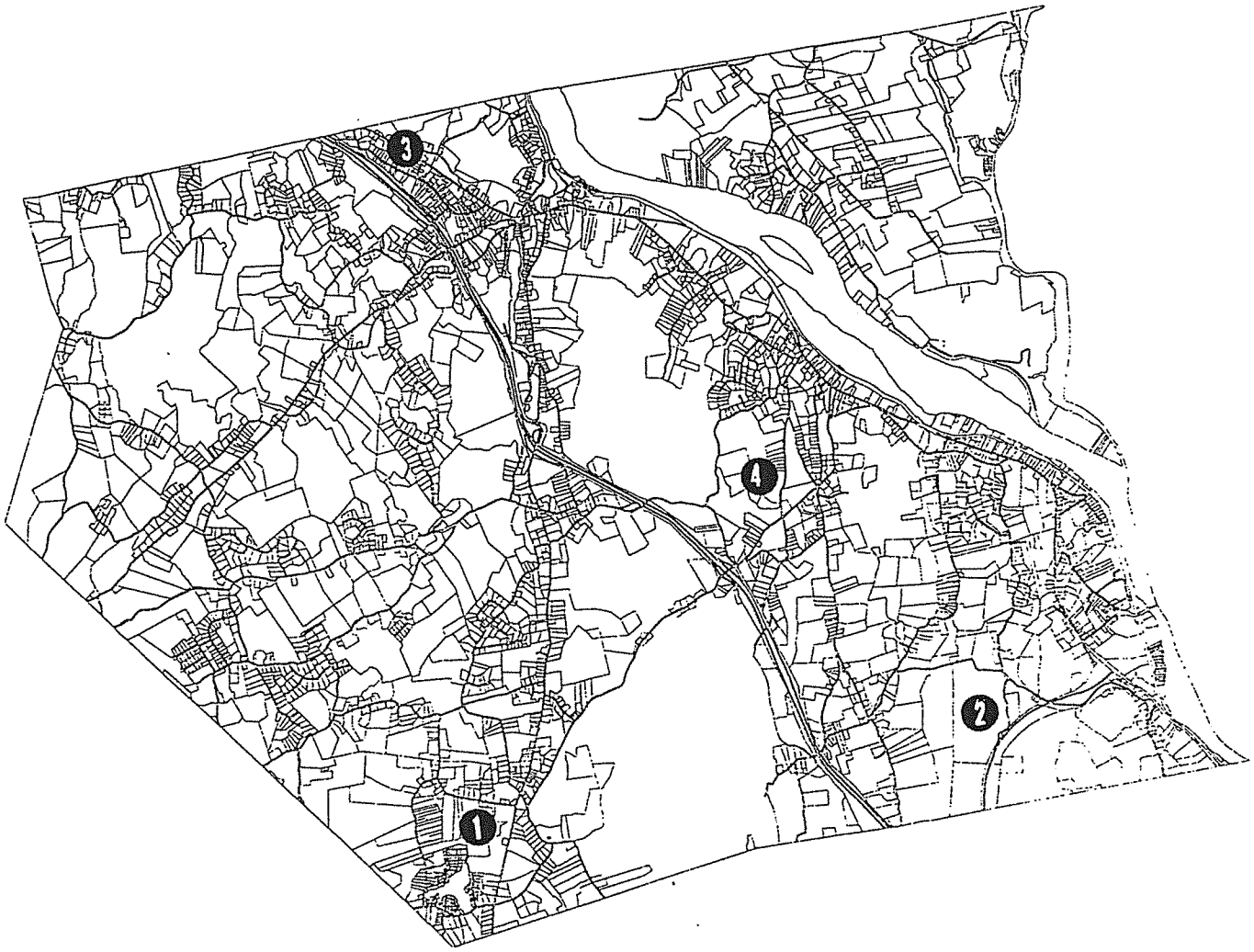
8. The site off Candlewood Hill Road near Durham that is being proposed as a golf course

9. The site on Route 154 in Tylerville which is being proposed as a congregate care/assisted living complex

10. The Old State Highway Garage in Tylverville which is being converted into a visitors center and boat works

11. The Fire House in Higganum Center which has the potential to become a combination senior center and teen center

12. The Brookes site along the Connecticut River, across from Connecticut Yankee, where further analysis of potential uses will need to take place with consideration for all the property's characteristics



TOWN OF HADDAM

PROPERTY

Haddam Planning Department

Exhibit 11 - 1