

Report of the
I-3 Industrial Zone Study Committee
January 31, 2001

Members

Gerald Daley, Chairman, Economic Development Committee
Robert Santangelo, Economic Development Committee
Stephen Gionfriddo, Economic Development Committee
Ellen Lukens, Conservation Commission
Shelia Stoane, Conservation Commission
Leonard Tunderman, Conservation Commission

Introduction

In December of 1999 Governor John G. Rowland announced an \$8.8 million grant to the City of Middletown to extend sanitary sewers from the Rushford Center on River Road to Pratt and Whitney Aircraft. Due to this state funding the Connecticut Environmental Policy Act (CEPA) was triggered. This necessitated a formal Environmental Impact Evaluation. While the only action currently proposed is the construction of a sewer line in River Road, the city and the state understands that the secondary impacts of the proposed sewer line is additional development in the I-3 zone. The city recognized the need to create an open public forum to daylight areas of concern about the development of this very important and last industrial area within the city.

On October 2, 2000, the Common Council of the City of Middletown created the I-3 Industrial Zone Study Committee. The purpose of the Committee was to gather information regarding the economic and environmental concerns relating to the development of the Maromas I-3 Special Industrial Zone. The committee was also charged with the role of assisting the city's consultant in developing an overall concept plan. The Committee included three members from the Economic Development Committee and three members of the Conservation Commission. The Committee conducted four (4) public meetings. The meetings occurred on:

<u>Date</u>	<u>Location</u>	<u>Public Attendance</u>
Oct. 16, 2000	Russell Library	26 signed up to speak
Nov. 13, 2000	Police Station	2 present
Dec. 12, 2000	Police Station	20 signed up to speak
Dec. 18, 2000	Police Station	14 signed up to speak

Minutes from those meetings can be found in Appendix A. Documentation submitted by the public can be found in Appendix B.

Site Visit

The Committee also conducted a site visit on November 4, 2000. Those present at the site visit were Gerry Daley, Robert Santangelo, Sheila Stoane, Ellen Lukens, Len Tundermann, Guy Russo, James Sipperly and William Warner. The Committee reviewed maps and visited the former Feldspar property and the Northeast Utilities property south of the NRG power plant.

Overall, the committee was impressed by the magnificent views and the disturbed nature of much of the land. The Committee also noticed with great concern, the amount of erosion occurring on the former Feldspar property due to excessive use by motorcycles.

Geographic Considerations

The Committee felt there was some misunderstanding of just where the I-3 Zone was and where Maromas was. The Committee recognized that there is more to Maromas than the I-3 Zone. To give the reader some perspective the Committee felt the following figures would be useful.

Area east of Route 9 – approx. 16 sq.mi or 10,240 acres

Undeveloped Area east of Rout 9 – approx. 14 sq.mi. or 9,000 acres

Area of Cockoponsett State Forest and CVH lands – approx. 1,150 acres

Area of CL&P Properties outside of I-3 zone – approx. 700 acres

Area of Nature Conservancy's Spiderweed Preserve – approx. 200 acres

Area of the I-3 Zone- 1995 acres

Developed Area in the I-3 zone – 440 acres

Undeveloped Area in I-3 zone – 1,555 acres

Area of Developable Land in the I-3 zone - estimated by Fredric R.Harris - 800 acres

Concept Plan

After taking public testimony, the Committee met with Fredric R. Harris Consultants to develop a preliminary conceptual plan for the area.

Fredric R. Harris identified the following criteria to evaluate potential road and development site locations:

- Avoid wetlands, open water and vernal pools;
- Design a roadway that provides access to the majority of developable sites within the study area;
- Locate intersections with existing streets at locations that provide optimal access. Provide access from Aircraft Road and River Road only;
- Design roadway horizontal alignment to accommodate tractor trailers and other large industrial use vehicles;
- Widths of the roadway right of way, vertical alignment and pavement will conform to the requirements listed in the City of Middletown Subdivision Regulations for industrial areas;
 - ROW – 60 ft. minimum
 - Pavement – 30 ft. minimum
 - Grades 7 % max. 1 % minimum
 - Sight Distance 350 ft. minimum

Development Site Selection Criteria:

- Avoid wetlands, open water, vernal pools and create a buffer zone of 50 feet minimum. Protect Hubbard Brook wetland system corridor;
- Minimize or avoid impact to streams and brooks;
- Assume 50 foot buffer from adjacent land uses;
- Protect Blue Trail, provide a minimum of 100 foot buffer on either side of trail;
- Avoid electric utility corridors; assume that transmission lines will not be relocated.
- Attempt to protect and connect via the blue trail a large forest block to Cockoponsett State Forest and the CVH watershed lands.

Design and Natural Resource Considerations

- **Road Access**

After reviewing the topography of the area, it became abundantly clear to the Committee that the existing River Road could not provide access to the majority of the land in the I-3 zone. For this reason, Fredric R. Harris investigated the feasibility of an "upper road" to service the majority of the developable land. The consultant used Planning and Zoning Commission design criteria for the road.

- **Significant Wetland Systems**

Fredric R. Harris identified two (2) significant and interrelated wetland systems. The first system straddles the zones western boundary. This system leads to what the consultant identified as the second wetland system at the mouth of Hubbard Brook adjacent to the Connecticut River. This large, biologically and ecologically diverse wetland demands preservation.

- **Blue Trail**

The blue trail was identified as perhaps the most significant resource in the zone. This trail is located on the CL&P property. The trail was established by the Connecticut Forest and Park Association with CL&P's permission. There is no legally binding agreement to insure that this trail remains. The Committee felt that this trail deserves preservation including a significant buffer around the trail.

- **Undisturbed Ridgeline along River Road**

Fredric R. Harris identified a significant block of continuous undisturbed slopes in excess of 25 % along River Road. The public identified views from the river and adjacent communities as a major concern. Preserving these steeply sloping areas will protect the view from the Connecticut River and from towns across the river. Therefore, these areas were identified as worthy of protection.

- **Traffic**

The Committee heard concerns over industrial traffic feeding into residential zones. The Committee feels the Planning and Zoning Commission should exercise its authority to prevent industrial land uses from using streets in residential zones. The Committee also recognized Planning and Zoning's and the State Traffic Commission's authority to require transportation improvements when development occurs, including terminating the connection between residential and industrial roads. The Committee felt a dual loop road from Aircraft Road to Connecticut Valley Hospital should be established. This dual loop would include Route 9 to Aircraft Road to River Road to the "Upper Road" to Silver Street through Connecticut Valley Hospital to Route 9. Because, Aircraft Road is a state highway and Silver Street services Connecticut Valley Hospital, the Committee felt that the state should take over the entire road network.

