

REFERENCE

An Enhancement Plan
for
Saybrook Point
Old Saybrook, CT

Prepared by the :
Saybrook Point Ad Hoc Committee

1 May 1998
with

East Wharf Architects, Inc.
98 East Wharf Road
Madison, CT 06443



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Executive Summary

Saybrook Point, as it is commonly thought of, is approximately 46 acres of land in Old Saybrook, CT, located at the eastern end of a small peninsula defined by Geeze Pond, South Cove and the Connecticut River. Its location is immediately north of the mouth of the Connecticut River, where the river meets Long Island Sound.

Due to its location, Saybrook Point has played an extremely important role in the creation of Old Saybrook and indeed in the entire region including all land immediately adjacent to the Connecticut River.

The largest land owner at Saybrook Point is the Town of Old Saybrook. Other land owners include the Dock and Dine Restaurant (approximately 2.3 acres directly on the Connecticut River), the Connecticut River Museum (approximately one acre located directly on the Connecticut River), the Saybrook Point Inn and Hull Marina.

Having undertaken an extensive review of Saybrook Point, sought and obtained community input and reviewed a magnitude of cost estimate and possible funding options, the Saybrook Point Ad Hoc Committee recommends a phased redevelopment of Saybrook Point. The historical and environmental significance of Saybrook Point shall remain a prime consideration in all redevelopment activities. Saybrook Point is to become a much more pedestrian oriented public space.

The Town of Old Saybrook should proceed with current planning to:

1. Repair the existing seawall;
2. Relocate overhead utilities underground;
3. Provide temporary repairs to the existing walking surfaces along the river;

Additionally the Town of Old Saybrook should proceed with the following:

1. Initiate purchase of the land at Saybrook Point, owned by the Connecticut River Museum;
2. Develop an agreement with the Dock and Dine for cross parking and cross access; and
3. Appoint a Building Committee for the design of Phase I.

I. Process

A. Saybrook Point Ad Hoc Committee

In October 1997, the Board of Selectmen of the Town of Old Saybrook, under First Selectman Laurence Reney, formed the Saybrook Point Ad Hoc Committee with the charge of creating an enhancement plan for Saybrook Point along with an implementation strategy. The Selectmen requested that all of the major land use boards in the Town of Old Saybrook to assign a representative to the Committee. The Selectmen also requested representatives from the Connecticut River Museum in Essex, CT, the Old Saybrook Historical Society and the Ft. Saybrook Monument Park Association to be members of the Committee. Non-voting members of the Committee included the Dock and Dine Restaurant, Saybrook Point Inn, the Estuary Council and the Old Saybrook Chamber of Commerce.

This Enhancement Plan was developed under the Board of Selectmen that includes Susan Townsley, First Selectman, William Peace and Robert Fish. The Committee members and their organizations are as follows:

Board of Finance	Robert Ganswindt
Board of Selectmen	William Peace
Conservation Commission	Judith Preston, Vice-Chairman
CT River Museum	Andrew Morris
Economic Development Commission	Marie Reney
	Wilma Asch
Fort Saybrook Monument Park	Kenneth Gibble, Chairman
Harbor Commission	John Lewandowski
Inland Wetlands Commission	Judith Preston
Park and Recreation Commission	Adam Lavery
	Joyce McOmber
Planning Commission	Elizabeth Shea
Saybrook Colony Founders (Municipal Historian)	Elaine Staplins
Zoning Commission	Madeleine Fish
Non voting members of the Committee	
Chamber of Commerce	William McLaughlin
Dock and Dine Restaurant	Jon Kodama
Estuary Council	Barbara Shildneck
Saybrook Point Inn	Stephen Tagliatela

I. Process (continued)

B. Community Design Workshop

In order to develop an enhancement plan for Saybrook Point, the Committee decided to hold and facilitate a Community Design Workshop. This event was held on March 7, 1998 at the Dock and Dine Restaurant and was attended by over 100 residents of the Town Old Saybrook.

The intent of the Workshop was to obtain community input into their views of Saybrook Point and the image that residents have for Saybrook Point in the future. Two work sessions took place. The attendees were broken down into nine smaller groups for the brainstorming sessions. During the initial session, each group was asked to list the strengths, weaknesses, opportunities and threats of Saybrook Point. After each group listed all of their strengths, weaknesses, opportunities and threats, they identified the top three in each category. A written summary of this is included in the Appendix. The top three elements overall, from all nine groups, is noted as follows:

The Major Strengths:

- Location
- Historic importance of the site
- Views

The Major Weaknesses:

- Appearance
- Lack of focus, use and character of the Point
- Traffic/parking

The Major Opportunities:

- Improvements of appearance
- Educational opportunities
- Restoration of the river frontage

The Major Threats:

- Financial
- Lack of vision
- Do nothing

The second session of the Workshop was to gain community input into the physical design for the future of Saybrook Point. Each of the same nine groups was provided with a copy of an aerial photo and overlay drawing paper. The groups were given approximately 90 minutes and asked to draw their image of Saybrook Point. At the end of that time, each group presented their plan to the overall group.

The primary components that were listed by the groups are noted and discussed in section II. **The Plan** of this document. There was strong consensus that the number of access drives should be reduced, the amount of asphalt dedicated to parking should be reduced and that green space and other surfacing should be installed which would allow the pedestrian increased visual importance at Saybrook Point.

