

MIDDLESEX MUTUAL ASSURANCE COMPANY  
REDEVELOPMENT PARCEL  
PROJECT PLAN TABLE OF CONTENTS

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SECTION A

LEGAL DESCRIPTION OF LAND WITHIN THE PROJECT SITE

SECTION B

DESCRIPTION OF PRESENT CONDITIONS AND LAND USES WITHIN THE PROJECT SITE

SECTION B

DESCRIPTION OF PRESENT CONDITIONS AND LAND USES WITHIN THE PROJECT SITE

The proposed Middlesex Mutual Assurance Company Redevelopment Parcel is located in the north-central portion of Middletown, Connecticut within the City's Central Business District.

The Project Site is comprised of seven (7) privately owned parcels and six (6) publicly owned parcels. The total Project Land Area is approximately 3.74 acres.

The individual parcels which will make up the proposed College/Court Development area are the following:

Parcel 'A' - This lot is occupied by a 2 story, 6,000 sq. ft. building housing a restaurant and a bakery, and also by an on-site parking lot. The parcel is presently owned by Sebastian Mazzotta. The parcel encompasses approximately 8,790 sq. ft. and is located on the northeast corner of Broad Street and College Street.

Parcels 'B&C' These lots serve as a public parking lot that is operated by the Middletown Parking Authority. Parcel 'B', presently owned by the Middletown Parking Authority, encompasses approximately 22,260 sq. ft. Parcel

'C', presently owned by the City of Middletown, encompasses approximately 9,630 sq. ft. The Parcels are located along the easterly streetline of Broad Street approximately mid-block between College and Court Streets.

Parcel 'D' - This lot is occupied by a 2 story, 26,900 sq. ft. office building with an adjacent employee parking lot. The parcel is presently owned by the Middlesex Mutual Assurance Company. The parcel encompasses approximately 43,813 sq. ft. and is located on the southeast corner of Broad Street and Court Street with additional frontage along the southerly streetline of Court Street. Along the southern edge of this lot is a 5' wide right-of-way in favor of the City of Middletown, which serves as a pedestrian walkway.

Parcel 'E' - This lot is occupied by a 3 story, 15,000 sq. ft. commercial building, also known as the "Polly's Buildings", with a small on-site parking/loading area. The building houses a restaurant and a stationary store. The parcel is presently owned by Dennis J. McDermott, John J. Lyons and John F. Leavy. The parcel encompasses approximately 7,500 sq. ft. and is located along the southerly streetline of Court Street approximately mid-block between Broad and Main Streets.

Parcel 'F' - This lot serves as a private parking lot that is owned and maintained by the Middlesex Mutual Assurance Company for its employees. The parcel encompasses approximately 6,250 sq. ft. and is located along the southerly streetline of Court Street and abuts the easterly property line of Parcel 'E'.

Parcel 'G' - This lot serves as a portion of a public parking lot. The parcel, presently owned by the Connecticut Bank & Trust Company, encompasses approximately 4,040 sq. ft. It is located to the west of County Lane and abuts the southerly property lines of Parcels E & F.

Parcel 'H' - This lot serves as a portion of a public parking lot. The parcel, presently owned by the City of Middletown, encompasses approximately 14,130 sq. ft. It is located to the west of County Lane and abuts the southerly property line of Parcel G.

Parcel 'I' - This lot serves as a portion of a public parking lot. It's small size, 720 sq. ft. and location, between County Lane and Parcel J doesn't allow it to be an efficient parking area. The parcel, owned by the City of Middletown, is under construction as part of the site improvements being done by the Farmers and Mechanics Savings Bank. These improvements will include primarily decorative sidewalks on this parcel.

Parcel 'J' - This lot is a portion of a 31,230 sq. ft. parcel that is owned by the Farmers & Mechanics Savings Bank. The parcel is presently occupied by a 2 story bank building and a small parking lot. There is also a 45,000 sq. ft. addition presently under construction on the parcel. The lot to be acquired would be a partial take of the parcel, an area which is now part of the parking lot. This take would be approximately 2,000 sq. ft. The parcel is located on the northwest corner of Main Street and College Street with frontage extending along the northern streetline of College Street. The lot to be acquired is located on the western portion of the parcel along County Lane.

Parcel 'K' - This parcel is the existing R.O.W. for the city street known as County Lane. It is a bituminous concrete roadway that connects Court Street and County Lane and also provides access to the interior parking areas and the CBT drive-in teller window. County Lane, which encompasses approximately 6,890 sq. ft., is owned by the City of Middletown. It is located along the easterly edge of the project.

Parcel 'M' - This lot is occupied by a 2 story brick house currently used as a professional building, a detached, 4 car garage is located in the rear of the parcel. The parcel, presently owned by George R. Brown, Jr. encompasses approximately 9,522 sq. ft. It is located along the northerly streetline of College Street, and abuts the easterly property line of Parcels 'A' & 'B' and the westerly property line of Parcel 'L'.

SECTION C

DESCRIPTION OF THE TYPES AND LOCATIONS OF EXISTING AND PROPOSED  
STREETS, WATERMANS, SANITARY SEWERS, STORM DRAINAGE SYSTEMS AND OTHER  
UTILITIES SITUATED WITHIN THE PROJECT SITE

## SECTION C

### DESCRIPTION OF THE TYPES AND LOCATIONS OF EXISTING AND PROPOSED STREETS, WATERMAINS, SANITARY SEWERS, STORM DRAINAGE SYSTEMS AND OTHER UTILITIES SITUATED WITHIN THE PROJECT SITE

The Project Area is centrally located within the City of Middletown's Central Business District (CBD). Access to the site is provided by four roads - Court Street, Broad Street, College Street, and County Lane. Vehicular access to the CBD is extremely convenient via Route 9 from the north and south and Route 66 from the east and west. A minimal amount of work is expected to be required on Broad Street and College Street while County Lane will be reconstructed and realigned in conformance with the proposed site development. Existing overhead utilities will be relocated underground along Court Street, as will any additional utilities that may be required for site development.

#### County Lane

County Lane is a bituminous concrete roadway connecting Court Street and College Street. It serves the existing parking areas as well as a drive-in bank teller window operated by the Connecticut Bank and Trust Company. Under this project, County Lane will be widened and aligned as necessary to provide suitable access to the project site. The realignment will require a partial take of land from the Farmers and Mechanics Savings Bank. The reconstructed County Lane will accommodate two-way traffic and will continue to provide access to the drive-in bank teller window operated by the Connecticut Bank and Trust Company. In conjunction with the project the drive-in bank teller operation will be expanded by the Connecticut Bank and Trust Company.

Several parking spaces in the Farmers and Mechanics Savings Bank parking lot will be eliminated due to the realignment. Parking spaces along County Lane directly in front of the bank have been provided in order to replace those spaces lost. Due to the proposed grade changes along County Lane, it will be necessary to reconstruct the Farmers and Mechanics Savings Bank parking lot. The storm drainage for the reconstructed roadway will consist of a closed drainage system with surface runoff intercepted by catch basins. Discharge of the roadway storm drainage system will be into existing storm sewers along Court Street and College Street. All non-pavement areas adjacent to County Lane will be decorative pavement or suitably landscaped.

The proposed road design will have the following dimension requirements and be based on the shown design criteria.

#### Roadway Design Guidelines

Design Speed	25 MPH
Maximum Grade	4.5%
Minimum Stopping Sight Distance	190' (Crest)
Travel Way and Lane Arrangement Curbing	2-11 Foot Travel Lane - Granite Stone Curbing
Parking Space Dimensions	9' Wide 19' Long

Pavement Composition - City of Middletown Typical Roadway Section

Surface - 2" Bituminous Concrete Surface Course  
Base Material - 2" Bituminous Concrete Binder Course  
Subbase Material - 8" Processed Aggregate laid in two 4"  
Courses

UTILITY SERVICE

The Site is serviced by the following utilities:

Gas (CL&P) Sewer (City of Middletown)  
Electric (HELCO) Water (City of Middletown)  
Telephone (SNETCO) Cable TV (Group W Cable)

The inventory below describes utilities available in the streets surrounding the project site.

Main Street

- . An 8" diameter sanitary sewer is located adjacent to the westerly curbline. It provides for gravity flow from Court Street towards College Street.
- . 12" and 15" storm sewers are located along the easterly curbline and drain towards Court Street and College Street. This storm system consists of local inlet collections, and is not considered a major trunk system.

- . A 10" diameter gas system (CL&P) is located along the easterly half of the street ROW.
- . 6-4" electric ducts (HELCO) are located under the easterly sidewalk: 8-4" electric ducts are located adjacent to westerly curblines.
- . A 12" diameter watermain is located in the westerly half of the street ROW; a 6" (future 8") watermain is located adjacent to easterly the curblines.
- . 3-3" telephone ducts (SNET) are located along the easterly half of the street ROW.
- . Miscellaneous overhead electric (HELCO) (lighting), telephone, alarms and CATV are located along polelines at each curblines.

#### College Street

- . A 10" diameter sanitary sewer is located along the centerline of the street. Gravity flow is provided from Broad Street to Main Street.
- . A 42" diameter storm drain is located along the northerly side of the street ROW. An existing catch basin at the streetline behind the Farmers & Mechanics Savings Bank is connected to a 42" diameter trunk line via a 15" diameter pipe.

- . An 8" diameter gas system (CL&P) is located adjacent to the northerly curblineline.
- . An 8" diameter watermain is located in the southerly half of street ROW.
- . 3-2" telephone ducts (SNET) are located adjacent to the southerly curblineline.
- . Overhead electric (HELCO), telephone alarms, CATV are located on polelines along the southerly curblineline. Miscellaneous underground electric services also exist in the area.

#### Broad Street

- . 2-10" diameter sanitary sewer systems extend from mid-block one drains towards Court Street and one to College Street. Both systems along centerline of street ROW.
- . 2-15" diameter storm sewer systems; are located along the centerline of street ROW with one draining to Court Street and one to College Street.
- . A 6" gas system (CL&P) runs along the westerly curblineline.
- . A 12" diameter watermain is located in the westerly half of the street ROW. 1-6" diameter water service to Middlesex Mutual Assurance is located adjacent to City of Middletown parking area.

- . 22-3½" diameter telephone ducts (SNET) are located adjacent to the easterly curblin.
- . Overhead electric, (HELCO), telephone, alarms, and CATV are located on polelines along the easterly curblin.

In addition to the utilities noted above water (fire and domestic) and sanitary sewer laterals were installed and stubbed as part of the previous metro south redevelopment project.

#### Court Street

- . An 18" diameter sanitary sewer is located along the southerly half of the street ROW providing gravity flow from Broad Street towards Main Street.
- . A 30" diameter storm sewer is located in the northerly half of the street ROW flowing easterly.
- . A 4" diameter gas system (CL&P) is located in the southerly half of the street ROW.
- . An 8" diameter watermain is located in the northerly half of the street ROW.
- . Overhead electric, (HELCO) telephone, alarms, and CATV are located on polelines near intersections at Broad and Main Streets.

- . In addition to the utilities noted above water (fire and domestic) and sanitary service laterals were installed and stubbed as part of the previous Metro South Redevelopment Project on College and Broad Streets and are available for service to the site.

SECTION D

DESCRIPTION OF LAND USES PROPOSED FOR THE PROJECT SITE

## SECTION D

### DESCRIPTION OF LAND USES PROPOSED FOR THE PROJECT SITE

The primary land use proposed for this site consists of the development of a multiple story office facility to be constructed by the Middlesex Mutual Assurance Company. A multilevel parking garage is also part of the proposed land use. Improvements are also proposed for an existing city street currently known as County Lane, running along the easterly boundary of the project site and providing for:

- . Access to an existing drive-in teller facility located in the rear of the Connecticut Bank and Trust building located at 267 Main Street. In conjunction with the project, the drive-in teller operation will be expanded by the Connecticut Bank and Trust Co.
- . Access to customer parking in the rear of the Farmers and Mechanics Savings Bank located at 225 Main Street.
- . A north to south transportation link between Court Street and College Street (note: a one-way movement from Court Street to the south currently exists).

#### Office Building

The proposed office building is 11 stories high and will consist of 290,000 square feet of office space. This facility will serve as a

replacement and expansion of the existing  
currently maintained by the Middlesex Mutual  
8,000 square foot area on the first floor  
identified for retail use for the purpose  
facility currently existing within the project site.

26,900  
Assur  
of the bu  
housing  
site.

### Parking Garage

A seven story parking garage facility containing 1,150 spaces  
also be constructed in conjunction with and in support of the  
facility. This garage will not only provide parking for the  
of the office facility (700 spaces), but will also replace and  
crease (450 spaces) much needed public parking capability in the  
Central Business District.

Multiple access will be provided to the garage via College Street and  
Court Street, thereby minimizing traffic congestion and allow more  
than adequate service opportunities for loading and unloading of  
deliveries.

The development of the office building and the parking garage will be  
subject to the requirements established in the City's Zone Central  
Business District as referred to in Section E of this project plan.  
In addition, the facilities are being designed to carefully integrate  
the scale, architectural quality and fabric of both downtown Middle-  
town, and more specifically the surrounding buildings in the neighbor-  
hood.

replacement and expansion of the existing 26,900 square foot building currently maintained by the Middlesex Mutual Assurance Company. An 8,000 square foot area on the first floor of the building has been identified for retail use for the purpose of housing a restaurant facility currently existing within the project site.

#### Parking Garage

A seven story parking garage facility containing 1,150 spaces will also be constructed in conjunction with and in support of the office facility. This garage will not only provide parking for the employees of the office facility (700 spaces), but will also replace and increase (450 spaces) much needed public parking capability in the City Central Business District.

Multiple access will be provided to the garage via College Street and Court Street, thereby minimizing traffic congestion and allow more than adequate service opportunities for loading and unloading of deliveries.

The development of the office building and the parking garage will be subject to the requirements established in the City's Zone Central Business District as referred to in Section E of this project plan. In addition, the facilities are being designed to carefully integrate the scale, architectural quality and fabric of both downtown Middletown, and more specifically the surrounding buildings in the neighborhood.