- **Buffers**

The Committee heard comments about protecting the rural / residential character of adjacent residential areas. The Committee again feels Planning and Zoning has the authority to institute buffer requirements to protect existing residential zones and Cockaponsett State Forest.

The Committee also felt consideration should be given to providing for larger buffers for environmentally sensitive and unique areas, such as vernal pools, wetlands, stands of Mountain Laurel and area of significant wildlife habitat.

- **Habitat Preservation**

Recognizing that there could be significant, multiple and diverse habitats that are sensitive in some of the areas that are designated as potentially developable, these habitats need to be taken into consideration the site development process. For this reason, the Committee felt detailed environmental impact evaluations for large projects are warranted.

- **Recreation**

There were a number of more general concerns about the Maromas area as a recreational resource. Recognizing that the land in the I-3 Zone is composed of all private property, the Committee is hesitant to recognize the land as anything other than that. However, the Committee does recognize the existence of the Blue Trail, and the many hikers and mountain bikers in the area.

The Committee felt there was some misunderstanding of just where the I-3 Zone was and where Maromas was. The Committee recognized that there is more to Maromas than the I-3 Zone. The Committee noted the expansive open space corridor to the west of the I-3 Zone. (see attached map) This corridor includes the Cockaponsett State Forest, the Spiderweed Nature Conservancy

land, the watershed land owned by the State of Connecticut Department of Mental Health and Addiction Services, and a very significant holding of CL&P and its affiliates.

These lands have varying degrees of protection and public access. The Committee notes that the Planning and Zoning Commission has identified these lands as a priority for open space acquisition.

The Committee recommends that the City step up its efforts to permanently protect this land as open space and ensure full public access. Specifically, the city should pressure the state to transfer the CVH watershed lands to the DEP. The DEP would then incorporate these lands into Cockoponsett State Forest. Additionally, the city and the DEP should pursue the acquisition of the CL&P property lands outside of the I-3 zone as permanent open space.

Conclusion

The attached concept plan incorporates a number of the concerns identified. The purpose of the concept plan is to graphically identify those areas worthy of protection.

The Committee recognizes the tremendous potential and importance of this final industrial area to the city's long-term financial health. The Committee also recognizes the unique environmental characteristics of the land in the I-3 zone and the need to protect those resources.

After reviewing the natural characteristics of the I-3 zone the Committee concludes that a balance between industrial development and natural resource protection can and should be achieved with careful land planning and regulation.

The committee feels that the Planning and Zoning Commission should carefully consider the concept plan as a part of their Plan of Conservation and Development.

Equally important, the owners of the land in the I-3 zone must understand the concept plan and those areas worthy of protection. In this way, as proposals for private development are submitted to the Planning and Zoning Commission they will be consistent with the Plan of Conservation and Development and the concept plan.

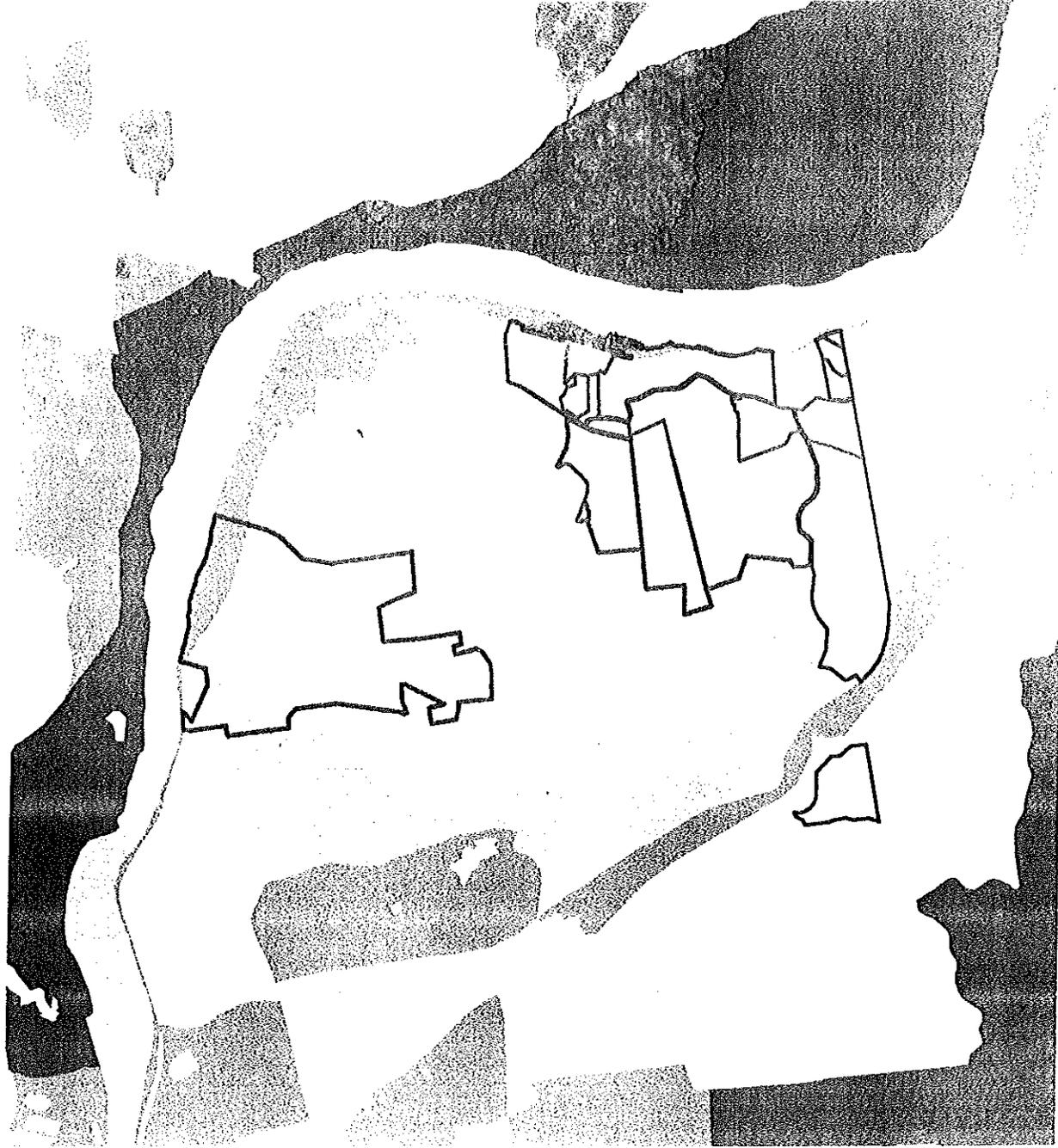
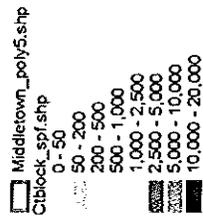
The Planning and Zoning Commission should also consider amending the I-3 section of the Zoning Code to address many of the concerns identified at public meetings. Specifically, the Commission should consider adding uses that are more desirable and eliminating the undesirable uses, which are currently allowed. For instance the I-3 Committee felt corporate offices, research and development facilities, emerging high technology and telecommunications type uses should be allowed. The Committee also felt strongly that uses currently allowed such as junkyards and solid waste facilities should be prohibited.