I. Process (continued)

C. Public Comment Period

Following the Community Design Workshop, three informal, information meetings were held. During these meetings, summaries of the data obtained from the Community Workshop were shared and additional public information and comments were received. Four elements that were not clearly a consensus from the Workshop, but which the Committee felt were desirable were incorporated into the planning. These were:

1. The Education Building (formerly the Sandbar restaurant) would remain, at least through the Phase I development.
2. The existing miniature golf would remain through the Phase I development, then would be relocated to another on-site location during Phase II.
3. Some public parking spaces would be maintained within a reasonable distance of the River, to facilitate public observation of the river from vehicles during inclement weather. These spaces would include 3-4 that would be specifically designated as spaces for the handicapped.
4. The vehicle access from College Street to the Point would be limited to two (2) locations.

D. Committee Follow-up and Report

The Committee meetings that followed the informal, public information meetings, were concerned with developing a phased development approach, an order of magnitude cost for the development and the review of various funding options.

Based on the Community Design Workshop and follow-up meetings the Committee developed an overall concept for the Enhancement Plan for Saybrook Point. This concept contains three primary components which strongly organize Saybrook Point for a pedestrian dominated usage. The general organization connects the Enhancement of Saybrook Point to the pedestrian walks from Main Street (via College Street) and to the Causeway and beyond via Bridge Street. The three components are as follows:

The historical, educational area. The committee considered this to be a quiet, pedestrian oriented area for the review of the historical significance of the Point. This area would be centered around the previously developed area known as Ft. Saybrook Monument Park.

The active area along the river (from College Street to and including the Dock and Dine Restaurant). This area would include the location for the majority of the automobile parking, the location to hold large gatherings for concerts and an area for the majority of the benches and tables. It would, also, include the existing miniature golf area and the Dock and Dine Restaurant.

I. Process (continued)

The environmental, educational area. Like the historical area, this would be quiet and pedestrian oriented. This area would include the boardwalk from the Dock and Dine Restaurant to the inlet at Geeze Pond and the observation paths around the marsh. A key element to construct is the observation platform at the inlet to Geeze Pond as well as the possible bridge over Geeze Pond to the western marsh walk. This area may also be the site for a wildlife research and interpretive center.

The Committee believes that a phased development plan be used to accomplish all aspects of the proposed enhancement plan. The phases area as follows:

Phase I of the Saybrook Point Redevelopment will address the key visual components including the reduction of entrance drives, the elimination of some of the asphalt parking area, installation of grass and plant material and the beginning of the larger River Walk. This work will establish the tone, materials and pallet for the balance of the phased redevelopment.

Phase II will relocate the miniature golf course and complete the River Walk. This phase will also include the enlargement of the new combined parking area and the installation of the walking trail along the eastern edge of the marsh.

Phase III could include the installation of the Cornfield Lightship and its pedestrian pier, the establishment of a wildlife interpretive center or other educational facility and the creation of the pedestrian walk on the west side of the marsh.

II. Plan

Prior to defining the elements noted in the Workshop Plans and the follow up information gathered from the informal information meetings, some discussion should be made regarding the critical importance of the Connecticut River as an element defining Saybrook Point.

The Connecticut River - defining Old Saybrook's and Saybrook Point's eastern boundary - is a world class natural resource. The Connecticut River has received international and national recognition for its biological importance.

1991 - US Fish and Wildlife Service established the Silvio O. Conte National Fish and Wildlife Refuge. They singled out the Connecticut River as one of forty vital ecological systems in the Northeast United States.

1993 - The Nature Conservancy, an international conservation organization, designated the Tidelands areas of the Connecticut River a "Last Great Place", one of only 40 in the northern hemisphere.

1994 - Recognized as having "Wetlands of International Importance" under the Ramsar convention (an international accord dedicated to the worldwide protection of wetlands). The Florida Everglades is another example of the caliber of sites given this recognition.

1997 - Nominated (one of only ten in the nation) as a National Heritage River, part of President Clinton's initiative to protect and restore America's "Great Rivers".

The Connecticut River is the only large river in the Northeast region of the United States that does not have a major development at its mouth. Shifting sandbars historically have made river navigation difficult; consequently the natural ecosystem has survived largely intact. The mouth of the Connecticut River - its estuary - is phenomenally rich biologically. The Tidelands region is home to a multitude of creatures, including:

Six kinds of plants and animals that are imperiled worldwide,

The federally threatened bald eagle

The largest run of blueback herring in the world, and one of the largest runs of American shad in the United States

At least 18 species of migratory waterfowl use this region, including one of the largest concentrations of the black duck in the northeast.

Residents of Old Saybrook enjoy the benefits of the natural beauty of the estuary along with birding, boating, fishing and sightseeing. These amenities are tied into preserving the ecological health of the Connecticut River.

II. Plan (continued)

A. Elements

The following elements have been incorporated into the Saybrook Point Enhancement Plan.

1. Entrance Drive

Currently there are three vehicular access drives into Saybrook Point. These are the vehicular entrance to the area devoted to Fort Saybrook Monument Park, a vehicular entrance drive to the Dock and Dine Restaurant and a separate vehicular entrance to the town owned property (formerly the location of the Sandbar Restaurant).

From the Workshop, and early in the concept design stage, it was clearly apparent that having three drives was excessive and at times confusing to those coming to visit Saybrook Point. The Committee recommends maintaining the separate access drive to Fort Saybrook Monument Park. This drive (and its related small parking area) will remain separate and not be connected for vehicles to the balance of Saybrook Point.

The two remaining drives (to the Dock and Dine and the Town owned property) will be combined into one vehicular drive. This drive will be located at the current location of the drive into the town owned property. The access will be more strongly defined and will signify the entry to Saybrook Point to those arriving by vehicle.