## County Lane

The existing city street known as County Lane will be maintained within and along the easterly boundary of the project site. The existing roadway alignment will be straightened and the width widened to 22 feet to provide for a safe and efficient two-way traffic movement between Court Street and College Street.

Access to the existing drive-in teller window operated by the Connecticut Bank and Trust will not only be maintained, but will be improved by proper channelization and control of traffic movements. Access will continue to be provided to the customer parking area located at the rear of the Farmers and Mechanics Savings Bank.

The major objectives of the land use proposed for the project site will be to accommodate the current and future expansion needs of the Middlesex Mutual Assurance Company and to provide continued support to the economic growth of the downtown Central Business District by serving as a catalyst for future expansion responsible business development and expansion thereby the tax base for the city increasing.

SECTION E

DESCRIPTION OF EXISTING AND PROPOSED ZONING CLASSIFICATIONS IN AND  
AROUND THE PROJECT SITE

SECTION E

DESCRIPTION OF EXISTING AND PROPOSED ZONING CLASSIFICATIONS IN AND AROUND THE PROJECT SITE

The Project Area, which is comprised of approximately 3.74 acres, is zoned as a Central Business District as per the latest zoning code of the City of Middletown, Connecticut, prepared and adopted pursuant to the provisions of Chapter 124 of the Connecticut General Statutes, 1958 Revisions as amended.

The existing zoning classifications of the land surrounding the proposed project area are the following:

North - Bounded by Court Street. Land to the north of Court Street is zoned Central Business.

East - Bounded by County Lane. Land to the east of County Lane is zoned Central Business.

South - Bounded by College Street. Land to the south of College Street is zoned Central Business.

West - Bounded by Broad Street. Land to the west of Broad Street is zoned Mixed Use. Permitted uses for Mixed Use Zoning may include the following: single-family dwelling, two-family dwelling, medical clinics, professional and business offices and neighborhood stores.

## Site Zoning

The Central Business Zone, of which the project area is comprised, has a total area of about 48 acres. It is about 550 feet wide and runs a distance of about 3,800 feet along Main Street which bisects the zone. The zone provides for the central retail, office, cultural and governmental activities of the community as well as high density residential use.

The zone is designed to permit retail development in the core of the community where there is a concentration of pedestrian activity.

The maximum permitted building height in the zone shall be twelve (12) stories. There is no minimum lot area or frontage required. Yard requirement is that any building shall return not less than the yard of its predecessor or except that for lots facing Main Street no yards shall be required. The following uses as established by the zoning code are permitted for the Central Business Zone; Banks, Commercial Schools, Commercial Parking Lots, Eating and Drinking Places, Entertainment Establishments, Hotels and Inns, Funeral Homes, Newspapers, Churches, Elderly and Handicapped Housing, Office Buildings, Public Buildings, Retail Business Services Establishments and rooming Houses.

SECTION F

PRELIMINARY SOILS REPORT AND BORING LOGS

REPORT ON SUBSURFACE INVESTIGATIONS  
RECONSTRUCTION OF COUNTY LANE  
MIDDLETOWN, CONNECTICUT  
CEM NO. 11963

This report describes the determination and analysis of the subsurface soil conditions which would affect the design and reconstruction of County Lane between Court Street and College Street in Middletown, Connecticut. Copies of the boring location plan, generalized soil profile and engineers' boring logs are attached to this report.

A total of four (4) 2½ inch diameter hollow stem auger borings were drilled along the proposed alignment on October 6, 1986 by General Borings, Inc. of Prospect, Connecticut. All of the borings were drilled to a depth of 16.5 feet. To classify and determine the limits and density of the various soil strata encountered, disturbed samples were obtained from all the borings by driving a split spoon sampler in the standard manner.

Four major soil strata are present at the project site. The following is a generalized description of the soils encountered from the surface downward.

- \* An artificial fill consisting of dense, brown fine to coarse sand with some gravel, a little silt and traces of broken brick up to 2.5 feet thick. The fill is absent along the northerly 100 feet of the alignment.
  
- \* A stratum of loose to medium dense, brown fine to medium sand containing some silt and traces of gravel up to 12 feet thick.
  
- \* A deposit of dense to very dense, brown fine to medium sand containing some silt and traces of gravel up to 8 feet thick.

\* Below the very dense silty sand is highly weathered and decomposed bedrock.

No ground water was encountered in any of the borings.

With the exception of the artificial fill, all of the soils present at the project site will provide adequate foundation material for the proposed roadway and drainage system. Due to the anticipated inconsistency of composition and density of the artificial fill, it is recommended that all existing artificial fill be excavated and removed from the site prior to construction of the roadway. All existing pavement should also be removed. No bedrock or ground water will be encountered during construction and, due to the low water table, underdrains will not be required on this project.

No problems are anticipated during construction of the proposed drainage system for this project. If temporary trench support is required to reduce the limits of excavation in some areas, a trenching box or temporary timber or steel sheeting may be utilized. It is important that proper compaction techniques be utilized when placing the trench backfill to prevent settlement of the trench and resulting pavement damage.

As is the case in all redevelopment areas, there is the possibility that some undetected old foundations may exist along the alignment. If foundation walls are encountered during construction, they should be cut off four feet below the proposed grade and the hole should be refilled with compacted gravel. If foundations filled with rubble are encountered, the rubble should be excavated to its full depth and be replaced with compacted gravel prior to construction of the roadway.



PROJECT Reconstruction of County Lane ACC. NO. 11963  
SUBJECT Generalized Soil Profile SHEET NO. 1 OF 2  
Legend and Scale DATE 10/7 1986  
COMP. DRS CHECK CCC CONT. NO. \_\_\_\_\_

### LEGEND

-  2 1/2" Boring Location
-  Reported Water
-  Bottom of Boring
-  Approx. Existing Ground
-  Approx. Strata Change
-  Cobbles

### SCALE

Horiz. 1" = 100'

Vert. 1" = 10'

Figure - 2

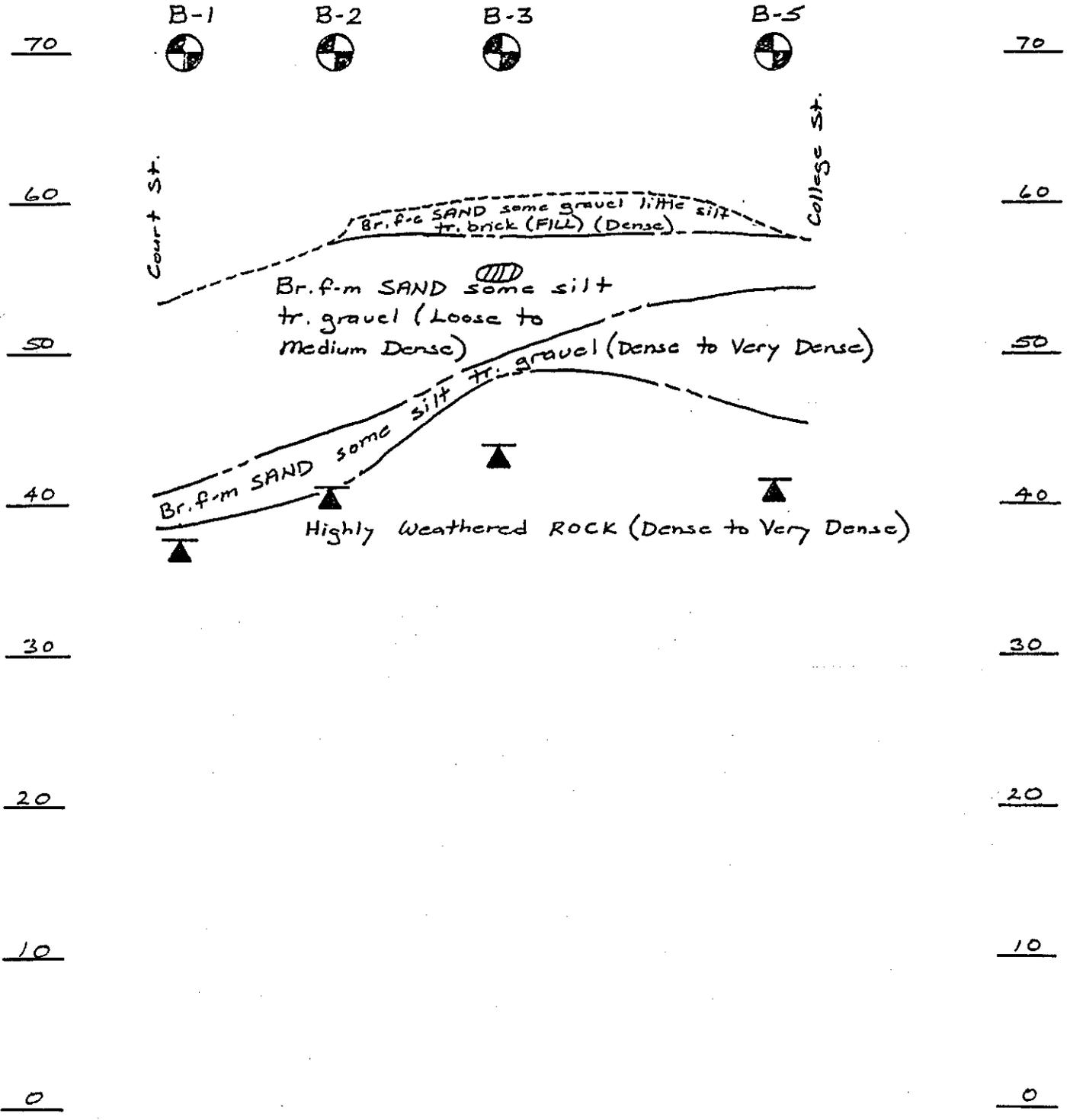


Figure -3

BORING CONTRACTOR: <u>General Borings, Inc.</u>	<b>CE MAGUIRE, INC.</b> ARCHITECTS-ENGINEERS-PLANNERS <b>BORING LOG</b> TOWN, STATE: <u>Middletown, Connecticut</u> PROJECT NAME: <u>Reconstruction of County Lane</u> CEM NO. <u>11963</u> OFFICE: <u>New Britain</u>	SHEET <u>1</u> OF <u>1</u> LOCATION: <u>See Plan</u> HOLE NO: <u>B-1</u> BORING TYPE: <u>B</u> LINE & STA.: <u>-</u> OFFSET: <u>-</u>
LOG PREPARED BY: INTR. <u>G.H. CEM CCC</u>		

GROUND WATER OBSERVATIONS Dry AT <u>0</u> FT. AFTER <u>0</u> HOURS  AT <u>   </u> FT. AFTER <u>   </u> HOURS	AUGER CASING SAMPLER CORE BAR. TYPE <u>HS</u> <u>SS</u> SIZE, I.D. <u>2 1/2</u> <u>1 3/8</u> HAMMER WT. <u>   </u> <u>140</u> BIT. HAMMER FALL <u>   </u> <u>30</u>	SURFACE ELEV. <u>54.2</u> DATE STARTED-FINISHED: <u>10/6-10/6/86</u> BORING FOREMAN: <u>R. Tuccillo</u> INSPECTOR: <u>C.C. Criscuolo</u> SOILS ENGR.: <u>D.R. Stack</u>
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LOCATION OF BORING:

DEPTH BELOW SURFACE	CASING BLOWS PER FOOT	SAMPLE DEPTH FROM - TO	TYPE OF SAMPLE	BLOWS PER 6" ON SAMPLER			STRATA CHANGE DEPTH ELEV.	FIELD IDENTIFICATION OF SOIL & ROCK INCL. COLOR, LOSS OF WASH WATER, JOINTS IN ROCK, ETC.	SAMPLE		
				0-6	6-12	12-18			NO.	PEN.	REC.
0		1-2.5	D	15	15	10	Dry Medium Dense	3" Blacktop Br. f. SAND and SILT tr. gravel	1	18	17
5		5-6.5	D	2	1	2	Moist Loose	Br. and Gray-Br. f.m SAND some silt tr. gravel	2	18	8
10		10-11.5	D	4	11	15	Moist Medium Dense	Br. f. SAND some silt tr. gravel tr. m-c sand	3	18	13
15		15-16.5	D	20	49	50	13.0 41.2 Dry V. Dense 15.5 V. Dense 16.5	Br. f.m SAND some silt tr. gravel	4	18	16
							37.7	Br. DEC. ROCK			
								Bottom of Boring 16.5'			
20											
25											
30											
35											
40											

GROUND SURFACE TO <u>15</u> FT., USED <u>MSA</u> " CASING: THEN <u>-</u> " CASING TO <u>16.5</u> FT.	FOOTAGE IN EARTH	<u>16.5</u>
D=DRY W=WASHED C=CORED P=PIT A=AUGER V=VANE TEST UP=UNDISTURBED, PISTON UB=UNDISTURBED, BALL CHECK OER= OPEN END ROD PROPORTIONS USED: TRACE=0-10%, LITTLE=10-20%, SOME=20-35%, AND 35-50%	FOOTAGE IN ROCK	<u>0.0</u>
	NO. OF SAMPLES	<u>4</u>
	HOLE NO. B-1 TYPE	<u>B</u>

BORING CONTRACTOR:  
General Borings, Inc.