Other issues the Planning and Zoning Commission should consider are buffers, ridgeline protection, required environmental impact evaluations and traffic impacts.

CT BLOCKS

MAROMAS AREA
MIDDLETOWN
MIDDLETOWN QUAD

Property boundary from
digital coverage supplied by
Mid-States RPA.



0 2000 Feet

1:50000



December 18, 2000

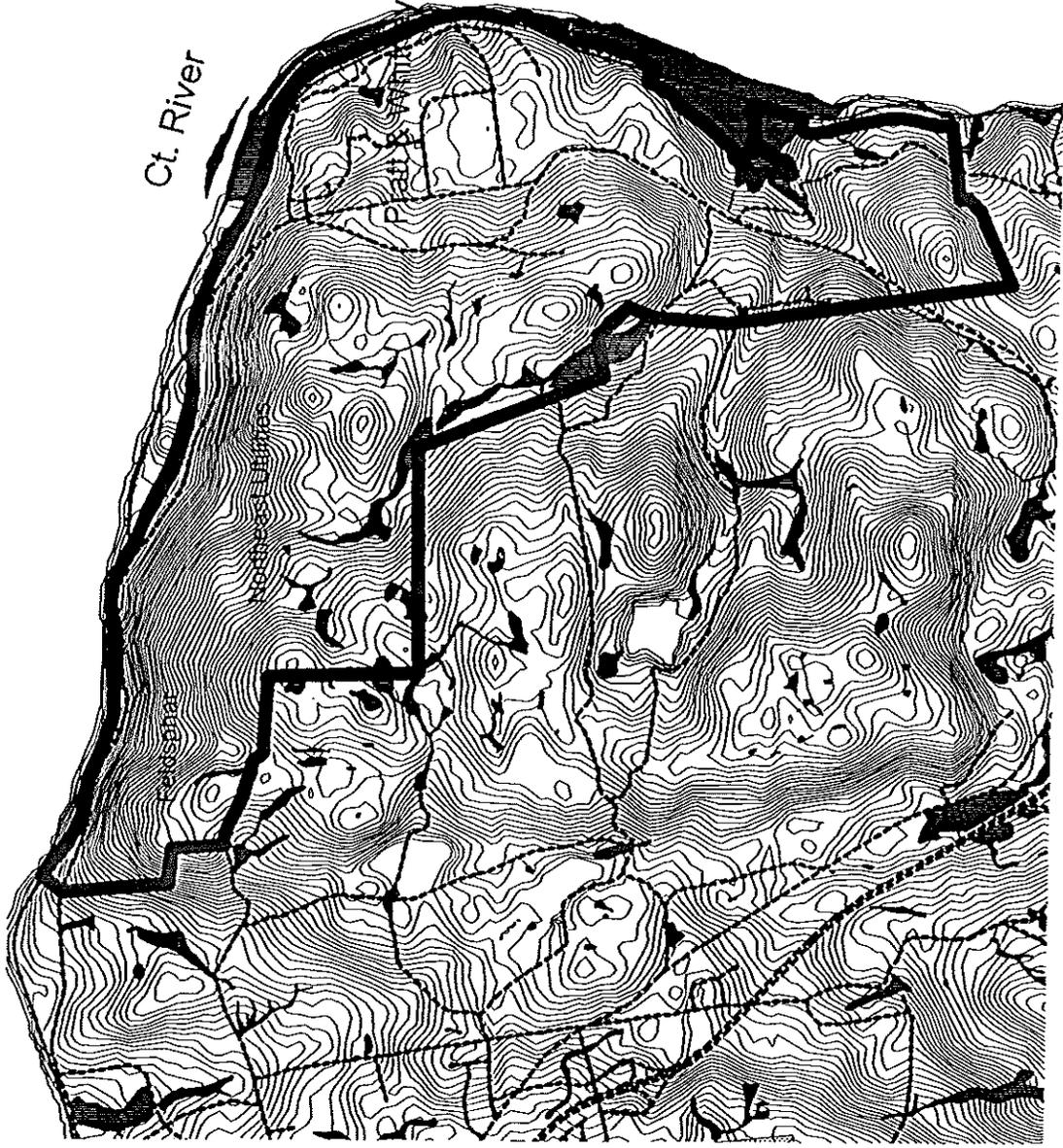
Compliments of
THE NATURE CONSERVANCY
CONNECTICUT CHAPTER