We recommend the installation of earthen berms on both side of the drive to more strongly define the area. These berms will clearly mark the entrance to the Point, provide additional screening of the parking areas and establish an area for identification signage. From College Street these elements will raise the horizon line making the view more prominent of the Connecticut River and less of the man-made elements (the Education Building, parking and River Walk) at the Point.

2. Parking

Clearly the consensus of the residents at the Community Design Workshop, was the amount of asphalt devoted to automobile parking must be reduced, however, sufficient parking must be retained. Along with the reduction of asphalt, existing fencing and cross access barriers should be removed. Parking as planned by the Committee will be shared by the public and the patrons of the Dock and Dine Restaurant.

3. River Walk

One of the primary opportunities noted at the Workshop was the restoration and improvements to the River Walk along the Connecticut River. Saybrook Point has approximately 1,400 linear feet of direct river frontage.

II. Plan (continued)

The river frontage is in four distinct parts. The frontage along the river between the end of College Street to the river side of the Dock and Dine Restaurant, the frontage directly on the river side of the Dock and Dine Restaurant, the frontage along the seawall at the land currently owned by the CT River Museum and the frontage from the existing seawall to the inlet at Geeze Pond.

The frontage between College Street and the Dock and Dine is all on land and is currently widely used. This portion of the frontage is extremely narrow, but in fairly good condition. There are some portions of the seawall that the Town of Old Saybrook is currently planning to repair. This is the portion of the frontage that will be developed into the major public place. This will include widening the pedestrian walkway to approximately 60 feet and to include benches, small planting and perhaps some public art. New work will also include pedestrian scaled lighting, new paving (different material to contrast with to the parking paving material), new railings and an area designated for direct river contact.

The portion of the walk on the river side of the Dock and Dine would be elevated over water. This section would be 6 to 10 feet wide and would connect the larger river walk south of the Dock and Dine to the river walk (again on land) at the property currently owned by The CT River Museum.

The river walk north of the Dock and Dine would be on land and located at the existing concrete seawall. Although not as wide as the river walk south of the Dock and Dine, the materials will match. This will be a quieter area, with benches, trash receptacles, pedestrian scaled light and story boards.

The last segment of the walk will be the board walk from the existing seawall at the CT River Museum land to the southern end of the inlet to Geeze Pond. This section will be permanently raised to allow for the tides. Like the boardwalk section at the Dock and Dine, this section is envisioned to be 6 to 10 feet wide. This section, as well as, the entire river frontage improvement will terminate at the new viewing platform(and/or possible gazebo) at the inlet to Geeze Pond.

4. Lightship (optional)

The lightship refers to the Cornfield Lightship. This ship, one of the last remaining lightships that formerly guided traffic along Long Island Sound is being pursued by Ben Clarkson of the River School. The lightship is currently located in Delaware, however plans for the relocation and restoration program are under way. Although still a few years from fruition, the restoration and relocation to Saybrook Point would be an outstanding achievement. The Cornfield Lightship would provide a key visual element and provide for an additional, educational component at the Point in terms of navigation and Old Saybrook history, through the use of a physical learning environment.

II. Plan (continued)

The location of the Cornfield Lightship has not been finalized. Locations being considered are at the end of College Street, accessed via a pedestrian pier, or at the norther portion of the Point, south of the inlet to Geeze Pond. A third option for the location of the Cornfield Lightship is some other location within the Town of Old Saybrook. The final location may be based to some extent on Connecticut DEP approvals.

5. Education Building

The Education Building is the existing, town owned building, formerly Sandbar Restaurant. Based on input received at the Workshop and during the subsequent informal, public information meetings, the Committee voted to recommend retaining the existing building (at least for the initial phase of development). Clear and defined usage of the building was not determined, although a series of use recommendations have been developed. Retention of this building in the future will depend on establishing appropriate and community oriented uses. As a part of the initial phase, the Committee recommends the inclusion of some minimal funds for minor repair to the Education Building. Possible uses include, but are not limited to:

Food service. The suggestion was made to allow the high school, through one of its programs, to create a program for students to run and manage the food service portion.

Public rest rooms. Some repairs to the existing rest rooms may be in order and specifically eliminate the use of the facilities for uses other than personal hygiene.

The Audubon Society or other educational group could establish an educational center on site. This could be separate or in conjunction with the Ft. Saybrook Monument Park Association, the Historical Society, the Visitors Information Center and the Old Saybrook Land Trust. This would provide information to the casual, and as well more serious, visitors to the area.

6. Miniature golf

From the Workshop, the Committee learned of the residents desire for this family activity to continue at Saybrook Point. However, the majority of the Workshop groups suggested the relocation of the miniature golf course to another location (away from the river walk) and the need for a more challenging course.

Received following the Workshop, the Committee reviewed a recommendation from Jennifer R. McCann of Old Saybrook. A copy of the full proposal is located in the Appendix. In general, her recommendation regarding the future of the miniature golf course is one that would highlight the natural history, human history and environmental significance of the Connecticut River.

II. Plan (continued)

7. Picnic area

The ability of the residents of Old Saybrook to enjoy a picnic at the Point was a desirable element that came from the workshop.

8. Concerts

The ability of an area at the Point to accommodate musical events was mentioned numerous times during the Workshop. The "concert area" was not seen as a formal structure, but an area designated where a small stage or portable band shell could be located.

9. Piers

Piers were mentioned by 7 of the groups during the Workshop. The Committee recommends the installation of a pier, with a preference that the pier be connected to the lightship or some other sea-going vessel (whether permanent or temporary).