CE MAGUIRE, INC.  
ARCHITECTS-ENGINEERS-PLANNERS  
BORING LOG

SHEET 1 OF 1  
LOCATION: See Plan  
HOLE NO: B-2  
BORING TYPE: B  
LINE & STA.: -  
OFFSET: -

LOG PREPARED BY:  
INTR. GH CEM CCC

TOWN, STATE: Middletown, Connecticut  
PROJECT NAME: Reconstruction of County Lane  
CEM NO. 11963 OFFICE: New Britain

GROUND WATER OBSERVATIONS

Dry  
AT 0 FT. AFTER 0 HOURS  
  
AT     FT. AFTER     HOURS

AUGER CASING SAMPLER CORE BAR.  
TYPE HS     SS      
SIZE, I.D. 2 1/2     1 3/4      
HAMMER WT.         140 BIT.  
HAMMER FALL         30    

SURFACE ELEV. 57.8  
DATE STARTED-FINISHED: 10/6-10/6/66  
BORING FOREMAN: R. Tuccillo  
INSPECTOR: C.C. Criscuolo  
SOILS ENGR.: D.R. Stock

LOCATION OF BORING:

DEPTH BELOW SURFACE	CASING BLOWS PER FOOT	SAMPLE DEPTH FROM - TO	TYPE OF SAMPLE	BLOWS PER 6" ON SAMPLER			STRATA CHANGE DEPTH ELEV.	FIELD IDENTIFICATION OF SOIL & ROCK INCL. COLOR, LOSS OF WASH WATER, JOINTS IN ROCK, ETC.	SAMPLE		
				0-6	6-12	12-18			NO.	PEN.	REC.
0		1-2.5	D	9	15	8	Dry medium Dense	3" Blacktop Br. f-m SAND some silt tr. gravel	1	18	18
5		5-6.5	D	3	2	3	Moist Loose	Br. f-m SAND some silt tr. gravel	2	18	6
10		10-11.5	D	3	7	12	Moist medium Dense	Br. f-m SAND and SILT tr. gravel	3	18	15
15		15-16.5	D	13	20	19	12.5 45.3 Moist Dense	Br. f-m SAND some silt tr. gravel	4	18	17
20							16.5 41.3	Bottom of Boring 16.5'			
25											
30											
35											
40											

GROUND SURFACE TO 15 FT. USED HSA CASING: THEN - CASING TO 16.5 FT.  
D=DRY W=WASHED C=CORED P=PIT A=AUGER V=VANE TEST  
UP=UNDISTURBED, PISTON UB=UNDISTURBED, BALL CHECK OER=OPEN END ROD  
PROPORTIONS USED: TRACE=0-10%, LITTLE=10-20%, SOME=20-35%, AND 35-50%

FOOTAGE IN EARTH	16.5
FOOTAGE IN ROCK	0.0
NO. OF SAMPLES	4
HOLE NO. B-2 TYPE	B

BORING CONTRACTOR: <u>General Borings, Inc.</u>	<b>CE MAGUIRE, INC.</b> ARCHITECTS-ENGINEERS-PLANNERS <b>BORING LOG</b> TOWN, STATE: <u>Middletown, Connecticut</u> PROJECT NAME: <u>Reconstruction of County Lane</u> CEM NO. <u>11963</u> OFFICE: <u>New Britain</u>	SHEET <u>1</u> OF <u>1</u> LOCATION: <u>See Plan</u> HOLE NO: <u>B-3</u> BORING TYPE: <u>B</u> LINE & STA.: <u>-</u> OFFSET: <u>-</u>
LOG PREPARED BY: CONTR. <u>GH CEM CCG</u>		

GROUND WATER OBSERVATIONS Dry AT <u>0</u> FT. AFTER <u>0</u> HOURS  AT <u>   </u> FT. AFTER <u>   </u> HOURS	AUGER CASING SAMPLER CORE BAR. TYPE <u>HS</u> <u>   </u> <u>SS</u> <u>   </u> SIZE, I.D. <u>2 1/2</u> <u>   </u> <u>1 3/4</u> <u>   </u> HAMMER WT. <u>   </u> <u>   </u> <u>140</u> BIT. HAMMER FALL <u>   </u> <u>   </u> <u>30</u> <u>   </u>	SURFACE ELEV. <u>60.4</u> DATE STARTED-FINISHED: <u>10/6-10/6/86</u> BORING FOREMAN: <u>R. Tuccillo</u> INSPECTOR: <u>C.G. Crisafolo</u> SOILS ENGR.: <u>D.R. Stock</u>
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LOCATION OF BORING:

DEPTH BELOW SURFACE	CASING BLOWS PER FOOT	SAMPLE DEPTH FROM - TO	TYPE OF SAMPLE	BLOWS PER 6" ON SAMPLER			STRATA CHANGE DEPTH ELEV.	FIELD IDENTIFICATION OF SOIL & ROCK INCL. COLOR, LOSS OF WASH WATER, JOINTS IN ROCK, ETC.	SAMPLE		
				0-6	6-12	12-18			NO.	PEN.	REC.
0		1-2.5	D	12	21	22	Dry Dense 2.5	3" Blacktop Br. f-c SAND some gravel little silt tr. brick (FILL)	1	18	10
							57.9				
5		5-6.5	D	9	12	16	Dry medium Dense	Br. f-c SAND little silt tr. gravel Broken Cobbles	2	18	11
10		10-11.5	D	15	13	9	Dry medium Dense	Br. f-m SAND some silt tr. gravel	3	18	9
							12.0				
							48.4				
15		15-16.5	D	13	17	19	Moist Dense	Br. DECOMPOSED ROCK	4	18	17
							16.5				
							43.9	Bottom of Boring 16.5'			
20											
25											
30											
35											
40											

GROUND SURFACE TO <u>15</u> FT. USED <u>HSA</u> CASING: THEN <u>-</u> CASING TO <u>16.5</u> FT. D=DRY W=WASHED C=CORED P=PIT A=AUGER V=VANE TEST UP=UNDISTURBED, PISTON UB=UNDISTURBED, BALL CHECK OER=OPEN END ROD PROPORTIONS USED: TRACE=0-10%, LITTLE=10-20%, SOME=20-35%, AND 35-50%	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>FOOTAGE IN EARTH</td> <td><u>16.5</u></td> </tr> <tr> <td>FOOTAGE IN ROCK</td> <td><u>0.0</u></td> </tr> <tr> <td>NO. OF SAMPLES</td> <td><u>4</u></td> </tr> <tr> <td>HOLE NO. <u>B-3</u> TYPE</td> <td><u>B</u></td> </tr> </table>	FOOTAGE IN EARTH	<u>16.5</u>	FOOTAGE IN ROCK	<u>0.0</u>	NO. OF SAMPLES	<u>4</u>	HOLE NO. <u>B-3</u> TYPE	<u>B</u>
FOOTAGE IN EARTH	<u>16.5</u>								
FOOTAGE IN ROCK	<u>0.0</u>								
NO. OF SAMPLES	<u>4</u>								
HOLE NO. <u>B-3</u> TYPE	<u>B</u>								

BORING CONTRACTOR: <u>General Borings, Inc.</u>	<b>CE MAGUIRE, INC.</b> ARCHITECTS-ENGINEERS-PLANNERS <b>BORING LOG</b>	SHEET <u>1</u> OF <u>1</u> LOCATION: <u>See Plan</u> HOLE NO: <u>B-5</u> BORING TYPE: <u>B</u> LINE & STA.: <u>-</u> OFFSET: <u>-</u>
LOG PREPARED BY: CONTR. <u>GH CEM CCG</u>	TOWN, STATE: <u>Middletown, Connecticut</u> PROJECT NAME: <u>Reconstruction of County Lane</u> CEM NO. <u>11963</u> OFFICE: <u>New Britain</u>	

GROUND WATER OBSERVATIONS Dry AT <u>0</u> FT. AFTER <u>0</u> HOURS  AT <u>    </u> FT. AFTER <u>    </u> HOURS	AUGER CASING SAMPLER CORE BAR. TYPE <u>HS</u> <u>SS</u> SIZE, I.D. <u>2 1/2</u> <u>1 3/8</u> HAMMER WT. <u>    </u> <u>140</u> BIT. HAMMER FALL <u>    </u> <u>30</u>	SURFACE ELEV. <u>58.2</u> DATE STARTED-FINISHED: <u>10/6-10/6/86</u> BORING FOREMAN: <u>R. Tuccillo</u> INSPECTOR: <u>C.G. Criscuolo</u> SOILS ENGR.: <u>D.R. Stank</u>
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LOCATION OF BORING:

DEPTH BELOW SURFACE	CASING BLOWS PER FOOT	SAMPLE DEPTH FROM - TO	TYPE OF SAMPLE	BLOWS PER 6" ON SAMPLER			STRATA CHANGE DEPTH ELEV.	FIELD IDENTIFICATION OF SOIL & ROCK INCL. COLOR, LOSS OF WASH WATER, JOINTS IN ROCK, ETC.	SAMPLE		
				0-6	6-12	12-18			NO.	PEN.	REC.
0		1-2.5	D	7	7	12	Dry Medium Dense 3.0	3" Blacktop Br. f. SAND some silt tr. gravel	1	18	11
5		5-6.5	D	16	27	33	55.2 Dry Very Dense	Br. f. SAND some silt tr. gravel	2	18	18
10		10-11.5	D	21	55	50	12.5 45.7 Dry Very Dense	Br. and Red f-m SAND some silt tr. gravel	3	18	18
15		15-16.5	D	26	39	50	16.5 41.7 Dry Very Dense	Br. DECOMPOSED ROCK	4	18	18
20								Bottom of Boring 16.5'			
25											
30											
35											
40											

GROUND SURFACE TO <u>15</u> FT. USED <u>HSA</u> CASING: THEN <u>-</u> CASING TO <u>16.5</u> FT. D=DRY W=WASHED C=CORED P=PIT A=AUGER V=VANE TEST UP=UNDISTURBED, PISTON UB=UNDISTURBED, BALL CHECK OER=OPEN END ROD PROPORTIONS USED: TRACE=0-10%, LITTLE=10-20%, SOME=20-35%, AND 35-50%	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>FOOTAGE IN EARTH</td> <td>16.5</td> </tr> <tr> <td>FOOTAGE IN ROCK</td> <td>0.0</td> </tr> <tr> <td>NO. OF SAMPLES</td> <td>4</td> </tr> <tr> <td>HOLE NO. <u>B-5</u> TYPE</td> <td><u>B</u></td> </tr> </table>	FOOTAGE IN EARTH	16.5	FOOTAGE IN ROCK	0.0	NO. OF SAMPLES	4	HOLE NO. <u>B-5</u> TYPE	<u>B</u>
FOOTAGE IN EARTH	16.5								
FOOTAGE IN ROCK	0.0								
NO. OF SAMPLES	4								
HOLE NO. <u>B-5</u> TYPE	<u>B</u>								

SECTION G.  
APPRAISALS

SECTION H

TITLE SEARCHES

SECTION I

PROJECT FINANCING PLAN (DC-2)

SECTION I

PROJECT FINANCING PLAN

The funding sources for the proposed project will be from the State of Connecticut Department of Economic Development and the City of Middletown.

The total project cost is estimated to be \$2,500,000.00 which includes costs associated with:

- . property acquisition (6 individual parcels)
- . relocation expenses
- . site development costs including associated engineering fees for grading, roadway reconstruction, building demolition, structure foundations, landscaping and utility services

The State of Connecticut Department of Economic Development will provide their share of the project cost through a Special Development Grant and Development Grant. The balance of the costs will be borne by the City of Middletown through a combination of land donations, in kind services and cash. The cash source will be the City's Economic Development Fund which is a city fund created for assisting in development projects within the community.

<u>State Share</u>	\$1,625,000.00
<u>City Share</u>	<u>875,000.00</u>
TOTAL	\$2,500,000.00

SECTION J

ADMINISTRATIVE PLAN

## SECTION J

### ADMINISTRATIVE PLAN

The administrative responsibilities for this project will be executed by the City of Middletown Redevelopment Agency, which is the city's designated development agency. The Redevelopment agency has considerable experience with the administrative duties required by a project of this type by having been the administrator of the Metro South Urban Renewal Project and the Center St. Urban Renewal Project both of which were either wholly or partially funded by the Department of Housing and Urban Development. The Redevelopment Agency also has a great deal of experience in the Community Development Block Grant Program and has a strong relationship with the Mayor and the Common Council in the decision-making process that is required in projects of this type.

The administrative duties to be performed during the development phase of this project will consist of the procedural and legal requirements for the project land acquisition, coordination of the contract document preparation and bid phase for the site preparation, review of construction plans and maintaining the required financial records in accordance with State regulations.

The redevelopment Agency, assisted by the City, will organize and provide the services necessary to facilitate the necessary meetings required for the various State and City Agency approvals for the Proposed Project, and provide general project assistance to expedite all project matters that arise.

The Redevelopment Agency, assisted by the City, will carry out the day to day functions for the project administration including the contracting of final planning and engineering for the project development, overseeing the physical development to verify the extent of development within the project boundaries in accordance with the approved Project Plan, making the required interim submissions to the Department of Economic Development including:

- . quarterly progress reports
- . quarterly financial reports
- . minutes of all Redevelopment Agency meetings involving the project on a quarterly basis
- . project plan revisions
- . land purchase and option Agreement
- . audit reports
- . payment requisitions and balance sheets
- . all planning and engineering contracts
- . final construction contract plans and specifications
- . copies of executed contract documents
- . notification of preconstruction conference
- . project schedule
- . verification of compliance with all local and State agencies
- . letter of acceptance of the public improvements upon project completion

The Consulting Engineering Firm for the project will perform the work required to prepare the construction contract documents and provide the necessary services for the site preparation planned for the Redevelopment Parcel, including the following:

- . construction plans, profiles, cross-sections and construction details
- . construction contract specifications
- . surveys for photogrammetric mapping
- . design surveys
- . soils engineering services and supervise boring program
- . provide traffic engineering services
- . coordinate with State and local Environmental Agencies
- . make interim design submissions for review to the City, Development Agency and State
- . coordinate bidding phase of project
- . coordinate contract award proceeding with City
- . coordinate preconstruction conference
- . provide continuous on-site inspection services for project duration
- . submit construction schedules and progress reports to the Redevelopment Agency and State
- . certify partial payments to contractor
- . coordinate final project inspection
- . submit as-built construction drawings to the State
- . assist Redevelopment Agency with project close-out requirements

The Consulting Engineer will be required to provide the services enumerated herein with the assistance by the City and the Redevelopment Agency. These will be detailed in the Redevelopment Agency/Engineer Agreement such as providing City records and the providing of suitable meeting accommodations for contracting signing, public hearings and coordination of meetings.

The legal services required for the project will be the responsibility of the City's legal council who will be responsible for all deeds, contracts, title searches and all other project related legal matters.