MAPS AND PLANS

I-3 Special Industrial Zone

Relevant Facts
4,460 acres
1,174 usable acres

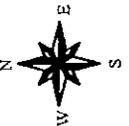
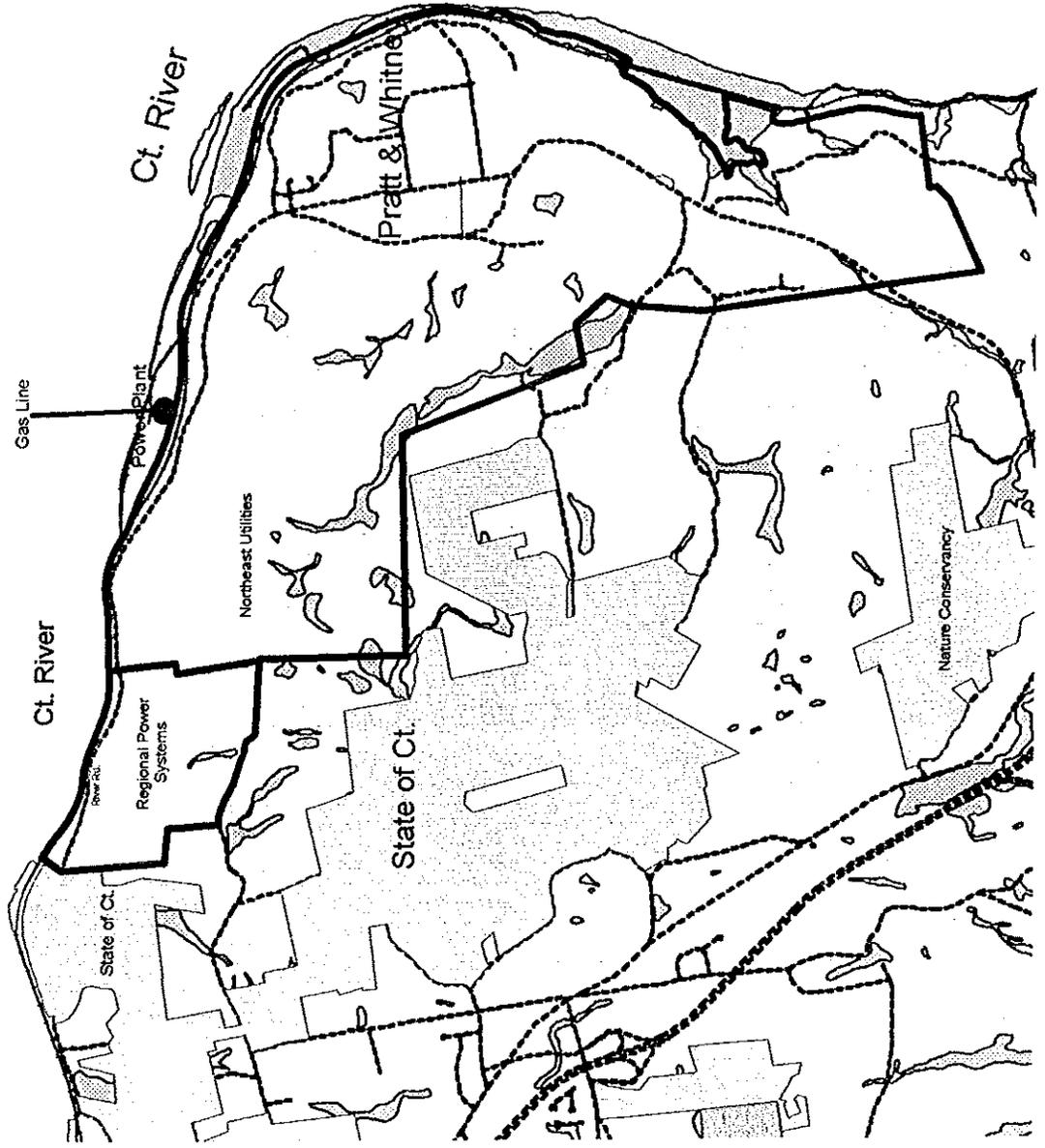
Projections
8 million sq. ft.
7,000 jobs



0 1 2 Miles



I-3 Special Industrial Zone



First Meeting October 16, 2000 – Russell Library 7:00 pm

I-3 Zone Study Committee

Members Present:

Bob Santangelo, G. Daley, Ellen Lukens, Sheila Stoane, S. Gionfriddo

W. Warner explains process.

G. Russo explains status of Harris EIE

Committee discusses procedure for hearings.

G. Russo requests written documentation.

S. Stoane asks when meeting again.

W. Warner explains issues and natural characteristic of Maromos area.

E. Lukens suggests site visit and asks for other pertinent reports.

G. Daley emphasizes value of area for tax dollars.

G. Daley calls public hearing to order.

There are approximately fifty members of the public present and Mayor Thornton makes initial comments on balancing development.

G. Daley explains process and introduces committee.

L. McHugh speaks in opposition to rezoning area to residential. Is willing to work for a win-win project.

Tom Christopher feels this is a great opportunity for the city. Speaks regarding “Coverts” project at UCONN and wildlife management. Suggests involving Coverts project as mediators. Feels issue should be completely discussed to avoid another “Long Lane” issue. Suggests mediation.

Will Foy - feels as much as possible should be kept natural.

Don Biondi – represents Northeast Utilities. Available to answer questions.

Elizabeth Holder – feels Middletown is unique. Can live and work in same city. Must preserve this unique feature. Suggests site walks and maximum open space preservation.

G. Daley comments on CEPA and site walks.

K. Cooley – comments on Plan of Development, consultant and suitability for research based labs, and campus setting of corporate office. Feels new zone would be wise as an example to the state. Feels creative thinking is necessary.

Gary Nicole – speaks about Mt Biking area, and value of expanding grand list and need to balance issue.

Sam Stevens – feels area is very nice and should be protected.

E. Roberts – questions charge of committee and need to create a new zone and Conservation Commission role.

G. Daley – responds on roll of committee

E. Roberts responds

S. Young – feels development should be done very carefully.

- 2 -

G. Daley, W. Warner comment on open space preservation.

P. Pendegast questions road layout and recreational uses.

G. Daley comments.

Lengthly discussion ensues.

Tom Stevens questions other ways to develop land and garbage dumping.

T. Maloney comments on pipe size dictating development and methods of study, views from river and distribution.

D. Miller responds.

T. Malone asks for more public distribution of CEPA document.

L. Bowers – Nature Conservatory reads prepared statement and interest in working with the city.

L. Smiegl comments on environmental studies.

N. O'Connell comments on proposed development and impacts.

D. Titus proposed sewer right of way.

J. Brawerman – questions criteria to determine development.

Discussion ensues.

B. Corvo – comments on Feldsphoar Property and trespass.

R. Debrigard – comments on road right of way and how to get to CL&P land abandoned roads.

D. Gidman questions environment impact study.

G. Daley responds

D. Miller explains CEPA findings.

Meeting concludes.