If a sea going vessel(s) cannot be obtained, the pier may still be desirable to enhance the enjoyment of the river.

10. Geeze Pond for canoes and kayaks

Six of the nine groups recommended that Geeze Pond be incorporated as a location for providing direct, water access for canoes and kayaks. A canoe/kayak trail known as the Connecticut River Estuary Canoe/Kayak Trail has officially opened and Geeze Pond could become a part of this trail. Some minor improvements along with a designated trail could provide access to this small pond and allow access to the Connecticut River. Development of this element would involve the coordination with the CT State DEP.

11. Pedestrian Bridge and western marsh walkway

A new pedestrian bridge would allow access over Geeze Pond to the western marsh walk. We envision this bridge to be pedestrian scaled and would cross at the most narrow point of Geeze Pond. The western marsh walk (with the Geeze Pond Bridge) would allow pedestrians to circumvent the entire marsh area.

III. Implementation of Phase I

A. Scope of the Enhancement Work.

Phase I would included the following elements. A graphic depiction of the Phase I Plan follows:

1. New entrance road and revised parking. This would allow for some "pull-up" parking south of the existing miniature golf.
2. Create earthen berms adjacent to the new entry
3. Landscape the area north of College Street and the water end of the street
4. Redevelop and extend the River walk from the Education Building to the existing miniature golf to create a public space for gathering.
5. Undertake minor repairs to the Education Building
6. Install benches, lighting, trash receptacles and plant material at the River Walk
7. Replace the guard rail along the River Walk
8. Add a new decorative fountain as a focal point
9. Provide for and/or allow food for visitors.
10. Provide the river contact (concrete steps to the River)
11. Provide signage and decorative flags.

B. Preliminary cost estimate

The mid range preliminary cost estimate for Phase I is \$778,000 and in general terms can be defined as follows:

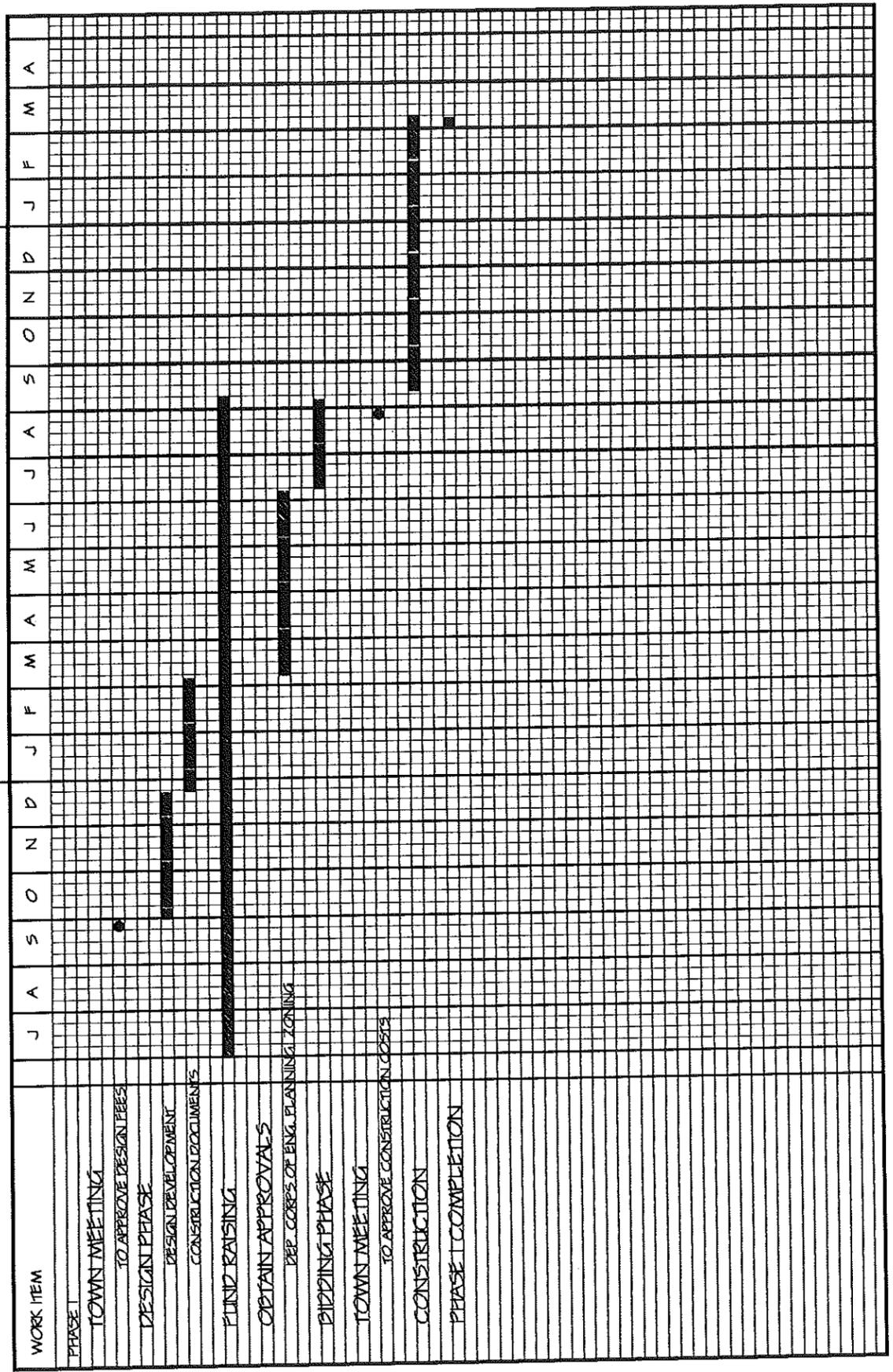
1. Construction costs	\$432,300 - \$612,900
2. Fees and expenses	\$137,200 - \$204,000
3. Furniture fixture and equipment	\$28,400 - \$37,300
4. Soft costs (contingencies)	\$42,600 - \$61,200