SECTION K

RELOCATION ASSISTANCE PLAN

SECTION L

STATEMENT OF PROJECT FINDINGS: SECTION 8-189(1) FROM CHAPTER 132 OF  
THE CONNECTICUT GENERAL STATUTES

SECTION L - STATEMENT OF PROJECT FINDINGS: SECTION 8-189(1) FROM  
CHAPTER 132 OF THE CONNECTICUT GENERAL STATUTES

In accordance with Section 8-189 of Chapter 132 of the Connecticut General Statutes, the following findings are made for the Middlesex Mutual Assurance Company Redevelopment Parcel: that the land and buildings within the project area will be used principally for industrial or business purposes; that the plan is in accordance with the plan of development for the municipality adopted by its planning and zoning commission and the plan of development of the regional planning agency, if any, for the region within which the municipality is located; that the plan is not inimical to any statewide planning program objectives of the state or state agencies as coordinated by the department of planning and energy policy; that the project will contribute to the economic welfare of the municipality and the state; and that to carry out and administer the project, public action under this chapter is required.

SECTION M - STATEMENT OF MINORITY PARTICIPATION

## SECTION M - STATEMENT OF MINORITY PARTICIPATION

In that the proposed Middlesex Mutual Assurance Company Redevelopment Parcel is an economic development project funded under the provisions of the Connecticut General Statutes, Chapter 132, State regulations require that it be administered under a program of specific affirmative action and equal opportunity standards. In order to satisfy these requirements, an affirmative action program has been developed for the project and is to be implemented by the City of Middletown Redevelopment Agency.

This program is intended to guarantee and encourage the utilization of minority group persons, women and the handicapped in all project related work. Specific goals and minimum standards are set for participation in the project by subcontracting, vending and supply firms owned and operated by minorities or women. The program similarly sets specific goals for utilization of minority and female construction workers in project construction and commits the City of Middletown Redevelopment Agency to taking actions to alert qualified minority and female construction workers upon the awarding of the prime contract. The City of Middletown Redevelopment Agency is additionally committed to assist future building tenants in meeting their affirmative action obligations and in encouraging affordable public transit and/or rider-sharing programs (i.e. car pooling, van pooling, etc.) to serve the subject facilities. The program also makes provisions for the identification and elimination of design barriers to the

handicapped in the finished facilities so that handicapped persons may be granted fair and equal employment opportunities.

The City of Middletown Redevelopment Agency will be responsible for implementing and monitoring the program and will be required, on a regularly monthly interval, to provide the Connecticut Department of Economic Development with a report summarizing the project's actual minority participation performance in relation to the program's stated goals.

SECTION N

LEGAL NOTICE OF PUBLIC HEARING

SECTION 0 - PROJECT APPROVED RESOLUTIONS  
PROJECT APPROVED RESOLUTIONS

- . City Planning and Zoning Commission (DC 26-B)
- . Regional Planning Agency (DC 26-C)
- . City Development Commission (DC 6)
- . City Governing Body (DC 26-A)

Certified Resolution of the City of Middletown Planning and Zoning Commission finding that the Project Plan is in accord with the plan of development for the municipality.

WHEREAS, the project plan for the proposed Middlesex Mutual Assurance Company Redevelopment Parcel was prepared by the City of Middletown Redevelopment Agency pursuant to the provisions of Chapter 132, Section 8-186 through 8-200b of the Connecticut General Statutes;

WHEREAS, the provisions of Chapter 132 require that the project plan be referred to the planning commission of the municipality for a determination whether such project plan is in accord with the plan of development for the municipality;

NOW, therefore that the City of Middletown Planning and Zoning Commission hereby resolves;

That the Project Plan for the proposed Middlesex Mutual Assurance Company Redevelopment Parcel is in accord with the plan of development for such municipality;

I hereby certify that this resolution was duly adopted at a meeting of the City of Middletown Planning and Zoning Commission held \_\_\_\_\_ 1986, that it is on record, and that it has not been modified nor rescinded whatsoever.

SEAL

Date \_\_\_\_\_

\_\_\_\_\_

Secretary

Resolution of the City of Middletown Redevelopment Agency the filing of an Application to the Connecticut Department of Economic Development for financial assistance for the Middlesex Mutual Assurance Company Redevelopment Parcel.

WHEREAS, pursuant to Chapter 132 of the Connecticut General Statutes, as amended and number 838 of the Public Acts of 1971, the Connecticut Department of Economic Development is authorized to extend financial assistance to Economic Development Commissions, Redevelopment Agencies, non-profit corporations;

WHEREAS, it is desirable and in the public interest that the City of Middletown Redevelopment Agency make application to the State for in order to undertake a program of INDUSTRIAL AND BUSINESS DEVELOPMENT, and to execute an Assistance Agreement therefore and it is understood that the City of Middletown Redevelopment Agency will provide a local grant-in-aid in accordance with the requirements of Chapter 132 of the Connecticut General Statutes as amended and said Public Act 838 as appropriate.

NOW, THEREFORE, BE IT RESOLVED BY THE City of Middletown Redevelopment Agency.

1. That it is cognizant of the conditions and prerequisites for State assistance imposed by Chapter 132 of the Connecticut General Statutes and said Public Act 838;
2. That it recognizes the responsibility for the provision of local grants-in-aid to the extent that they are necessary and required for said programs;
3. That the filing of an application by the City of Middletown Redevelopment Agency an amount not to exceed is hereby approved, and that the President is hereby authorized and directed to execute and file such application with the Connecticut Department of Economic Development to provide such additional information, to execute such other documents as may be required to execute an Assistance Agreement with the State of Connecticut for state financial assistance if such an Agreement is offered, to execute any amendments, recisions, and revisions thereto, and to act as the authorized representative of the City of Middletown Redevelopment Agency.

Certified a true copy of a resolution duly adopted by the City of Middletown Redevelopment Agency acting as the Development Agency for the municipality of Middletown, Connecticut on \_\_\_\_\_ and  
Date

has not been rescinded or modified in any way whatsoever.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Clerk

\_\_\_\_\_  
Secretary

(SEAL)

Certified Resolution by the Regional Planning Agency finding that the project plan is in accord with the plan of development for such region.

Whereas, the project plan for the proposed Middlesex Mutual Assurance Company Redevelopment Parcel was prepared by the City of Middletown Redevelopment Agency pursuant to the provisions of Chapter 132, Section 8-186 through 8-200b of the Connecticut General Statutes;

Whereas, the provisions of Chapter 132 require that the project plan be referred to the regional planning agency, if any, for the region within which such municipality is located for a determination whether such project plan is in accord with the plan of development for such region or if the regional planning agency fails to make a finding concerning said project plan within thirty-five days of its receipt, it shall be presumed that such regional planning agency does not disapprove of such project plan;

Now, therefore, the Midstate Regional Planning Agency hereby resolves;

That the Project Plan for the proposed Middlesex Mutual Assurance Company Redevelopment Parcel is in accord with the plan of development for such region;

I hereby certify that this resolution was duly adopted at a meeting of the Midstate Regional Planning Agency held \_\_\_\_\_ 1986, that it is on record, and that it has not been modified nor rescinded whatsoever.

SEAL

DATE \_\_\_\_\_

\_\_\_\_\_

Secretary

Certified Resolution by the Legislative Body approving the Project Plan and making Certain Findings.

WHEREAS, it is desirable and in the public interest that the City of Middletown Redevelopment Agency prepare a project plan for an industrial park for purposes of contributing to the economic welfare of the municipality and the state pursuant to the provisions of Chapter 132 of the Connecticut General Statutes as amended, and

WHEREAS, the City of Middletown Redevelopment Agency prepared a Project Plan for the project known as the Middlesex Mutual Assurance Company Redevelopment Parcel and;

WHEREAS, the Project Plan was referred to the municipal Planning and Zoning commission of the City of Middletown and the regional planning agency known as the Midstate Regional Planning Agency and;

WHEREAS, thereafter, the City of Middletown Redevelopment Agency held a public hearing on the Middlesex Mutual Assurance Company Redevelopment Parcel Project Plan Project Plan on the \_\_\_\_\_ day of \_\_\_\_\_ 1986, pursuant to the provisions of municipal law, state statutes and Chapter 132 of the Connecticut General Statutes, as amended, and, thereafter, approved said plan;

WHEREAS, the Middletown City Council held a public hearing on the Middlesex Mutual Assurance Company Redevelopment Parcel Project Plan on the \_\_\_\_\_ day of \_\_\_\_\_ 1986, pursuant to the provisions of municipal law, state statutes and Chapter 132;

NOW THEREFORE, THE Middletown City Council HEREBY RESOLVES:

- (1) That the Project Plan for the proposed Middlesex Mutual Assurance Company Redevelopment Parcel is hereby approved;
- (2) That the land and buildings within the project area will be used principally for industrial and business uses; that the plan of development is in accordance with the plan of development for the municipality adopted by its planning commission and the plan of development of the Regional Planning Agency; that the plan is not inimical to any statewide planning program objectives of the State or state agencies as coordinated by the Office of Policy and Management; that the project will contribute to the economic welfare of the municipality and the State of Connecticut; and that to carry out and administer the project, public action under Chapter 132 of the Connecticut General Statutes as amended is required;
- (3) That the Mayor is hereby authorizes to submit the resolution of approval of the Project Plan to the City of Middletown Redevelopment Agency of the City of Middletown;

I hereby certify that this resolution was duly adopted at a meeting of the Middletown City Council held \_\_\_\_\_ 1986, that it is on record, and that it has not been modified nor rescinded whatsoever.

SEAL

Date \_\_\_\_\_

Secretary

SECTION P

EVALUATION OF HOUSING IMPACTS: SECTION 8-189(k) FROM CHAPTER 132 OF  
THE CONNECTICUT GENERAL STATUTES

SECTION P - EVALUATION OF HOUSING IMPACTS: SECTION 8-189(k) FROM CHAPTER 132 OF THE CONNECTICUT GENERAL STATUTES

The Middlesex Mutual Assurance Company (MMAC) Redevelopment Parcel Project will be developed in two (2) separate phases. The first phase is the construction of an eleven (11) story structure of approximately 190,000 sq. ft. (gross). Of this gross area, 8,000 sq. ft. will be used for retail purposes and 150,000 sq. ft. of useable office space. The office space will be used by MMAC (100,000 sq. ft.) and the remainder (50,000 sq. ft.) will be available for lease, or by MMAC. The structure is to be ready for occupancy in 1989 when Phase II construction will begin. Phase II will be completed in 1996 and will provide an additional 80,000 sq. ft. of useable (100,000 sq. ft. gross) office space. For purposes of this report, only the employees positions associated with Phase I are considered.

The following table showing current and projected employees for this project is based on the latest data available from MMAC (October 1986).

TABLE 1  
Employee Data

Current Employment (October 1986)- MMAC	290
Projected Employment (1989-1994) - MMAC	407
Increase over 1986	117 <sup>1</sup>
Projected Employment (1989-1994) - Lease Space <sup>2</sup> (50,000 sq. ft. + 250 sq. ft./employee)	200
Total Employment from Phase I	317

<sup>1</sup>To be housed in 100,000 sq. ft. from Phase I

<sup>2</sup>This space may be used by MMAC or leased; final determination not made; number of employees in either case is estimated to be the same.

The retail space (8,000 sq. ft.) is to be used to relocate Massatta's Restaurant which currently exists on a portion of the Phase II Site. This use of the retail space will not create any new positions, and therefore, is not considered in this section.

Since, at this point, it is impossible to determine if the 50,000 sq. ft. of Phase I office space will be needed by MMAC or leased to outside tenants, for purpose of this section, it is assumed that the employees who will occupy that space will be of the same general categories as those 117 employees projected to occupy the 100,000 sq. ft. to be definitely used by MMAC.

In reference, to the 117 projected new positions, based on information from MMAC, most of the new positions are in the word processor, computer technician and clerical categories. It is anticipated that ten (10) executive positions will be created. Based on the types of positions to be created, it can be expected that most of the positions will be filled from individuals already residing in the Middletown area, except, perhaps, for some of the executive positions.

Middlesex Mutual hiring practices in Middletown are a matter of historical record. As one of the largest employers in Middletown, MMAC has probably the highest ratio of Middletown's residents as employees of all other major employers. This is due to the fact that MMAC has been based in Middletown for over 150 years and, as it has grown, MMAC has drawn upon the talent of the citizens of Middletown and surrounding Middlesex County to support their growth. These

circumstances are in sharp contrast to other major employers who may have transplanted the location of their business to Middletown, but have used the same pool of employees from other areas of the state.

In addition, MMAC's current work force is over 70% women, and it is expected that the new positions will be filled in the same, or higher, ratio of women to men.

Information from MMAC about the executive positions to be created indicate that the salaries will fall in the range of \$35-\$60,000.

For the 200 positions created by the 50,000 sq. ft. area, the same breakdown of the work force (70% women) and number of executives (10) in the same salary categories (\$35-\$60,000) are assumed.

### Housing Availability

Information regarding housing was obtained from a number of sources. The basic data for the town's, county and planning region was 1980 Census data (Characteristics of Housing Units) obtained from the Connecticut Census Data Center. Additional information was obtained from planning departments in those few towns that have them, and finally telephone inquiries of real estate offices in selected towns.