Patty Penderghast – Connecticut Forest and Park Association reads prepared statement into record.

J. LeShane – stewardship for blue trail. Comments on Leathermen and large tulip trees along blue trail.

Linda Smigel – wants to preserve the area, but understands need for balance and work together.

Noreen O’Connell – questions mission of committee and future plans.

G. Daley – responds on roll of committee.

Discussion on CEPA process ensues.

L. Buck – feels this is a city planning issue, and regional planning on Lamentation Mountain public vs. private property.

Crystal Haverland – feels development is wrong in the area. Development will not be positive for the community.

Jacop Fone –speaks to need for balancing act and need to revitalize Brownfields.

W. Warner comments on Brownfields and balancing act.

S. Dimauro – feels more jobs than people right now. Suspicious about the process. Comments on recycling concern over future development, landfills should promote leisure activities in the area. Feels it should allow R&D.

T. Maloney – Connecticut River Watershed Council suggests information is essential to CEPA process. Need for very open process.

Ron Borrelli – questions committees’ goal.

S. Stoane - responds.

G. Daley - comments.

R. Borrelli – concerned about Dainty Rubbish owning Feldspar.

L. Cyrulik – submits prepared comments from Audubon Society. Comments on RF zone.

Comments as an employee of Pratt and Whitney and individual expression of traffic concerns.

Feels tourism should be incorporated.

Linda Smigel – explains meaning of Moromas.

Meeting adjourned at 9:00 PM.

November 13, 2000 - I-3 Committee

Time: 6:15 PM

S. Gionfirrdo, G. Daley, B. Santangelo, S. Stoane, L. Tundermann, E. Lukens
Two consultants from Frederick R. Harris., W. Warner, G. Russo,
Katchen Cooley, Mayor Thornton.

W. Warner comments on process and site visit.

G. Russo explains procedure with F. R. Harris and development of a conceptual plan.

Introduces Mark Harris and previous work in Middletown.

M. Foster explains land cover in area and general characteristics. Notes value of Hubbard Brook and the Wetland system. Note small vernal pools in area. Uses slope map to display 15 – 25% slopes, and 25% slopes. Shows areas more suitable for development.

Explains next steps.

Discusses buffer areas between development and Blue trail, wetlands, Cockoponset State Park.

G. Daley questions EIE.

M. Foster responds

Discussion ensues on process EIE and conceptual plan and state funds for sewer line.

G. Daley questions schedule for CEPA

M. Foster responds

Discussion on State plan and relationship to conceptual plan.

S. Gionfriddo – questions owners' involvement.

Questions continue on site characteristics.

G. Daley questions any further information necessary.

S. Stoane comments on previous trash to energy and water diversion permits.

G. Daley concludes meeting at _____.

December 12, 2000 I-3 Committee Meeting

G. Daley, B. Santangelo, Ellen Lukens, W. Warner, G. Russo

Approximately 30 members of public in attendance.

G. Daley opens meeting. Thanks public. Explains process.

D. Miller presents conceptual plan and CEPA process primary and secondary impacts
Joann Harris explains conceptual plan general site location comments on Wetlands, utility lines, Steep slope blue trail and other significant features. Explains areas worthy of protection. Comments on Feldspher mine and disturbed nature.

G. Daley introduces I-3 committee that is present and Planning and Zoning Commission and Staff members.

W. Warner comments on protecting RF zone and Hubbard Brook.

G. Daley – comments on destruction due to motorcycles.

D. Miller responds.

W. Warner comments and G. Daley continues.

B. Santangelo – comments

L. Smiegle – comments on motorcycles, gunfire and other hazards.

S. Stone questions CEPA and density of development.

D. Miller responds and Guy Russo comments on CEPA

G. Daley comments on Planning and Zoning's role.

Discussion ensues.

C. Bolz questions road standards.

J. Harris responds.

Public Comment

Paul and Jean Vechitto – question availability of maps.

G. Russo – maps can be made available at a later stage.

L. Cyrulik – questions experts in field to identify flora & founa and what inventories were made.

D. Miller responds at length.

B. VonMahland – questions protected areas.

J. Harris responds.

B. O'Connor questions rail line.

F. Mohowitz questions trails.

**The Position of the
Mattabeseck Audubon Society
with regards to the
Future Development
and Preservation
of the
Natural Resources
of the
Maromas**

Title: **The Position of the Mattabeseck Audubon Society
with regards to the Future Development and Preservation
of the natural resources of the Maromas.**

Biome: **Forested Uplands; flood plain; swamp.**

Reviewed by: **Mattabeseck Audubon Society.**

Introduction.

In October 2000 a special I-3 Industrial Zone study committee was established to examine the future of the Maromas. Previous decisions with regards to the future development of the Maromas are as follows:

In May of 1992 the Middletown Planning and Zoning Commission rezoned 400 acres owned by Northeast Utilities in the Maromas section of Middletown from Rural Residential (R-60) to Special Industrial (I-3). Buildings up to 150 feet tall would be allowed in the Industrial zone. Since the zone change also inadvertently applied to sensitive land directly adjacent to the Connecticut River and the southern boundary of property owned by United Technologies Pratt & Whitney Aircraft, Northeast Utilities petitioned the Middletown Planning and Zoning Commission to rezone the river frontage from I-3 to Riverfront Recreation (RF). This petition was approved October 14, 1992. Thus, the entire Maromas riverfront is now zoned Riverfront Recreation including land owned by United Technologies Pratt & Whitney Aircraft.

This land along the river is also designated as the Connecticut River Assembly Preservation Area. The boundary begins at the center line of the Mattabasset River at its junction with RT. 72. It then proceeds south along the center line of the Mattabasset River to where it joins the Conrail track near RT. 9. From this point it goes south along the center line of the Conrail track to where it meets the center line of Northeast Utilities R.O.W. which crosses the Connecticut River near Bodkin Rock. It then proceeds south 200 feet from the center line of the railroad, then easterly and southerly parallel to the Haddam town line.

The significance of the Connecticut River Assembly Preservation Area is to allow for an overview by the Connecticut River Assembly, a Governor-appointed local advisory board, of any development plans that would affect the integrity of the Connecticut River green belt.

The Natural Characteristics of The Maromas.