C. Project Development Plan - Phase I

1. The Town of Old Saybrook will need to approve via Town Meeting funding for the Architect and Committee expenses.
2. The Committee will begin fund raising for construction.
3. The Committee and Architect will prepare the necessary bidding and construction documents.
4. The Town will secure approvals from Planning, Zoning, DEP and Army Corps of Engineers for the proposed work.
5. Send the project out to competitive bid to select a general contractor
6. Obtain approval of town funding (or portion thereof) via Town Meeting.
7. Proceed with construction.

PRELIMINARY SCHEDULE

PREPARED MAY 1998



SAYBROOK POINT PHASE I

BOY-WAVE ARCHITECTS, INC. WARRON, CT

BOY-WAVE ARCHITECTS, INC. WARRON, CT

IV. Funding for Phase I

As noted previously, we anticipate the construction cost to be approximately \$778,000 for Phase I. In general, we expect that the funding for the Enhancement would be shared:

- One third of the funding to be via grants from State and Federal agencies;
- One third via private donations; and
- One third via the taxpayers of Old Saybrook.

Grant options:

Any grant requests, either Federal or State, must come from the Selectmen of the Town of Old Saybrook.

Federal

- Department of Transportation ISTEAs through State Department of Transportation
- Department of the Interior, U.S. Fish and Wildlife, the Silvio Conte National Fish and Wildlife Refuge
- The American Heritage River Initiative (when enacted, funds should be available for enhancement and improvements for the nominated rivers.)

State

- Long Island Sound Funds - maximum of \$25,000 (can apply for this grant annually)
- Department of Environmental Protection (DEP), the Connecticut Outdoor Recreation Fund (CORF) 40% reimbursement
- Possible grant for the purchase of open space (current Governor's proposal)

Local and Non profit organizations

- Rockfall Foundation
- Community Reinvestment program of the Essex Savings Bank

Donations

One suggestion from a town resident attending the meetings of the committee was to sell "bricks" for paving of the river walk with individual names inscribed. This has also been undertaken in New Haven, the University of Bridgeport and elsewhere successfully.

Other items within the Phase I enhancement that could be donated include the decorative fountain, the benches, lights, sculpture, the playground equipment, flags and signage including new story boards. It is also possible that in Phase II, each of the new miniature golf course holes could be donated.

V. Phase II and Phase III

A. Phase II - An Expansion of the Park - Plan follows

This phase would include:

1. New miniature golf course in a different location.
2. Expanded parking area.
3. The board walk would be extended over the water at the Dock and Dine to the Phase I river walk at the existing seawall
4. Extension of the boardwalk from the existing seawall, generally over water to the southern portion of the inlet at Geeze Pond.
5. Develop the trail on the eastern side of the marsh from the Geeze Pond inlet to the existing trail at Ft. Saybrook Monument Park
6. Provide access for canoes and kayaks at Geeze Pond

Phase II including fees and other expenses is estimate to cost between \$1,698,700 and \$2,097,200.

The Town of Old Saybrook will need to approve via Town meeting funding for the Architect and Committee expenses.

The Committee will then begin fund raising for construction

Obtain Planning, Zoning, DEP and Army Corps of Engineers approvals

Send the project out to competitive bid to select a general contractor

Obtain approval of funding via Town Meeting

Proceed with construction

V. Phase II and Phase III (continued)

B. Phase III - Completion of the Park Plan follows:

This would include;

1. Pedestrian pier projecting out into the River. This could be with or without the Cornfield Lightship.
2. Anchorage for the Lightship or some other vessel or the ability to attract vessels on a rotating basis.
3. The pedestrian path around the west side of the marsh.

Phase III including fees and expenses is estimated to cost between \$589,700 and \$750,000.

The Town of Old Saybrook will need to approve via Town meeting funding for the Architect and Committee expenses.

The Committee will then begin fund raising for construction

Obtain Planning, Zoning, DEP and Army Corps of Engineers approvals

Send the project out to competitive bid to select a general contractor

Obtain approval of funding via Town Meeting

Proceed with construction

APPENDIX

EAST WHARF

East Wharf Architects, Inc.
98 East Wharf Road
Madison, CT 06443
Tel (203) 245-1529
Fax (203) 245-5797

architecture interior design planning

MEMORANDUM

To: Saybrook Point Committee
From: Tom MacDonald
Date: 12 March 1998
Re: Saybrook Point
Community Design Workshop

Strengths

1. View
2. Locations -unique, river and sound, state and northeast, end of main street, isolation of the area
3. Beauty - scenic, natural
4. Towns owns the property
5. Tourism - ecotourism attractions
6. History Ft. Saybrook Monument Park, education
7. Access to the public
8. Public events
9. Opportunity to plan
10. Natural resources, wildlife, water, wetlands
11. Family use

Weaknesses

1. Parking lot - too much asphalt, lack of shade trees
2. No food service, need better facilities to join with Ft. Saybrook Monument Park
3. Traffic pattern - no place to assemble
4. No plan of development - lack of focus, unconnected areas, lack of vision (overall character)
5. Visual appearance - telephone poles, physical obstruction, visual obstruction beautify man-made objects
6. Gallery building's present condition
7. Lack of public access from water and land - right of way
8. Funding costs to improve
9. Possible taxpayer opposition
10. Under utilized
11. Who controls site is unclear
12. Lack of interpretive signage
13. Surrounding property (sewage treatment plant near point)