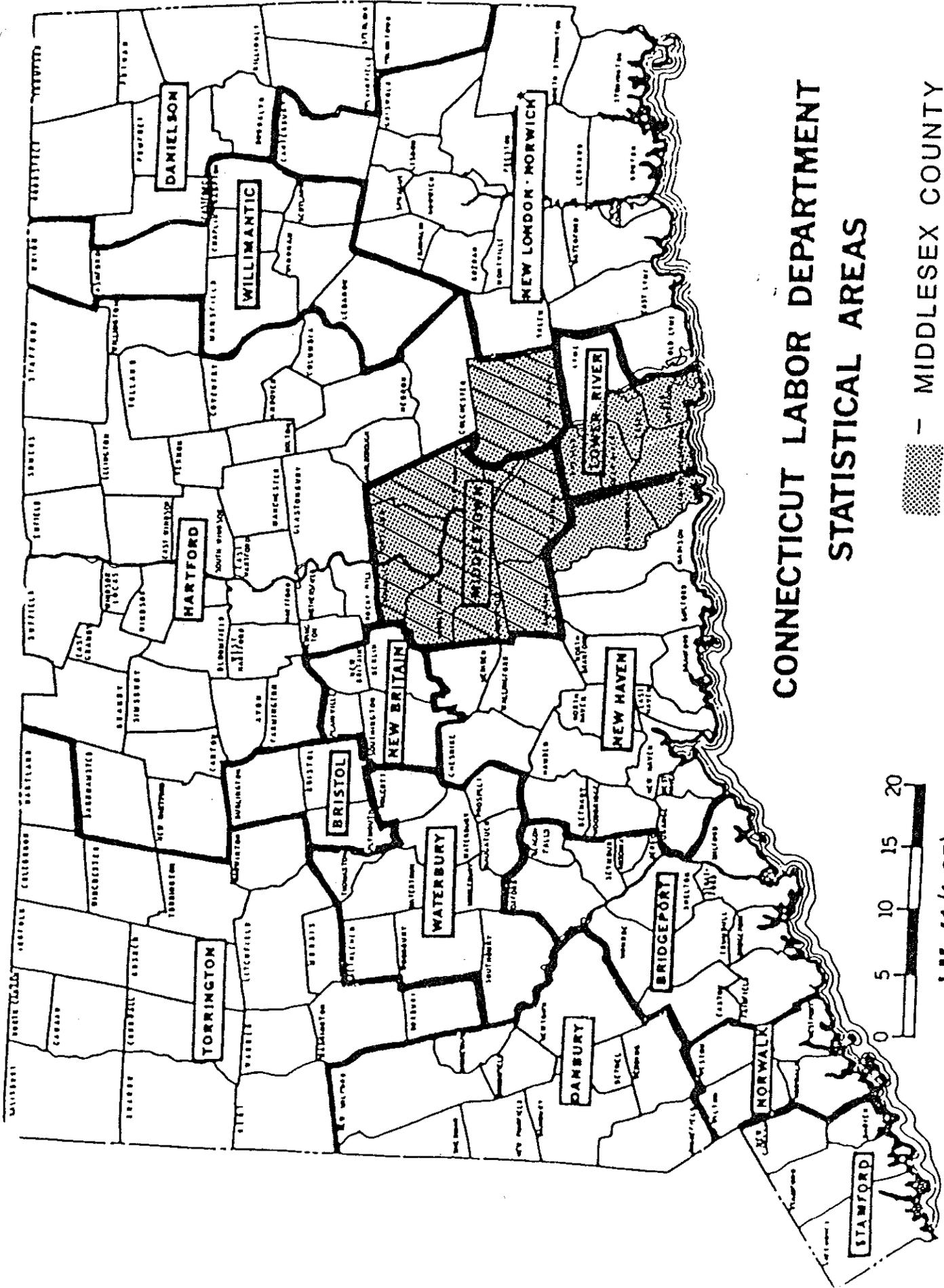
Table 2 shows the 1980 Census Data for Middletown, Middlesex County and the Midstate Planning Region (See Figure 1). As can be noted from the Census Data, Middletown has the lowest cost housing in almost every category listed.

Attempts were made to obtain more detailed information from town planning agencies, and of the three towns that have such agencies (Cromwell, East Hampton and Middletown), only Middletown had specific data on housing. East Hampton had none and Cromwell could only provide total units and a breakdown of units by type. For these towns, contact was made by telephone with real estate agencies and general data was obtained.

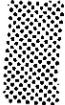
The following information was taken from the Middletown Planning Department's Housing Inventory updated to June 30, 1986.

TABLE 2  
Housing Data

1. Year Round Housing Units	<u>Middletown</u>	<u>Middlesex County</u>	<u>Midstate Area</u>
(5) Total	14,770	48,041	31,965
Occupied	14,130	45,922	30,710
Vacant	640	2,119	1,255
Renter	7,197	14,066	10,789
2. Non-Condominium Mean Value for			
Owner Occupied	\$61,500	\$67,800	\$63,900
Total Number	5,415	25,548	15,843
Vacant for Sale	\$67,100	\$72,900	\$63,500
Total Number	31	259	103
3. Condominium Mean Value for			
Owner Occupied	\$52,900	\$57,200	\$53,300
Total Number	311	1,190	983
Vacant for Sale	\$53,900	\$61,300	\$57,100
Total Number	44	81	71
4. Mean Cost of Rental Units			
Occupied	\$ 206	\$ 219	\$ 211
Total Number	6,818	12,792	9,913
Vacant for Rent	\$ 222	\$ 238	\$ 229
Total Number	346	623	464



# CONNECTICUT LABOR DEPARTMENT STATISTICAL AREAS

-  - MIDDLESEX COUNTY
-  - MIDSTATE PLANNING AREA



LM-41 (1-85)

Figure 1

Based on information from real estate agencies, houses are available in a range of price categories (\$89,000 to over \$250,000) in most areas, but prices are going up rapidly and overall the housing market is very active. Condominiums are available from the high \$60's for a one-bedroom unit to over \$110,000 for 2 or 3 bedroom units. In most areas, single family homes in older developed areas can be found in the high \$80's while newer homes range from \$125,000 on up. All real estate agents said the housing market in terms of prices, sales, etc. grew by over 30% in the entire Middletown area, with some areas, such as Cromwell, experiencing even greater increases. The real estate agents attributed this upsurge in the market to the availability of mortgage money, low supply in some areas, and relocations into the area. The Bristol-Myers facility on the Wallingford-Durham line was specifically mentioned in this regard.

### Conclusions

Because of the nature of jobs to be created, MMAC's long-history of hiring from within the area, and the fact that only a few executive positions are being created that might cause relocation into the area, this project will not create any unusual housing problems in the area, or create any hardships for those individuals relocating into the area. Based on a commonly used rule of thumb that a family can afford to spend 2.5 times its gross annual family income on the purchase of a home, given the executive salary range of \$35,000 to \$65,000, the executives that might relocate to fill the new positions should have

no trouble in finding homes in their affordable price range; that is, \$87,500 to \$150,000, assuming the salary is the total household income.

SECTION Q

CULTURAL RESOURCES ASSESSMENT (HISTORICAL AND ARCHAEOLOGICAL)

# RABER ASSOCIATES

CONSULTANTS IN THE HISTORICAL AND SOCIAL SCIENCES



CULTURAL RESOURCES ASSESSMENT  
IN THE PROPOSED MIDDLESEX MUTUAL ASSURANCE COMPANY  
INDUSTRIAL AND BUSINESS DEVELOPMENT PARK,  
MIDDLETOWN, CONNECTICUT

Michael S. Raber

prepared for:

C E Maguire, Inc.  
One Court Street  
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A map showing historic structures and areas of archaeological sensitivity accompanies this report.

## I. INTRODUCTION

The City of Middletown, Connecticut, in association with Middlesex Mutual Assurance Company, proposes to develop an industrial and business park, using funds provided by the Connecticut Department of Economic Development. State assistance brings the project under the purview of regulations for the assessment and management of environmental impacts generated by state-funded projects, including impacts to significant cultural resources (see Regulations of Connecticut Agencies 22a-la-3). Significant cultural resources are remains of past human activities with sufficient physical integrity, unique design qualities, exemplification of major design or construction styles, or prehistoric/historic research potential, to warrant inclusion on the State Register of Historic Places.

C E Maguire, Inc., retained Raber Associates to identify significant or potentially significant cultural resources which the proposed project might impact, and to develop recommendations for one or more of the following possible types of action:

- avoidance of significant resources;

- location of presently undocumented, but potentially significant, archaeological resources;

- determination of significance for known but incompletely documented archaeological or architectural resources.

Prior to initiation of this assessment in September 1986, the Greater Middletown Preservation Trust (GMPT) and the Connecticut Historical Commission (CHC) reviewed available information on the project area, and reached a variety of conclusions on the significance of the area's four standing structures. Assessment research on these structures, conducted in conjunction with GMPT executive director Ann Street, yielded additional information on the history and present condition of several of the structures, but did not alter the conclusions previously reached. The principal focus of this assessment, then, has been on project area archaeological resources, which were largely uninvestigated when assessment work began.

Section II of this report on assessment findings briefly describes the project area as it appeared in September 1986. Section III outlines research methods and emphases. Section IV summarizes historic developments in the project area, and identifies the locations, natures, and sequences of specific cultural resources. Section V describes results of field inspections made for this assessment, and incorporates these results into a discussion of significant or potentially significant resources in the project area. Section VI presents assessment conclusions, and recommendations for future treatment and protection of cultural resources. The recommendations include location of potentially significant archaeological resources within the framework of state acts and regulations, and preservation options outside that framework currently being negotiated by the GMPT with project proponents for significant and non-significant architectural resources.

Volume 2 of the development plan includes a map of the historic structures referred to in this report.

## II. PROJECT AREA ENVIRONMENT

The proposed development park encompasses about 3.75 acres in downtown Middletown, defined by Broad Street to the west, College Street to the south, Court Street to the north, and the east edge of County Lane--a 10-to-20-foot wide paved public way--to the east. The scope of the proposed project, described elsewhere in the development plan, would destroy or at best relocate all cultural resources within this area. Immediately east of the project area, between Main Street and County Lane, commercial or former public institutional properties define the southwest corner of the Middletown Main Street Historic District, listed on the National Register of Historic Places. Project building heights and surfaces would have visual effects on the historic district.

Only four somewhat scattered standing structures remain in the project area (see Map):

the former Masonic Hall/Polish Falcons building (1887) at 181-183 Court Street, now partially occupied by Polly's, a restaurant, and by Falcon's Printing;

offices of Middlesex Mutual Assurance Company at 209 Court Street, in the former Hartford Electric Company building (1929);

Mazzotta's Restaurant at 138-142 College Street, in the much-modified Henshaw house (1755-1777);

offices of accountants Gomola & Knotek, in the former Atkins house (c1852) at 128-130 College Street.

Most of the area slopes gradually between about 66 and 57 feet above mean sea level, from west/southwest to east/northeast towards the Connecticut River, which drains the area directly. South and west of the Polish Falcon's building, and west of County Lane where the block-wide public way widens into public parking, there are short but abrupt changes in elevation, rising 3-4 feet to the southwest and dropping about 2 feet to the west (see Map). Except for the partially grass-covered lot at the former Atkins house, paved and unpaved parking surfaces define the entire project area around the four buildings. Disturbed or stripped Wethersfield loam soils apparently underlie the parking surfaces. When intact, these soils consist of about two feet of well-drained dark brown and red brown loam above red brown gravelly loam subsoils, developed from glacial till and the underlying sandstone bedrock. During the period of this assessment, excavation for an addition to the Farmers and Mechanics Savings Bank property at 237-245 Main Street, immediately east of project area limits, exposed typical subsoils from the Wethersfield series. This construction also obscured part of the project area to the west, across County Lane, where excavated material was piled next to a construction trailer on other Farmers and Mechanics property (U.S. Department of Agriculture 1979; Connecticut Department of Environmental Protection 1982).

### III. ASSESSMENT METHODS AND EMPHASES

The very short period allowed for this assessment, and the limited previous documentation of historic project area resources, restricted assessment research methods. Existing documentation included incomplete data on a total of seven structures, of nearly forty apparently erected at different times since c1750, and almost no data on archaeological resources.<sup>1</sup> Additional assessment research with interviews, available historic maps and municipal engineering plans, and selected primary and secondary data allowed for compilation of development sequences covering the entire project area, and preliminary definition of archaeologically sensitive properties. Following identification of such properties, four split-spoon borings yielded data on expected subsurface conditions in some of these areas (see Map). Archaeological testing beyond the borings appeared extremely impractical given the short assessment schedule, the absence of unrestricted access to sensitive areas, and the presence of temporary construction materials stored in one such area. The latter consideration limited even the preliminary boring program. Field research also included interior and exterior inspections of the former Henshaw and Atkins houses with Ann Street, of GMPT; access denial by present owners precluded similar inspection of the Polish Falcons building.

In considering project area archaeological sensitivity, it quickly became apparent that recovering significant Amerindian resources was highly unlikely. Although the Connecticut River was an important focus for prehistoric and historic Amerindian peoples, with the Middletown area including one or more 17th century native villages (e.g., Cook 1976), late 19th and 20th century construction of buildings and parking lots probably removed most soil strata sensitive for Amerindian resources, following over two centuries of less intense development along some project area edges. Recovery of redeposited Amerindian materials is not impossible here, but the context would preclude recovery of data which could provide significant new information. Therefore, the summary and analysis which follow focus entirely on Euroamerican historic developments. As outlined in section IV, the sequence and nature of these developments tended to confine areas of potentially significant archaeological remains to properties along College and Broad streets, because the project area center and its Court Street edge were generally scenes of much later, denser, and generally larger construction projects. For this reason, most primary assessment research concentrated on College Street and Broad Street properties.

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<sup>1</sup>These data included: unpublished Colonial Dames notes on the Henshaw house and a demolished house at former 114-116 College Street; historic resources inventory forms prepared by the GMPT c1977-79 for the Polish Falcons building and for four other structures demolished shortly thereafter at 179 and 189 Court Street and 118-120 and 122-124 Collegé Streets; results of GMPT title research on several of these properties; and incomplete archaeological, historical, and structural studies of one of the demolished structures--once almost certainly a pewter shop--at 118-120 College Street. Sections IV and V discuss all these sites more fully (Augur n.d.; Colonial Dames 1920; Greater Middletown Preservation Trust 1978-79; Reynolds 1980; Dyson 1982).