From 450 to 250 million years ago, during the Paleozoic Era, several crustal plates, including Africa and Eurasia, collided with the North American plate to create the Appalachian Mountains and the supercontinent Pangea. During this collision, Avalonia, a small continent believed to have been part of the African plate, was thrust against the continent of Proto-North America, closing and collapsing the intervening Iapetus Ocean. The collision deformed and metamorphosed both the continental rocks of Proto-North America and Avalonia and the oceanic rocks and sediments of the Iapetus Ocean floor.¹ This process created the schists, gneisses, and granites exposed in the Maromas. The Maromas lies in what geologists refer to as the Eastern Uplands, Iapetus (oceanic) Terrane, Bronson Hill Anticlinorium. Anticlinorium refers to the domelike upward warping and folding of the rocks.

¹ The Connecticut Geological & Natural History Survey, Department of Environmental Protection, 1990

2.

Of particular significance is the coarse-grained intrusive igneous rock, Pegmatite, a compound of feldspar, quartz, and micas.

Soils above bedrock were formed primarily by the glaciers, mainly from material that weathered from the gneiss, schist, and granite. There are considerable pockets of organic soil within the Maromas. A section of outwash terrace lies adjacent to the Connecticut River. Alluvial soils are formed in long strips along the river.

Hubbard Brook and other unnamed streams drain into a large swamp that defines the Maromas's southeastern edge. The Maromas reaches to a height of 648 feet above mean sea level near Bear Hill. The upland terrain is primarily wooded, dominated by Red, Black, Chestnut, and White oak, Black birch, American beech, Sugar maple, and Red maple in the wetter pockets. Dominant understory is Witchhazel, Dogwood, Mountain laurel, Viburnum, and High and Low bush blueberry. Vernal pools are interspersed throughout. The dominant trees along the Connecticut River are Silver maple, Eastern cottonwood, and Sycamore. The Maromas is habitat for numerous species of mammals, birds, reptiles, and amphibians including:

The Bald Eagle, a Connecticut-listed endangered species that uses the large trees along the river for winter perching. An individual was observed resting on a pier of the United Technologies Pratt & Whitney dock during one winter census.

The Northern Harrier, a raptor on the endangered species list in Connecticut that hunts in the swamp and low lying areas adjacent to it.

The Northern Parula, a song bird on the Connecticut species of special concern list that feeds in the canopies of flowering trees during spring migration.

The non-venomous Eastern Hognose snake, a species of special concern in Connecticut that breeds in the uplands.

The Box turtle, a species of special concern in Connecticut and a victim of illegal wildlife trade.

Notable among the more than 40 species of birds known to breed within the Maromas are: the Virginia Rail, the Hooded Warbler, and the Pileated Woodpecker.

Conclusions.

The biological diversity of the Maromas is being examined but has not yet been fully explored, including the flood plain areas belonging to United Technologies Pratt & Whitney Aircraft. The natural resources that have been quantified show the area to have excellent potential as a biological storehouse with varied and superb wildlife habitat. The uplands and the flood plain adjacent to the Connecticut River are important water bearing and holding areas, groundwater aquifers vital to health and security. The swamp adjacent to the river has important flood water holding capabilities. The uplands of the Maromas and its riparian habitat afford impressive scenic vistas and have great scenic values, especially important in that much of Northeast Utilities and United Technologies Pratt & Whitney Aircraft property is visible to visitors of Hurd State Park, situated on the opposite side of the river. The Maromas is one of the largest wooded tracts on the western side of the lower Connecticut River, a signature parcel within the watershed of the Silvio O. Conte Connecticut River National Wildlife Refuge, and a bold pillar complementing the lower river's designation as a Wetland of International Significance (under the Ramsar Convention).

3.

The Riverfront Recreation designation for the Maromas boundary with the Connecticut River is problematical because of the allowed uses in the RF zone:

1. Any non-residential use may be proposed and such proposed development shall be considered as a Special Exception following the procedures of Zoning Code Section 44. (Middletown Planning and Zoning codes page 97).

Other uses specifically allowed in the RF zone include:

1. Utility buildings and structures.
2. Restaurants.
3. Marinas, boatyards for the building, storage, repair, sale, or rental of boats; docks, wharfs, piers for the storage and transport of goods, merchandise and/or people.

Since the Connecticut River Assembly is solely a local advisory body with no regulatory powers, they can review proposals affecting ten acres or more within the river preservation area, but cannot pass binding judgments upon those proposals.

Intense development may cause the ecosystem of the Maromas to spiral into disequilibrium. The threshold response of a system forced into disequilibrium might include erosion, cutting and filling of streams, and severe hydraulic pattern change. Habitat disturbance will reduce the amount and variety of wildlife. Scenic vistas, so vital to tourism, will be adversely compromised.

Recommendations.

In order to preserve the natural characteristics of the Maromas, including riverfront property owned by Northeast Utilities and United Technologies Pratt & Whitney Aircraft, the Mattabesock Audubon Society suggests that a Habitat Conservation Plan (HCP) be implemented. One of the keystones of this HCP would be the low-lying area adjacent to the Connecticut River, running north from Scovill Rock to the juncture of land owned by United Technologies Pratt & Whitney Aircraft and Northeast Utilities, just south of the site of the Northeast Utilities powerplant. This keystone parcel would include the entire swamp on both sides of the railroad right of way in the southeast portion of the Maromas. The swamp would have a buffer zone which would include all of the previously I-3 zoned land south of Aircraft Road. This parcel could be protected through a conservation easement where development would be restricted. Present uses of the land that include sustainable forestry, permitted hunting, and tourist attractions such as hiking and biking would be allowed.

Other keystone parcels include land surrounding the blue-blazed Mattabesett Trail and the NU-Maromas Cooperative Area totaling 1400 acres that is presently leased to the State of Connecticut for the purpose of hunting.

An important element of the HCP is to properly catalogue the natural diversity of the Maromas. When this data is in hand, further recommendations may be made as to the conditions and terms of conservation easements. Funds already appropriated for open space by the city of Middletown may be used to buy select parcels. Land acquisition funds from the State of Connecticut may be used to purchase the parcels of land within the NU-Maromas Cooperative area for inclusion into the existing Cockaponset Forest Preserve within the Maromas, or the State may enter into a long term lease to protect the habitat.

Another aspect of the HCP allows for the altering of some habitat for development. The habitat most suitable for development in the Maromas is in the area of the abandoned feldspar quarries. The developer would put an amount of money, negotiated previous to alteration, into escrow for every acre developed. The money would then be used to protect sensitive habitat elsewhere in the Maromas.