Opportunities

1. Create a family oriented cultural center, passive outdoor recreation, outdoor events (cultural) activities, concerts at the "Point"
2. Visual improvement
3. Educational opportunities - maritime history of area (site specific), Cornfield lightship
4. Historical, education opportunities
5. Continuous walkway around Saybrook Point area
6. Make it special - integration of all property and community interests, show off the river and Old Saybrook, maximize the view, cultural identity
7. Restoration of river frontage and revitalize building to take advantage of the view or remove building, connection to park
8. Public access to water, fishing space, pier (boating)
9. Timing (interest rates)
10. Year round use
11. Controlled commercial development
12. Food service

Threats

1. Doing nothing - indecision consensus
2. Money (lack of) (financial threat)
3. Too much asphalt
4. Lack of consensus - old prejudices among political groups due to vision
5. Over development - land use
6. Lack of progress undermining community spirit
7. Loss of control - what public use
8. Increased traffic congestion
9. State and federal regulations
10. No security - vandalism, litter
11. Visual discontinuity
12. Natural disasters
13. Lack of public services

Getting To The Point

Old Saybrook's recent community brainstorming session could be just the push that the town needs to finally do something with its Saybrook Point property. For nearly a decade, this waterfront asset has been an unattractive expanse of asphalt.

Not since voters agreed in 1989 to spend \$3.2 million to buy the land at Saybrook Point have officials been able to settle on a plan to make the area more pleasant for residents and tourists. So the Saybrook Point development committee, headed by Kenneth Gibble and with representatives from an array of town boards and other local organizations, decided to solicit public opinion.

The March 7 session drew an impressive crowd of more than 100 people, who split into groups to discuss ideas that ranged from an outdoor restaurant to recreational activities or a small nautical history museum. A point of apparent unity was to get rid of the massive parking lot that runs down to

the seawall on the Connecticut River.

Designing less-obtrusive parking areas and re-routing traffic to let pedestrians enjoy the view would be a major improvement. Finding a way to unite the point and adjacent Fort Saybrook Monument Park would also make sense.

The committee plans to hold three more public sessions including one set for March 23. More good ideas are likely to surface, which will leave the committee with the job of distilling the possibilities into a coherent plan. A recommendation with cost estimates is due to the selectmen by May 1.

A sensible approach would be to move the plan first toward points of greatest consensus, such as reconfiguring the parking area. Not all ideas, such as the possible docking of the lightship Cornfield at the point, will be immediately doable. A phased plan would let the town spread out the cost of improvements and assess each change to avoid overdevelopment of the point.

OUR TOWNS



OLD SAYBROOK

Residents want asphalt removed at Saybrook Point

3/10/98 NHR

By Peggy Schenk
Register Staff

OLD SAYBROOK — Tear up the asphalt at Saybrook Point.

That was the nearly unanimous wish of more than 100 residents who participated in a community forum over the weekend, brainstorming ideas for the area.

The forum was designed to bring everyone interested together to help determine the best uses for the town property on Saybrook Point, a valuable and historic piece of real estate at the confluence of the Connecticut River and Long Island Sound.

The blacktop at the point forms a large parking area, on property owned by the town, and "people have decided they've looked at it long enough," said Kenneth Gibble, chairman of the ad hoc Saybrook Point Study Committee, charged with compiling ideas and making recommendations on the future of the town's most historic property.

But before the town starts planting trees and shrubs, there was a strong feeling that the town needs a vision for the best uses of the property and how to make the waterfront accessible to everyone, Gibble

"People have decided they've looked at it long enough."

Kenneth Gibble

said.

Gibble described the forum as "fantastic. There was a great cross-section of people in town represented. By the end of four hours, everybody went away feeling they had done something and with a better understanding of what other people wanted."

First Selectwoman Susan Townsley said, "It was wonderful, beyond our wildest expectations."

Ten groups of people were put together randomly and created plans for the point after discussing ideas. Gibble said the committee, which will meet at 4:15 p.m. Thursday at Old Saybrook Middle School, will "analyze the input and decide what the message is that people want to convey, a consensus of what's important."

MEMORANDUM

TO: MR. KENNETH GIBBLE, SAYBROOK POINT COMMITTEE
FROM: JENNIFER R. MCCANN, BOARD MEMBER, OLD SAYBROOK LAND TRUST
SUBJECT: RE-DESIGN OF MINIATURE GOLF AT SAYBROOK POINT
DATE: 03/09/98
CC: MR. THOMAS MACDONALD, EAST WHARF ARCHITECTS INC.

MORE IDEAS

I congratulate you and all others involved for facilitating such a productive and positive Saybrook Point Planning workshop yesterday at Dock and Dine. Many people in the community of Old Saybrook care deeply about the evolution of Saybrook Point. Most want to transform it into a public community center/park for the enjoyment of all and a showcase for our beautiful and unique location on the Connecticut River. I am encouraged by the degree of conscientious, and excited by the many fine ideas that came out of yesterday's meeting.

As a citizen with an environmental education background (M.S., Environmental Science), the idea that captures my imagination is to redesign the miniature golf into a linear layout, following along a boardwalk/trail suggested on the upland closest to the shore (next to the CT River Museum Land). This miniature golf course could be thematic, highlighting the natural history, the human history, and the environmental significance of the Connecticut River. Each of the eighteen holes could have a sign, introducing a topic important and germane to the River, taken all together, telling the story of the River.