#### IV. SUMMARY OF HISTORIC DEVELOPMENT

Located just behind the central section of Middletown's major street, the project area experienced development which in many ways mirrored the principal stages of the town's economic and social history since English settlement in the 17th century. In the absence of any substantial secondary works covering the town's entire history, at least seven broad periods appear to define developments around the municipal center:

c1650-1750, when the economy and geography of the initial settlement remained rather stable, with predominantly farming households living along Main Street and undeveloped agricultural land elsewhere;

c1750-1790, when Middletown's emergence as a major regional port for West Indian and coastal traffic spurred development of the area between Main Street and the Connecticut River, and a new social order dominated by merchants included artisans who settled along the south side of the project area;

c1790-1820, when dissipation of the local mercantile economy and social conflicts--in the face of national political and economic realignments--contributed to a contraction of the artisan class, while late mercantile period commercial and public institutions began to distinguish Main Street from adjacent residential areas;

c1820-1900, when several periods of successful, locally-controlled industrial development spurred Main Street's transformation into a predominantly commercial avenue with a municipal center between Court and College streets fronting a late 19th century electric plant, and the west and north edges of the project area developed as residences for professionals or business-owners and as public/commercial institutions, respectively, while the older College Street homes became multi-family dwellings for industrial managers and merchants;

c1900-1930, when increasing population in a stable industrial economy led to considerable rebuilding of Main Street, but little change in the residential and institutional character of the project area other than the departure of the power plant and the appearance of electric utility offices at the northwest corner;

c1930-1955, when depression, war, and increased federal economic involvement left Middletown with a less locally-controlled base of larger companies, and little change in the central business and residential areas;

c1955-1985, when Main Street retained much of its commercial vitality, in an era of suburban expansion and new shopping areas, through a series of public and private developments which razed many older, nearby neighborhoods including most of the project area.

The discussion below relates project area development and history to each of these periods.

### cl650-1750: Agrarian Village

Middletown's first century of English occupation, beginning cl650, featured two agrarian villages, in present Cromwell (known as Upper Houses) and along present Main Street at the Lower Houses. Typical of many 17th century Connecticut River Valley towns, Middletown Lower Houses was an essentially linear settlement along a street paralleling the river on the first level ground above the floodplain, with initially assigned houselots on the street, and contiguous farmlots and woodlots running generally east-west away from the street. Ideally, this arrangement traversed a variety of elevationally-graded natural areas perpendicular to the river, giving each household head individual or communal rights to the pasture, grain fields, garden plots, and woodlots needed in the colonial agrarian economy which prevailed in Middletown until cl730-1750. Beginning at the north end of Main Street, settlement along these lines gradually grew southwards during this period, with very few east-west roads or lanes intersecting the street and proportionately few houses in the town center built off Main Street. A large houselot, originally owned by the Hall family, encompassed approximately the southern half or two thirds of the project area from initial settlement until the late 1740s; no documented structures were erected on this property away from Main Street. There is little compiled documentation for the north edge of the project area during this period, but, with neither present Court nor College streets in existence, development away from Main Street seems very unlikely (Greater Middletown Preservation Trust 1979; Reynolds 1980; Hall 1981; Cruse 1981; Loether n.d.).

### cl750-1790: A Small Urban Port and Its Artisans

The beginnings of documented historic development in the project area coincided with, and emerged from, Middletown's first major economic transformation. With new farmland diminishing, expansion of traditional household-based agriculture slowed by cl730 and ambitious local families turned to shipbuilding, fishing, and timber sales. By cl750, merchants--many from other places--directed this more commercial and maritime economy into a thriving West Indian and coastal trade based on construction and use of small vessels, suited to Middletown's shallow harbor, to transport products of the town's large rural hinterland. The town became the largest in Connecticut during this period, with a distinctive new colonial maritime social geography. Main Street became more or less the western side of the town center, now focussed on the waterfront between about Green and William streets. Prominent merchants, ships captains, and landowners generally lived along one of these two north-south axes, between which cross streets emerged rapidly after cl745 to house artisans, craftsman, shopkeepers, laborers, seamen, and others who lived in a small urban setting of closely-spaced, two-story structures. There was relatively little neighborhood definition in the town as a whole, although along Main Street artisans tended to live south of Court Street with wealthier families more to the north (Anonymous 1783; Greater Middletown Preservation Trust 1979; Hall 1981; Cruse 1981).

Few families or cross streets appeared west of Main Street, in an area which did not develop greatly until after c1820. The beginnings of both Court and College streets west of Main Street date to this period, however, as some older families took advantage of increasing population and land values to subdivide large 17th century houselots on Main Street. Occupation along the Court Street side of the project area remains unclear during this period, with all traces probably removed by building projects between 1884 and 1929. Along what later became College Street, however, there is considerable evidence of occupation by an enclave of locally important artisans and smaller merchants, many of whom moved to Middletown in response to the emergence of the port. Three years after the 1745 opening of Parsonage (later College) Street between Main Street and a river landing, the owners of the houselot immediately to the west created a lane continuing the line Parsonage Street to about where Broad Street later appeared, and sold large houselots along both sides of the new path. By the mid 1750s, there were four new houses on what became known as Henshaw Lane, after merchant trader Benjamin Henshaw (1731-93) whose house at the southwest corner of the project area (present 138-142 College Street) was the furthest west on the street. The home of housewright Jonathan Yeomans (d.1755), demolished c1957 at 114-116 College Street, was the only other residence in the project area at this time; the other new homes, along with the earlier Williams home at the southwest corner of Main Street and Henshaw Lane, were either east or south of the project area (Reynolds 1980; Cruse 1981; see Map).

Henshaw Lane became one of Middletown's principal artisan centers in the late 18th century, where several pewterers, silversmiths, and tanners lived and worked on lots probably somewhat larger than those east of Main Street. Proximity, intermarriage, apprenticeships leading to partnerships, and possible joint ventures in materials acquisition, tools ownership, and product sales apparently made this a fairly well-defined group, the most prominent member of which was Thomas Danforth II (1731-1782). Danforth, probably the town's first pewterer when he arrived from Norwich c1755, became one of the most important New Englanders in this trade and was most responsible for making Middletown a major colonial pewter center. His influence and success derived in part from the number of men he trained, including as many of five of his sons, and in part from his aggressive peddling of extremely common commodities which few could produce (Laughlin 1940-71; Montgomery 1973; Thomas 1976; Reynolds 1980).

Some of Middletown's other pewterers located near available waterpower, perhaps to power forges where several types of metal goods were produced, although none of these operations seems well documented. Thomas Danforth set up shop next to his house on Henshaw Lane by c1760, after purchasing half of the Yeomans house and adjacent land to the west in 1759. He later bought the rest of the Yeomans house. His now-removed shop, at what became 118-120 College Street, was the only structure other than poorly documented out-buildings added to the College Street side of the project area before his death in 1782. In 1787, his pewterer son Joseph, who apparently took over most of Thomas's business, built another home west of the shop on land purchased from his father's estate, at what became now-removed 122-124 College Street. When Joseph died in 1788, several of his brothers continued the family trade, although by the early 1790s they evidently worked at a new shop nearby on Main Street. Section V below discusses these sites in more detail (Reynolds 1980; see Map).

## c1790-1820: Contraction and Conflict

Middletown's importance as a secondary North Atlantic port continued into the very early 19th century, before being eliminated by both international, trade-disrupting conflicts between 1793 and 1815, and by the over-harvesting of the local agricultural resources which formed the basis of the town's maritime commerce. These problems began early in the Federal period, as reflected by increasing outmigration, social disorder, and political conflicts along national party lines. Lack of large local waterpower sources, a somewhat off-center location relative to regional transportation networks, the competition of nearby cities, and local internal dissension restrained the growth of industries which could replace ebbing maritime commerce, although Middletown did become a nationally important producer of small arms in this period at several small factories. During the 1790s, when development had slowed but not yet regressed, Middletown's established port status won the town Port of Entry designation and a new federal Customs Office at the southwest corner of Court and Main streets. This structure, immediately north of a new Congregationalist meeting house, began the process of Main Street's transformation into a civic center distinct from adjacent land such as the project area to the west. The heart of this district was on the west side of Main Street, between College and Washington streets. Construction of the Middletown Bank offices south of the church, c1812-13, solidified the more public, institutional nature of this section of street, although homes and small shops continued to predominate. Middletown's urban center, characterized by a wide variety of services and retail stores, retained much of the diversity previously injected through the thriving port, but generally stagnated during this period. The shipyards and many of the artisans were gone by 1820. There was little spatial expansion of the center, and planned new streets such as Broad Street--laid out in 1813--remained unused (J.B. Beers & Co. 1884; Reynolds 1980; Cruse 1981; Hall 1981).

The project area experienced few changes in development in this period. The town built a small jail along the Broad Street right-of-way in 1817, at the approximate location of the later Coe-Marthen house (see Map). The Henshaw Lane streetscape remained about the same, but many of the skilled metalworkers had died or left to find more prosperous urban markets. An 1819 description of Middletown commerce notes two tinsmith and two goldsmith shops, but no pewterers or silversmiths. All but one of Thomas Danforth's sons had died or moved away by 1795, leaving the youngest, William (1769-1820), evidently making pewter for a time in a shop on Main Street while living until his death at his father's house on present College Street. Thomas Danforth's shop, which passed through Joseph Danforth's estate, probably became a residence sometime during this period. Joseph's widow Sarah apparently lived in his house with her second husband, Ambrose Seymour (1772-1834), who may have continued the family business at the shop prior to its sale in 1815 to Hannah Benham. Silversmith Charles Brewer (1778-1860) obtained the Joseph Danforth house about the same time, possibly sharing part of it with the Seymours for a time, but it is not clear how long he actually lived here or what trade he continued to practice. At the west end of the street, the Henshaw property was sold in 1803 to William Boardman (1773-1862), a tanner and shoemaker who had boarded with the Henshaws for several years. Boardman's business operated across the street from his house, apparently using Free Black workers (Fields 1819; J.B. Beers & Co. 1884: 87, 103; 222; Reynolds 1980; U.S. Census 1800-1820; Middletown Land Records 76: 234).

## c1820-1900: Institutional, Commercial, and Industrial Transformation

This dynamic period of three generations featured generally sustained and continuing economic and population growth, based on a diversified industrial base of locally-controlled companies and on deliberate attempts to retain a strong commercial base at the municipal center. Although not wholly responsible, the spark for much of this development came from revitalization programs conceived by remnants of Middletown's prominent 18th century merchant families and their associates. Revitalization encompassed establishment of a school which became Wesleyan University, paternalistic temperance and educational groups designed to create a more respectable and cooperative working class, and construction of new civic and commercial facilities on Main Street. The latter included, prominently, a new city hall and county court, completed in 1832 between Court and College streets, immediately east of the project area. Together with the earlier customs house, church, and bank, this structure made the project area a backdrop to Middletown's municipal heart, although as noted below it took many decades for this influence to translate into tangible developments in the project area. As the new center was established, the beginnings of what became a mixed industrial base of textile, hardware, small arms, webbing and belting, pump-making, and quarrying operations emerged in and immediately around Middletown. Although regionally important, most of the local companies were somewhat restrained by Middletown's inadequate transport links, especially in rail traffic, and remained relatively small operations under the control of the same civic leadership which sponsored the initial revitalization. Industrial success fostered increased population and the arrival of many Irish immigrants, increasing commercialization of Main Street structures, and more separation of domestic and work places as Middletown spread west and south of its colonial center. High, and to a lesser extent Broad, streets housed much of the local elite. The last quarter of the 19th century was particularly dramatic in terms of reconstructing the center and replacing virtually all detached residences with commercial structures, climaxed by the building of a new city hall in 1893, on the site of the earlier one (Barnum 1825; Clark 1851; Walling 1859; Beers 1874; J.B. Beers & Co. 1884: 86; D.H. Hurd & Co. 1893; Greater Middletown Preservation Trust 1979; Cruse 1981; Hall 1981).

The project area became extremely diverse during this period. Several distinct neighborhoods or sub-areas emerged to reflect different residential, industrial, commercial, and institutional facets of central Middletown society. The south side of the project area, along what became College Street in 1857, remained a residential street, with only the c1852 house of hardware dealer William Atkins (1801-65) at 128-130 College Street added to the earlier structures. All of the earlier Danforth and Henshaw-Boardman structures underwent enlargements, however, becoming multi-family, usually owner-occupied dwellings by mid-century. Until about the Civil War, the older buildings continued to house at least some artisans or craftsmen, some of whom probably worked in or very near their homes. Josiah Danforth (1803-72), William's son, lived in the Jonathan Yeomans-Thomas Danforth house until 1866, and as the last of his family in the pewter trade in Middletown appropriately made the transition to more competitive brittaniaware before shifting to brace and truss manufacture c1845. He did not work on College Street, but to the east, tailor Daniel Benham (living in the old Danforth shop) and several generations of Brewer silversmiths and jewelers may have worked in or around their homes. The shoemaking Boardmans, in a house apparently full of relatives and boarders, moved into more genteel occupations

after c1850, becoming merchants and municipal or corporate secretaries. Living on their corner until the early 20th century with longtime contractor/machinist tenant Benjamin Pratt, they watched people such as dressmakers, painters, a stove dealer, carpenters, a coal dealer, a tinsmith, and another machinist buy or rent parts of the older buildings to their east. William Atkins' daughter Mary retained the adjacent home, renting out rooms to a few tenants (U.S. Census 1830-1900; Fitzgerald & Dillon 1871-75; E. King & Son 1880-1900; Reynolds 1980; Laughlin 1940-71; see Map).

Broad Street opened c1821, and along the project border developed at an irregular pace as homes for somewhat more professional, less working class people than many of College Street's late 19th century residents. Census data suggest that the Broad Street homes were not multi-family and did not generally feature boarders. Merchant Gideon Thompson apparently built a house just north of the Boardmans, near the jail, c1820-25, and lived there until sometime after 1850, at which time the one of William Boardman's sons bought the house. The building of the Thompson house was more or less contemporary with the appearance of a large home near the corner of Broad and Court streets, from which the Ward family presided over the open northern third of the project area until the 1880s. After Middletown sold its jail lot to Elihu Coe in 1847, he built a home or converted the jail immediately north of the Thompson house. Coe remains an undocumented personage, and may have died soon after the purchase from the city, but a butcher named Isaac Coe seems to have lived here in 1850. The Coe family sold this property to the Boardmans in 1860, and they in turn sold it in 1868 to James Marthen, a Danish-American painter and/or (sea?) captain. By c1890, the Boardmans owned the property again and may have demolished the Thompson-Marthen house, about the time two other homes were built to the north by undocumented parties (U.S. Census 1830-1900; Barnum 1825; Clark 1851; Walling 1859; Beers 1874; J.B. Beers & Co. 1884: 86; D.H. Hurd & Co. 1893; Sanborn Map Company 1884, 1889, 1895; see Map).