4.

A Habitat Conservation Plan is the best option available to protect the Maromas while still allowing some development to proceed. The HCP should be put in place before any infrastructure funds are dedicated to the area. This will ensure that science, not economics or politics, determines the future of the Maromas.

Prepared by:

Lawrence Cyrulik
Conservation Chairman
Mattabeseck Audubon Society
13 Bell Court
Portland, Connecticut

December 18, 2000 - I-3 Committee – 16 members of public.

Ellen Lukens, S. Stoane, C. Tundermann, G. Daley, S. Gionfriddo, B. Santangelo.

G. Daley opens - explains format of meeting.

Joann Harris – gives overview and presents final draft plan. Explains wetlands, utility lines, vernal pools, blue trail developed areas and steep slopes. Explains 700 – 800 acres of developable in the I-3 Zone.

S. Stoane questions total acreage.

M. Foster – 2000 acres total in I-3.

M. Foster – explains no development proposed other than sewer line to Pratt & Whitney. Explains CEPA process.

E. Lukens questions primary and secondary impacts.

M. Foster explains sewer main location and secondary impacts.

W. Warner explains CVH Reservoir lands and open space corridor to west of I-3 Zone.

M. Foster explains expectations and CEPA schedule

1st week of January released

Public hearing first week of February

Posting on web site and various locations

Ellen Lukens questions cost of roadwork and concern regarding natural resource inventory.

M. Foster responds – Cost not determined.

G. Daley questions if plant and animal inventory is available.

L. Tundermann questions mapping. S. Stoane questions topography.

M. Foster responds to each of the issues raised.

Public:

L. Cyruлик – comments on wildlife protection and need to protect important habitat. Feels Northeast Utilities land should be made a part of State Forest. Feels development of the area represents tremendous failure.

Dave Titus – questions gauge of pipeline and amount of sewage flow anticipated.

W. Warner comments on location of NU and CL&P land.

P. Pendeghast comments on recreational uses and need to inventory these uses.

L. Bowers indicates CVH land not permanently protected submits map by nature conservancy which displays forest blocks, feels notice should be sent to people who attended meeting.

G. Russo comments on notice.

G Daley comments on public notice.

K. Cooley – questions NU property and size of pipe, and Armeta plans.

W. Warner responds.

M. Foster – responds to traffic issues.

L. Smiegel – feels Aircraft Road is over capacity and people use Brooks and Maromos Road calls

- 2 -

for more environmental studies for specific development.

S. Dimauro – questions changes in maps and cost of sewer.

G. Russo responds to sewer problems on Main Street Extension.

G. Daley comments on committee's report and possible recommendations to PZ and who pays for roads.

S. Dimauro continues on proposed road.

S. Stevens questions size of area and recreational uses.

G. Daley explains benefits to tax base.

M. Foster comments on DEP's right of first refusal.

E. Lukens comments on State open space programs.

D. Giveney – comments on buffers.

B. VonMahland – questions environmental features within developed areas.

T. Maloney – questions which state agencies will have hearing and distribution of Environmental Impact Report impacts as seen from river and cost benefit analysis.

M. Foster responds.

G. Russo responds to the improvements of treatment plants. Discussion on Mattabassette Plant ensues.

R. Debrigard comments on NU properties and L. Cyrulik comments.

L. Lukens, J. Brawerman comment on use of other areas.

W. Warner and G. Daley conclude meeting.

I-3 Minutes January

APPENDIX B



CONNECTICUT FOREST and PARK ASSOCIATION

Middlefield, 16 Meriden Road, Rockfall, CT 06481-2961

Telephone (860) 346-2372; FAX (860) 347-7463

Comments from the Connecticut Forest and Park Association
Patty Pendergast – Director of Public Policy
Mattabesett Blue Blazed Hiking Trail on Maromas
October 16, 2000

Connecticut Forest and Park Association has interest in the potential development of the tracts of land known as Maromas as it harbors the eastern section of the Mattabesett Blue-Blazed Hiking Trail. There is close to 10.4 miles of main trail and 4.9 miles of loop trails between Reservoir Road and the Connecticut River. From high ledges and bald knobs this section of the trail provides vistas of the Connecticut River and the hills of Middlefield through a picturesque terrain of tumbled ledges, frequent brook crossings and shallow bogs.

A good portion of the trail system is under license agreement with Northeast Utilities since February 1974. Northeast Utilities has recently assured us that they do not have the land up for sale or do they currently have plans to develop their lands. Northeast Utilities also has a license agreement with the state of Connecticut for the Maromas Wildlife Management Area. These lands are managed for wildlife and are significant to the hunting community. The eastern section of the Blue-Blazed Mattabesett Trail crosses state land in Cockaponsett State Forest and Connecticut Valley Hospital and involves the generosity of several private landowners as well.

One of the biggest threats to our Blue-Blazed Hiking Trail System has been the fragmentation of large tracts of land such as Maromas. This particular trail system is significant in that it connects to the Metacomet Trail System and in this way nearly bi-sects the state of Connecticut. There is recent movement for the Mattabesett Trail to become part of a Canada to Long Island Sound Trail effort that is gathering regional and federal support.

APPENDIX A

Resolution Number: 171-00
Date: September 19, 2000

RESOLUTION

Be it resolved by the Common Council of the City of Middletown: That a six member committee be established with three members from the Economic Development Committee and three members from the Conservation Commission, called the I-3 Industrial Zone Study Committee, to gather information regarding the economic and environmental concerns for the development of the Maromas industrial zone; and

Be it further resolved: That the I-3 Industrial Zone Study Committee will hold one or more public hearings to allow residents the chance to voice their opinions about this development and will report their findings to the consultant group working with the City in this endeavor.

Submitted by: Councilman Gerald E. Daley

Status: PASSED
by Common Council, City of Middletown
at its meeting held on: OCTOBER 2, 2000

Resolution Number: 160-00

Date: August 25, 2000

RESOLUTION

WHEREAS, the City of Middletown would like to facilitate the development of the I-3 Maromas Industrial Area in a comprehensive, planned and environmentally sensitive manner, and,

WHEREAS, to accomplish this objective and insure coordinated development of developable areas and conservation of environmentally sensitive areas there is a need for an overall plan for the I-3 industrial area; and,

WHEREAS, the Economic Development Committee voted, at their meeting of August 14, 2000 to recommend to the Common Council that the City assist in the funding to create this plan and the overall Master Plan for the area.