Each sign would be simple, and brief, the title or first sentence suitable for the youngest children, with additional information next, for those who want to read on. Each hole could be individually donated by community businesses, organizations, and others (especially if they represent an interest in the topic, i.e., the hole on Native American Indians who lived in the area could be donated by the regional Tribes). This kind of funding would bring the most community involvement, and contribute to a sense of pride and "ownership" of this unique resource and its long history. The beauty of this idea is that it accommodates everyone; each player can take as little information, or as much as desired.

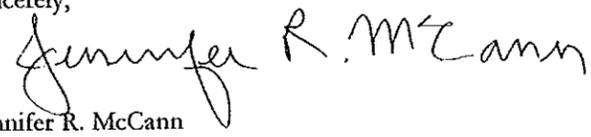
The following is a suggestion, a possible direction for the story to be told by the course.

HOLE	DESCRIPTION
1. The River meets the sea.	Map of whole CT River, LIS, "You Are Here"
2. Watershed concept	Area of water collection, "Follow a drop of water"
3. Formed from Ice Age	Glacier formed River/Sound 12,000 years ago
4. Water cycle	Big picture

- | | |
|---------------------------|---|
| 5. All life needs water | Clean, freshwater precious |
| 6. Estuary | How fresh mixes with salt here, effects |
| 7. Supports abundant life | plants, insects, fish, birds wildlife, people |
| 8. Fish | Marine nursery |
| 9. Anadromous | Swim up-river, shad, salmon |
| 10. Birds | migration, i.e. osprey |
| 11. People | Native Americans, history |
| 12. Colonists | Early settlement |
| 13. Industrialization | Mills |
| 14. Shipbuilding | Trade ships |
| 15. Dams | Hydroelectric power, effects |
| 16. Recent use | Marshes ditched, pollution |
| 17. Today | public enjoyment, summertime fun |
| 18. Stewardship | We can all care for |

These are initial ideas that many in the community could elaborate on. I look forward to hearing other ideas on this topic and others as the planning process continues. Again, thank you for initiating this worthwhile effort.

Sincerely,


Jennifer R. McCann

8 Agawam Ave., Old Saybrook, CT

388-0825, or until June, 203-972-3439

**SAYBROOK POINT AREA
CONCEPTUAL MASTER PLAN
Old Saybrook, CT**

Saybrook Point Adhoc Committee
Chairman: Mr. Kenneth Gibble

Architect:
East Wharf Architects
Madison, CT

Total Project Concept Budget Estimate (000's)	Original Concept	Original Concept	Original Concept
	Budget Cost Range	Budget Cost Range	Budget Cost Range
	PHASE I	PHASE II	PHASE III
4/20/98 Rev. 4/27/98	5/1/98	5/1/98	5/1/98
PHASE CONSTRUCTION GSF	78,400	280,000	20,000
NEW/RENOV. CONSTRUCTION \$/GSF	\$ 5.51 - 7.82	\$ 4.23 - 5.17	\$ 21.41 - 26.85
TOTAL PROJECT \$/GSF	\$ 8.17 - 11.67	\$ 6.07 - 7.49	\$ 29.48 - 37.50
I. BUILDING CONSTRUCTION			
A. New Construction			
1. WildLife/River Interpretive Center			Note No. 1
2. Nature Bridge over Geeze Pond			36.0 - 66.0
3. Nature/Marsh Walkways			24.8 - 30.0
4. Additional Parking/Drives			32.0 - 40.0
Subtotal New Construction			92.8 - 136.0
B. Renovation			
1. General Construction/Educ. Building	10.0 - 15.0	35.5 - 55.5	
2. Mini-Golf			
3. Bulkhead @ River			
4. Recoat/Restripe Parking Area			
5. Public RestRoom Building		25.8 - 32.4	
6. Geeze Pond Dredging			
7. Ft. Saybrook Monument Park		15.0 - 18.5	
Subtotal Renovation Construction	10.0 - 15.0	76.3 - 106.4	
Total Building Construction	10.0 - 15.0	76.3 - 106.4	92.8 - 136.0
II. RELATED CONSTRUCTION			
A. Sitework			
1. Demolition- Drives/Walks/Railings	50.9 - 56.4	76.7 - 78.3	
2. Demolition OH Utilities/Other			
3. New Mini-Golf		75.6 - 99.0	
4. General Sitework Construction	25.5 - 29.6	56.0 - 62.5	
5. New Boardwalk Phase II		118.0 - 128.0	
6. New Geeze Pond Bdwalk & Gazebo		142.2 - 157.5	
7. New Canoe/Kayak Docking Area		19.2 - 22.4	
7. Drive/Parking/Walkway Paving	102.5 - 154.5	315.0 - 361.0	
8. Landscape-Trees/Shrubs/Seed/Sod	55.0 - 75.0	100.0 - 130.0	35.5 - 50.0
9. Drive/Parking/Walkway Lighting	85.4 - 146.4	119.6 - 191.6	
10. New River Contact	36.0 - 48.0		
11. Features - Fountain/Flags/Signage	49.0 - 62.0	5.0 - 6.0	5.0 - 6.0
Subtotal Sitework	404.3 - 571.9	1,027.3 - 1,236.3	40.5 - 56.0
12. New Lightship Pier (Option #1)			See 12. Below
B. Infrastructure (Utility) Systems			
1. Domestic Water			
2. Fire Protection Loop			
3. Electrical Power/Service	12.0 - 16.0	18.0 - 24.0	
4. Gas			
5. Sewer/Septage System(s)			
6. Storm Drainage	6.0 - 10.0	12.0 - 20.0	
7. Telecommunications			
8. Security/Cable			
Subtotal Infrastructure	18.0 - 26.0	30.0 - 44.0	