The Court Street side of the project area evidently remained open east of the Ward house until the 1880s, despite its proximity to Main Street. During this era of new construction in the city center, lawyer H.D.A. Ward sold three lots, and three substantial Victorian commercial/institutional structures quickly arose c1884-88: the Middletown Banking Company building (179 Court Street); the Masonic Hall (181-183 Court Street); and the Middletown Club (189 Court Street). Except for small municipal fire company and lock-up structures built behind the city hall c1865-80, these were the first non-residential structures built in the project area. The requirements of the small municipal buildings for street access may account for the origins of County Lane, which quickly came to serve also the coal-fired Middletown Electric Light Company plant, built behind the Masonic Hall c1888 with a variety of appurtenant surrounding facilities. The plant and the three Court Street buildings eradicated the openness of the Ward property, the rest of which quickly became multi-family dwellings or row houses (Barnum 1825; Clark 1851; Walling 1859; Beers 1874; J.B. Beers & Co. 1884: 86; D.H. Hurd & Co. 1893; Sanborn Map Company 1884, 1889, 1895; Greater Middletown Preservation Trust 1977-79; see Map).

### c1900-1930: Expansion and Stability

Middletown's industrial economy, while not growing as rapidly as it did in the late 19th century, continued to expand with the increased facilities of local firms such as the Russell Manufacturing Company. New European immigrants from Sicily, Poland, and Greece fed much of this expansion, which itself encouraged a new series of large commercial or public construction projects on Main Street. Between 1915 and 1920, these new structures included a new post office at the old customs house site, and offices of Connecticut Bank & Trust Company and Farmers & Mechanic Savings Bank between the post office and College Street. The c1911 transfer of the Middletown Electric Light Co. plant to Water Street perhaps encouraged the arrival of these institutions, and left the city with a structure which served as a municipal garage for about thirty years (Price & Lee 1913-1930; Greater Middletown Preservation Trust 1979; Cruse 1981; Hall 1981).

The coming of the automobile splattered the project area with a few garages, but aside from the removal of the Ward house and a small set of row houses in 1929 for the offices of the Connecticut (later Hartford) Electric Company (209 Court Street), there were few physical changes within the project area. All three of the Court Street institutional buildings underwent changes in ownership, as the Middletown Banking Company, the Masons, and the Middletown Club were replaced by the Salvation Army, the Polish Falcons, and the Knights of Columbus between 1919 and 1925, respectively. The Salvation Army apparently erected a house and garage behind its new facility, adding to the array of rear lot structures--mostly outbuildings--which appeared in the project area between c1890-1905. The residential character of College and Broad streets remained relatively unchanged from that of the later 19th century, with some of the same people until World War I, although the transformation of the Henshaw-Boardman house to a restaurant may have begun with the presence of baker John Johnson in part of the building by 1930 (Price & Lee 1913-1930; Sanborn Map Company 1901, 1907, 1913).

### c1930-1955: From Depression to a New Order

Middletown weathered the Great Depression relatively well, thanks to the benevolence of some of its local industrialists, the strength of its fraternal organizations--many founded by recent immigrants--and the renewal of a civic coalition of municipal and church leaders reminiscent of the one which reacted to the local economic disaster a century earlier. Despite these efforts, and the stimulation of later wartime production, the end of the depression and war years saw the end of many smaller Middletown industries, and the absorption of some larger, indigenous ones into national conglomerates better able to withstand lean years and to avoid or ignore Middletown's somewhat flimsy regional transportation links. While the city's industrial economy shook somewhat but emerged intact, its commercial base evidently carried on without significant loss or expansion. There were few documented changes along Main Street, while in the project area the only change was the demolition of the former electric plant and a barn for a new police station c1944. Residential patterns remain unexplored for this period, but it appears that Italians replaced Yankee and Irish owners and tenants in some of the properties along College and Broad streets. At least part of the Henshaw-Boardman house was a bakery through these years (Hall 1981; personal communication, Sebastian Mazzotta, October 1986; Middletown Department of Public Works 1944).

## c1955-1985: Reactions to a Changing World

The most important regional developments in this period--impinging directly on the project area--were the growth of new suburbs with new retail and service centers or strips outside Middletown's traditional center, the related emergence of auto commuting to large new employers such as Pratt & Whitney or to places well beyond Middletown, and downtown Middletown's tenacious efforts to remain a commercial center. Early in this period, the swath cut by Route 9 along the river and the movement of the county and municipal government center east of Main Street made this latter effort somewhat ambiguous. While later re-focusing has recently included some use of historic structures, much of the public and private emphasis has rested on demolishing such structures for the parking needed to make Main Street a kind of mall.

Land adjacent to Main Street, such as the project area, have felt the effects of the parking lot commercial strategy most heavily. Three major local institutions--the city, Farmers and Mechanics Savings Bank from its original base at Main and College streets, and Middlesex Mutual Assurance Company from the former Hartford Electric Company building acquired in 1965--have in the last two decades removed all but the four structures noted in the beginning of this report (see Map). The next section discusses the condition and significance of remaining cultural resources in the project area.

## V. EXISTING CONDITIONS AND RESOURCE SIGNIFICANCE

### A. Standing Structures

#### 1. Masonic Hall/Polish Falcons Building (181-183 Court Street)

This 3 1/2-story brick building, most of which the Masonic St. John's Lodge No. 2 built in 1887, has a symmetrical, three-bay, Renaissance Revival facade distinguished by abundant terracotta tile and brownstone decoration, including the partly-erased remains of a Masonic motif under the small elevated pediment. The exterior appears to be in generally good condition. The interior is said to retain much of the original spaces and decoration which accompanied the building's nearly hundred years of use by fraternal organizations, but present interior conditions cannot be confirmed given denial of access during this assessment. In addition to the fraternal Polish Falcons, who took over here in 1925, various other clubs, fraternal organizations, and small businesses used the building. Until c1979, the building was the tallest and central element in a stylistically-related three-building group along Court Street, with the Middletown Banking Company/Salvation Army building to the east and the Middletown Club/Knights of Columbus/Loyal Order of Moose building to the west. Completed between 1884 and 1888, this group personified the most advanced stage of Main Street's institutional and commercial expansion into immediately adjacent streets. Even alone, the remaining building is important as a locally rare and well-preserved example of elaborate late 19th century decoration, and as the historic headquarters of a fraternal organization serving one of Middletown's major 20th century immigrant ethnic groups (Greater Middletown Preservation Trust 1977-79).

The Connecticut Historical Commission has noted that the Masonic Hall/Polish Falcons Building appears to be eligible for the National and State registers of historic places (letter, Dawn Maddox to Edward Dooling, September 17, 1986).

#### 2. The Hartford Electric Company Building (209 Court Street)

This 2-story brick office building, completed in 1929, turns the southwest corner of Court and Broad streets with modest Art Deco concrete panels. The decorative facade remains intact, and is probably the only distinguishing feature of the relatively small utilitarian structure. Although interesting as a local expression of a short-lived but very widespread style of expression, usually seen in larger buildings, these present offices of Middlesex Mutual Assurance Company do not appear sufficiently distinctive or locally rare to be eligible for the National or State registers, as noted by the Connecticut Historical Commission (letter, Dawn Maddox to Edward Dooling, September 17, 1986).

#### 3. Benjamin Henshaw House (138-142 College Street)

This 1- and 2 1/2-story, multi-sectioned frame and brick structure dates to 1755, when Benjamin Henshaw probably built the gambrel-roofed section--now in the northwest part of the building--on Henshaw Lane. He evidently moved this section back from the street c1777 and attached to it the larger section now fronting College Street with partially preserved, somewhat erratically executed Georgian details. Although probably the oldest building in Middletown still on its original site, most subsequent owners seem to have made additions, structural repairs, or interior alterations, leaving the present restaurant-bakery complex a very irregularly-preserved example of colonial housing which presently defies coherent stylistic description.

Present interior treatments leave little of the original structure revealed, with no access to the roof frame. Existing features which imply structural member locations suggest that there may be less than half of the original framing members left in the first and second floor walls. The third floor of the 1777 section may have three original framing walls. The existence of any original sheathing material remains speculative. The original central chimney in the 1777 section has been reduced to the cellar level, but the entry hall above retains what appears to be original wall paneling and stair, now decorated with a Mediterranean color scheme. Most of the exposed sills and floor joists in the cellar have visibly advanced deterioration, and many newer structural members stabilize the structure throughout (Reynolds 1980; letter, Ann C. Street to Michael S. Raber, October 8, 1986; personal communication, Sebastian Mazzotta, October 1986).

The radical, multiple, and inconsistent changes made to the Henshaw house appear to make it ineligible for inclusion on the National or State registers, as noted by the Connecticut Historical Commission (letter, Dawn Maddox to Edward Dooling, September 17, 1986).

#### 4. William Atkins House (128-130 College Street)

Hardware dealer William Atkins probably built this 2 1/2-story brick Greek Revival house, with end gable to street on its narrow lot, shortly after purchasing the property from William Boardman in 1852. A rough painted swatch proclaiming this date of construction, found on the under-side of the roof deck, may be unusually serendipitous but is probably fairly accurate. Decorative cast iron window lintels distinguish the side walls, but do not appear on the narrow house front. If part of original construction, the lintels would have been a very early example of such treatment, and probably too avant-garde to restrict from street-front exhibition. They may represent a later improvement, installed as part of an elaborate repair program or during erection of small brick and frame additions in the rear. The additions do not detract at all from the original exterior, which remains in excellent condition with a partially rebuilt front entrance porch. The interior, retaining a traditional Greek Revival side-passage plan with an original stair and rounded wall at the entry rear, probably also has some original surface treatments and trim under the present sheetrock and dropped ceilings. Recent remodeling removed one or two interior first floor walls, but visible structural members in the attic and cellar are in excellent condition with much presumably original fabric. The absence of circular saw marks on the main framing members in the attic and cellar tends to confirm both the early 1850s date of the house, and the original nature of their installation (Middletown Land Records 82:175; letter, Ann C. Street to Michael S. Raber, October 8, 1986; personal communications, Gary R. Gomola and Richard E. Knotek, October 1986).

The Atkins house is a very good and generally well preserved example of an important and common house style. The plethora of similar examples elsewhere in the Middletown area, and its lack of outstanding architectural or historical associations, appear to make it ineligible for individual listing on the National or State registers. While it could be a strong contributor to some historic districts, in its present setting--visually isolated from anything like it--it is clearly not eligible on this basis either (letters, Dawn Maddox to Edward Dooling, September 17, 1986; Ann C. Street to Michael S. Raber, October 8, 1986).

## B. Archaeological Resources

There are no confirmed, significant archaeological sites in the project area, in the absence of any subsurface investigations other than brief salvage tests made in 1979 under Prof. Stephen L. Dyson around the then-standing Danforth pewter shop building. Possible site areas which might be potentially significant, requiring testing to assess the presence, nature, and condition of archaeological materials, must meet two criteria:

there must be reason to believe such materials might exist with reasonable physical integrity;

if located, such materials must have the potential to provide significant new information about local, state, or national prehistory or history.

Existing parking surfaces overlie at least the hypothetical outlines of nearly everything built in the project area since c1750. The development sequence outlined in section IV suggests that nearly all of the historic structures ever built here represented single episodes of construction at their sites. Except at 209 Court Street, which was built over the Ward house and four small frame rowhouses, and in the vicinity of the former electric plant and police station, few if any later structures were built over or removed earlier ones (see Map). To identify areas of potential significance, however, one must consider the research value of these sites, and, where significant materials could have been deposited, assess likely physical integrity based on available data for current subsurface conditions.

### 1. Areas Without Possible Significant Remains

Based on the second criterion above, only the approximate southern third of the project area seemed likely to yield significant new information. Available sites elsewhere all post-date 1880, and except at the former electric plant involved non-industrial, domestic or institutional activities. Material remains of such activities, or of the structures housing them, would almost certainly be typical of information already well-documented in available sources. Dyson's work on a number of late 18th-early 19th century Middletown residential sites (1982) also suggests that refuse removal from individual lots became common practice in the town well before the construction of these sites, further limiting the likelihood of finding much besides demolition debris at sites in the northern two thirds of the project area. The electric plant, functional c1885-1910 with three coal-fired steam engines and seven generators in its last years at this site, was transferred to Water Street, probably leaving little trace of its operation other than coal or coal slag fragments. Construction of the later police station on part of this site would disturb the plant foundations, which in any event would probably add little of themselves to available information on early electrical generating facilities (Sanborn Map Company 1889, 1895, 1901, 1907, 1913).

Earlier possible archaeological sites, in the southern third of the project area, would include the structures and lots of the Coe-Marthen and Thompson-Boardman homes on Broad Street, the undocumented city jail around the former location c1817-47, the lots surrounding the standing Henshaw and Atkins houses, and the structures and lots of the Joseph Danforth house, the Thomas Danforth pewter shop, and the Jonathan Yeomans-Thomas Danforth house on College Street (see Map). With generally well-documented locations, and the

potential to explore the lives of their inhabitants through primary and perhaps secondary sources, the foundations or other structural remains of these buildings would not themselves add significant information about domestic or artisan lifeways c1750-1850. Given Dyson's findings both in the project area, and elsewhere in Middletown, about the date range of expected domestic debris, it also appears unlikely such material would survive in any quantity from the jail or from the Coe-Marthen, Thompson-Boardman, or Atkins houses.

Since the latter two homes were on the original Henshaw lot, broadcast dispersal or burial of Henshaw and early 19th century Boardman household refuse--consistent with Dyson's findings elsewhere in the city and with similar work at American urban sites of this period--may well have occurred over both properties as well as around the extant Henshaw house. Available local information, and apparent existing ground conditions discussed below, do not seem to make these properties fruitful ones for significant archaeological data, however. Dyson's samples from 7 sites elsewhere in Middletown, all once occupied by late 18th-early 19th century merchant or professional families, revealed relatively homogeneous ceramic assemblages, suggesting that additional work on similar families from this period--such as Benjamin Henshaw's--would be somewhat redundant (Dyson 1982; personal communications, Stephen L. Dyson; see Map).