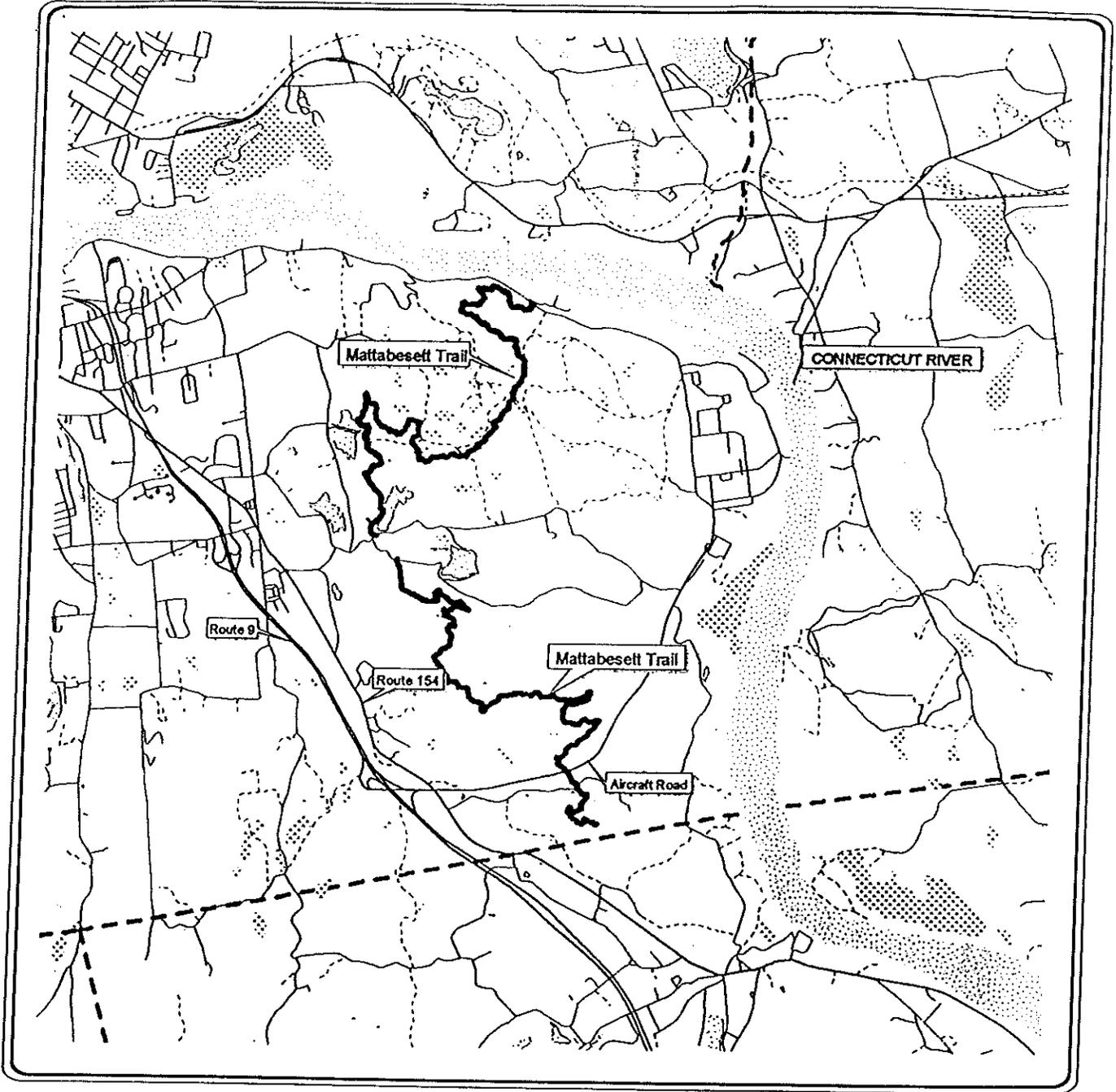
NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF MIDDLETOWN: That a new line item 433-903-424 entitled I-3 Master Plan be established in the Economic Development Fund and that the amount of \$6,650 be transferred from the Economic Development Fund balance into the new line item; and

BE IT FURTHER RESOLVED: That said monies are to be matched with \$10,000 from the State of Connecticut Department of Economic and Community Development and \$6,650 from the City of Middletown Sewer Department.

Submitted by: Councilman Gerald Daley
William Warner, Director of
Planning, Conservation, and Development

Approved by: Economic Development Committee

Status: PASSED
by Common Council, City of Middletown
at its meeting held on: SEPTEMBER 5, 2000



MATTABESETT TRAIL
CT River to Roadside Park (Rt 154)
Middletown, Connecticut
March 2000



COMMISSIONS TO CONDUCT PUBLIC HEARINGS ABOUT PLANS FOR MAROMAS

The City of Middletown's Economic Development Committee and Conservation Commission will be conducting joint public hearings to hear residents' and business owners' ideas and environmental concerns about developing the I-3 industrial zone that encompasses Maromas. The zone -- located north and east of Cockaponset State Forest -- contains 1,994 acres with 1,580 acres of undeveloped forested land. It includes the old feldspar mine, but also harbors a beautiful stretch of the Mattabesett Blue-Blazed Hiking Trail and many significant wetlands, flora and fauna. The Blue-Blazed trail is there by virtue of a long-standing cooperative agreement between Northeast Utilities and the Connecticut Forest and Park Association.

The City of Middletown will spend \$8.8 million to bring sewer lines out to Pratt and Whitney, opening up portions of the 1,580 acres for development. The principal landowners are Pratt and Whitney, Northeast Utilities and The Armetta Corporation.

The first Public Hearing will be held on Monday, October 16, 2000 at 7:00 p.m. in the Hubbard Room in Russell Library. We urge you to consider attending these public hearings. The chairman of the Hearing Panel is Deputy Mayor Gerald Daley. If you have questions about the hearing or who is seated on the Hearing Panel, contact Town Hall.

Also available at the Russell Library is a copy of the revised Plan of Conservation and Development that deals directly with changes the City of Middletown is considering. Hopefully more copies will be available for public view in the near future.

09/26/2000 2:41:15 PM