Although material culture data on the shoemaking Boardmans might be of interest as a contrast to the local archaeological data base on merchants and professionals, ground conditions seem highly unfavorable. Assessment research included extraction of split-spoon boring samples, and screening the results through .125-inch and .0625-inch mesh, at four locations (see Map). Boring 4, taken in the municipal parking lot on the former Henshaw-Boardman property, yielded over 2 feet of red-brown sand-and-gravel fill with brick, ash, and charcoal inclusions beneath several inches of blacktop and traprock gravel base, with the fill resting directly on red-brown silt with some sandstone. The latter is probably subsoil, suggesting that parking lot construction involved removal of most archaeologically sensitive soil horizons. Middletown Department of Public Works personnel confirmed the deep stripping conducted during parking lot construction c1965, in part to remove ash deposits derived from the nearby late 19th-early 20th century power plant. These results indicate little if any recovery of in situ archaeological materials is possible across most of the Henshaw-Boardman property.

Part of the the Yeomans-Danforth house site location lies at the southeast corner of the project area. Farmers and Mechanics Savings Bank razed the site in 1957, in conjunction with the city, and paved it over for parking and for a relocated south end of County Lane, which previously ran east of the house. Boring B-5, taken in County Lane by C E Maguire and described elsewhere in the development plan, indicated the 1957 construction removed all upper soil horizons and some subsoil. Given this disturbance, and earlier disturbance of the site by additions made to the original house, recovery of significant new data on the household of Middletown's most important pewterer seems unlikely (Middletown Land Record Map No. 1996; see Map).

## 2. Areas With Possible Significant Materials

The former house lot of Joseph Danforth may be a more productive area to search for significant materials than the property to the east. Parked cars and excavated material covered this area during assessment research, precluding borings there. Tests described below made just to the east in and near the pewter shop site, however, as well as surface observations, suggest that the gravel surface created after the house and former shop buildings were deconstructed in 1979 left some of the soil around these sites intact. The present gravel surface and introduced sand-and-gravel base in the southern half of this lot total only about 4 inches in depth, and the surface is continuous with that of the undisturbed Atkins house lot to the west. Several inches of blacktop laid directly over soil appear to characterize the northern half of the Joseph Danforth lot, now temporarily obscured. Recovery of trash pits and, perhaps, broadcast refuse scatters is possible in this setting. Since there are no confirmed samplings of late 18th century artisan households in Middletown, such data in the context of Dyson's existing sample of merchant-professional households could provide significant information on material culture differences and similarities in occupational/class distinctions.<sup>1</sup>

In contrast to other former lots in the project area, the site of the Thomas Danforth pewter shop offers possibilities for recovery of data on artisan production practices, rather than domestic lifeways. This possibility requires more detailed explanation. The history and use of the shop remain somewhat obscure, despite the fact that the sections of the house at this site containing earlier shop spaces were deconstructed, moved, and eventually reconstructed a few blocks away. The original shop apparently encompassed the rear of the later house; an Italianate front section was probably added in the 1860s (see Map).<sup>2</sup> Analysis of recovered framing and other materials from the rear section by Munkittrick Associates, currently developing restoration plans, suggested the shop developed in two phases as two connected one-story structures, each about 18 by 17 feet.<sup>3</sup> Available floorboard and other evidence suggests a chimney rose between these two sections in the center of the shop.

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<sup>1</sup>Although his published report presents the Danforth site samplings as being from the Joseph Danforth house, Dyson's unpublished test locations--which he graciously provided for this assessment--were more closely associated with the shop location (see Map). The results clearly date to the first decades of the 19th century, when the site was no longer a shop, but a residence of Lemuel Benham and earlier unknown people. The absence in Dyson's results of anything but domestic refuse at this site is of interest, as discussed below.

<sup>2</sup>Relative to the apparent resources of other site owners, absentee owner lawyer Samuel L. Warner, who lived nearby and held the site between 1864 and 1868, seems the most likely builder of the addition (Middletown Land Records 96:58, 98:564; U.S. Census 1850-1880; cf. Clark 1851 and Beers 1874).

<sup>3</sup>Munkittrick Associates has argued that Thomas Danforth built the rear of the shop first. Although they did not make their analysis available for this assessment, preliminary inspection of the reconstructed shop does not immediately suggest why the front of the eventual complete shop--with a chimney and forge at the rear--is not at least as likely to have been built first (personal communication, Alain Munkittrick, October 1986).

There was apparently little attention paid during deconstruction to what was under the former shop floor, but the recollection of several observers and the results of borings 1-3 indicate that the shop area had a crawl space rather than a cellar. Borings 2 and 3, taken within the presumed limits of the shop site, each yielded about 4 inches of recent parking lot gravel fills above about 4 feet of dense, compact, black sandy fill with some ashes and charcoal lumps, suffused with brick, wood, and plaster fragments. There was red-brown sandy silt subsoil below the cultural deposits. Boring 2 included metal electrical wire wrapping, an unidentified piece of sheet metal, and a rounded unfinished wood fragment originally about 5-6 inches in diameter. The latter may be part of a 18th century log floor joist, some of which were recalled by deconstruction observers. All the floor joists were abandoned during deconstruction, accounting in part for the large quantities of wood revealed during assessment field sampling by both split-spoon and related power auger operations. Although the larger artifacts indicate mixing associated with site grading after building deconstruction and bulldozing of all non-recovered materials, Boring 3 had a 2-inch-thick lens of ash and cinders immediately above the subsoil, suggesting possible stratified or in situ deposits from the earliest period of shop use. Boring 1, taken near County Lane as a control, yielded only shallow traprock gravel and fill over subsoil. The contrast of Boring 1 with Borings 2 and 3 tends to confirm the shallow but well-defined depression under the Danforth shop, a depression evidently never re-excavated for a full cellar and thus a possible source of 18th century artifacts from an extremely rare type of site (cf. Kauffman 1970; personal communications, J. Paul Loether and Robert Johnson, October 1986; Greater Middletown Preservation Trust n.d.).

Colonial pewter manufacture was almost entirely dependent on the reuse of exported English pewter, because of British prohibitions on most or all export of block tin, the principal component in pewter. Because of its rarity, pewter was extremely valuable to the pewterer and to owners of pewter wares. Broken or scrap pewter items were assayed for the approximate nature of their components, which could vary widely among pewterers, and re-cast into new products. Pewter-making tools, especially the generally brass, re-castable molds, were also highly prized and hard to replace. All these factors strongly suggest that in a pewter shop, little if anything was knowingly discarded. Apprentice pewterers, who did most of the manual lathe work required to finish the products, probably attempted to save even the shavings cut from rough work by the lathes. It is thus not surprising that Dyson's tests around the Danforth shop did not reveal artifacts related to pewter manufacture, although the .25-inch-mesh used to isolate domestic refuse may have been too coarse to intercept things like shavings. Despite the presumed care taken in the Danforth shop not to waste anything reusable, however, it is possible that pewter shavings and broken molds or tools found their way under the shop floorboards into the crawlspace. Although the principles of European pewter manufacture are well documented, recovering such artifacts could yield valuable information about certain less understood aspects of both Danforth and general American practice. Metallurgical analysis of shavings could add to the small number of documented Danforth pewter samples, which allow for comparison of alloy contents among makers in different shops. Sources of colonial pewter molds remain very poorly documented, and recovery of mold fragments could indicate forms used by the Danforths, and perhaps mold sources through metallurgical analysis and later comparisons with other samples. Finally, excavation below the former Danforth shop may identify the location and approximate size of the original chimney--never confirmed in investigations made thus far at the shop (Laughlin 1940-71; Montgomery 1973; Kauffman 1970; personal communications, David Barquist and Stephen L. Dyson, October 1986).

## VI. CONCLUSIONS AND RECOMMENDATIONS

### A. Project Effects on Significant Resources

The project would have an adverse effect on one architectural resource eligible for the National and State registers of historic places: the Masonic Hall/Polish Falcons Building, which would be demolished under original project plans. There would also be possible adverse effects on two other sets of resources: destruction of archaeological remains associated with the former sites of the Joseph Danforth house and the Thomas Danforth pewter shop; and dramatic visual context changes to the Middletown Main Street Historic District. Effects on the archaeological resources remain undetermined, in the absence of more information on actual resource nature and condition. Effects on the historic district remain undetermined, pending review of design plans by the Connecticut Historical Commission.

Project construction will have no other adverse effects on significant resources. Assessment of the William Atkins house, however, indicated that in a different setting it could be a significant resource.

### B. Recommended Actions to Avoid or Mitigate Adverse Effects

#### 1. Masonic Hall/Polish Falcons Building

Options which would avoid some or all adverse project effects include retaining part of the building within the planned parking garage, or moving most or all of the building to Main Street south of the former post office building. The latter option should be seen as the preferred means of mitigating adverse project effects. Retaining part of the building would save the facade, but probably destroy significant interior design features. Since much of the original Court Street context of the building has been destroyed, and since its current eligibility appears to rest more on its distinctive design features than on its original siting, moving the building to Main Street would not be an adverse effect, and in fact would highlight the building's original relationship to historic Main Street development. Project proponents should work with the Greater Middletown Preservation Trust and the Connecticut Historical Commission in developing a plan to move the building (see letter, David G. Jepson to Ann Street, September 11, 1986).

#### 2. Middletown Main Street Historic District

In the absence of available project elevation drawings, this assessment report has no specific recommendations for dealing with visual effects on the historic district. Project proponents should work with the Greater Middletown Preservation Trust and the Connecticut Historical Commission on this issue as plans develop.

#### 3. Archaeological Resources

A program of machine- and hand-powered excavation should test the archaeologically sensitive areas (see Map) to assess the nature, condition, and potential significance of historic domestic and artisan remains. The objective of this program should be, minimally, location of resources, and assessment of whether such resources are either not significant, appear to be eligible for the State Register of Historic Places based on preliminary testing, or require additional investigation to determine State Register eligibility. Depending on the project schedule and other factors, it may also be possible to include investigations for eligibility determination in

this program, with provisions for on-going review and coordination with the Connecticut Historical Commission.

At the Joseph Danforth house site, testing should include monitored machine-powered removal of present surfaces around the former house, to search for evidence of either surviving refuse scatters or trash pits. Such work should explore some of the former rear addition areas of this site, which may not all have had cellars which removed earlier deposits. Given the small area involved, this phase could include stripping off all sensitive surfaces. Hand-powered tests of exposed surfaces or materials would follow, as appropriate. Aside from machine expenses, and supervisory or analytical labor inputs, preliminary testing here would probably require between 15 and 30 person-days of effort.

At the Danforth pewter shop site, testing should include monitored machine-powered removal of present surfaces on and immediately around the former shop area, followed by monitored machine-excavated trenches sufficient to locate and define any surviving foundation outlines. Following this phase, sampling of deposits in the former presumed crawlspace under the shop should include hand-excavated tests, assisted as necessary by machines depending on the nature and consistency of fill deposits. Testing should extend vertically through all cultural deposits, and should be of sufficient areal coverage to locate any remains of the shop chimney base. Aside from machine expenses, and supervisory or analytical labor inputs, preliminary testing here would probably require between 25 and 30 person-days of effort. Both field data recovery and analysis should be sensitive to possible pewter shaving particles, requiring possible combinations of fine screening, flotation, and metallurgical analysis.

### C. Other Recommended Actions

Although not eligible for the State or National registers in its current setting, the Atkins house is a good candidate for relocation and preservation as a historic resource. Its small size and excellent structural condition would allow for an economical rehabilitation. Project proponents should work with the Greater Middletown Preservation Trust in developing this possibility, which would enhance resource preservation without requiring any changes in project plans (letter, Ann C. Street to Michael S. Raber, October 8, 1986).

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SECTION R

UTILITY COMPANY LETTERS STATING AVAILABLE SERVICES

SECTION R

UTILITY COMPANY LETTERS STATING AVAILABLE SERVICES

The project architect has been in contact with the various utility companies and has been told that adequate service is available for the proposed project.

SECTION 5

PRELIMINARY TRAFFIC EVALUATION

The redevelopment parcel is bounded by Broad Street, Court Street, County Lane and College Street. The building program is divided into 2 phases. Phase I will consist of 190,000 gross square feet of building. Approximately 150,000 square feet will be usable. Eight thousand square feet will be occupied by the relocation of an existing restaurant. The remaining 150,000 square feet will be office space, 150,000 occupied by Middlesex Mutual Assurance Company (MMAC) and 50,000 square feet for other tenants. It is anticipated that employment in the building will be 317 more than currently on the parcel.

Phase II, which is not scheduled to be completed until 1994-1996 will provide an additional 80,000 square feet of office space, utilized by about 320 employees.

Total on-site employment is expected to be about 925, with all parking provided for in a garage which will access both Court Street and College Street.

College Street is a 26-28 foot wide street with parking prohibited on both sides. Its intersection with Main Street is signalized. A 4 way stop controls traffic at Broad Street.

Court Street is one way westbound. It is 28-30' feet wide with metered parking on both sides.

As is the case with College Street, signalization is provided at Main Street and a 4 way stop at Broad Street. Broad Street is 34-36' wide with parking permitted on both sides.

The increase in traffic expected by site development is primarily a function of the increase in employment. Assuming an increase in employment of 317 for Phase I, a daily increase of approximately 1,200 trips (600 in, 600 out) would be expected. During each commuter peak hour, somewhere between 7-9 AM in the morning and 4-6 PM in the afternoon, about 170 additional trips will be generated. These figures assume essentially no transit usage. The trips are likely to be distributed among the various arterials approaching the site, e.g. Washington Street (Route 66), South Main Street (Route 17), Route 9 and Main Street. It is likely that the Phase I development can be accommodated without significant off-site traffic improvements, although consideration may have to be given to removal of some parking along Court Street. It should also be noted that the redevelopment will consolidate many existing driveways, each of which interferes with traffic flow, into 2 points of access.

The Phase II Program will add another 320 employees. Although the daily increase in traffic loading will be somewhat less than Phase I (925 vs. 1,200), the peak hour increase will be about the same, 175 vehicles. To attempt to assess the traffic impact of a project 8-10

years in the future is a highly speculative endeavor. However, the traffic increase (175 vehicles in peak hour) due to this project is not likely to cause serious impact. Spot improvements such as signalization of the Broad Street intersections with College and Court Streets may be required, if not already implemented by 1994-96.