C. Demolition/Haz. Mat			
1. Lead			
2. Asbestos			
3. Soil Remediation		50.0 - 60.0	
Subtotal Demo.-Haz. Mat		50.0 - 60.0	
Total Related Construction	422.3 - 597.9	1,107.3 - 1,340.3	40.5 - 56.0
12. New Lightship Pier (Option #1)			295.0 - 345.0
Total Related Construct'n w/ Option #1			335.5 - 401.0
TOTAL CONSTRUCTION	432.3 - 612.9	1,183.6 - 1,446.7	428.3 - 537.0
III FIXTURES, FURNITURE & EQUIPMENT			
A. Fixtures			
1. Trash Receptacles	3.5 - 5.2	6.5 - 9.5	4.0 - 6.0
B. Furniture			
1. Picnic Tables/Benches/Other	10.0 - 13.5	15.0 - 20.0	6.0 - 8.0
C. Equipment			
1. Playground	12.9 - 16.6	35.5 - 45.0	8.0 - 10.0
Subtotal F., F. & E.	28.4 - 37.3	67.5 - 85.0	18.0 - 24.0
VI FEES & EXPENSES			
A. Fees			
1. Feasibility/Demographics/Site Study			
2. Programming/Planning			
3. Site Survey	10.0 - 14.0	22.0 - 30.0	
4. Geotechnical		3.0 - 5.0	3.0 - 5.0
5. Environmental	3.5 - 5.5	3.5 - 5.5	3.0 - 5.0
6. Legal	20.0 - 30.0		
7. Architect (@ 6.5% T.C.C)	28.1 - 39.8	76.9 - 94.0	27.8 - 34.9
8. Engineer (In Architects Fee)			
9. Owners Project Management/Admin.	5.5 - 10.5	5.5 - 10.5	5.5 - 10.5
10. Construction Management (5.5% T.C.C)	23.8 - 33.7	65.1 - 79.6	
11. Special Consultants			
a. Assessment	3.5 - 6.5		
b. Hazardous Materials			
c. Bulkhead/Pier Design Engineering	10.0 - 12.0		9.0 - 12.0
d. Other	5.0 - 8.0		
Subtotal Fees	109.4 - 160.0	176.0 - 224.6	48.3 - 67.4
B. Expenses			
1. Land Acquisition			
2. Insurance/Builders Risk	9.0 - 13.0	24.9 - 30.3	
3. Test Borings/Pits	1.8 - 2.5	3.5 - 5.5	1.8 - 2.2
4. Temporary Utilities	4.5 - 8.0	4.5 - 8.0	2.5 - 3.0
5. Printing/Postage/Models	3.0 - 5.5	3.4 - 6.0	2.5 - 3.0
6. Permits			
7. Materials Sampling/Testing	1.5 - 2.5	2.5 - 3.5	1.0 - 1.3
8. Temporary Services	2.5 - 4.5	4.0 - 6.5	2.5 - 5.0
9. Public Signs/Safety	1.5 - 2.5	1.5 - 2.5	1.5 - 2.0
10. Miscellaneous Expenses	4.0 - 5.5	5.5 - 7.5	3.0 - 4.5
11. Finance Cost	TBD	TBD	TBD
Subtotal Expenses	27.8 - 44.0	49.8 - 69.8	14.8 - 21.0
TOTAL FEES & EXPENSES	137.2 - 204.0	225.8 - 294.4	63.1 - 88.4

V. CONTINGENCY			
A. Construction (@ 5.0% T.C.C)	21.6 - 30.6	59.2 - 72.3	21.4 - 26.8
B. Program (@ 3.5% T.C.C. Phase II & III)		41.4 - 50.6	15.0 - 18.8
Subtotal Contingency	21.6 - 30.6	100.6 - 122.9	36.4 - 45.6
SUBTOTAL CURRENT COSTS	619.5 - 884.7	1,577.5 - 1,949.0	545.8 - 695.0
VI INFLATION (@ 5% / yr) Note No. 2.	21.2 - 30.6	121.2 - 148.2	43.9 - 55.0
TOTAL PROJECT	640.7 - 915.3	1,698.7 - 2,097.2	589.7 - 750.0

NOTE 1. New Construction Costs not included herein
 2. Phase I-1yr, Phases II & III-2yrs ea.

Prepared by:
MANAGEMENT WORKS GA Old Saybrook, CT
 as directed by/for:
EAST WHARF ARCHITECTS Madison, CT
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**SAYBROOK POINT AREA
 CONCEPTUAL MASTER PLAN**
 Total Project Concept Budget Estimate (000's)



The River School

Marine Preservation Through Maritime Education

CORNFIELD LIGHTSHIP LV-118

“Cornfield” was the only series of lightships to serve in the State of Connecticut. From 1856 to 1957 four different lightships have anchor off of Cornfield Point in Old Saybrook to protect shipping from running aground upon the Eastern end of Long Sand Shoal. “Cornfield” was the last lightship to be constructed by the United States Lighthouse Service.

Built: 1938 At: East Bootbay, Maine By: Rice Bro.

Stations: 1938 - 1957 Old Saybrook, Ct.
1958 - 1962 Cross Rips, Ma.
1962 - 1972 Boston, Ma.

Diesel powered, steel hull, steel deckhouses, single lantern mast with galley on house aft of pilot house, short smokestack.

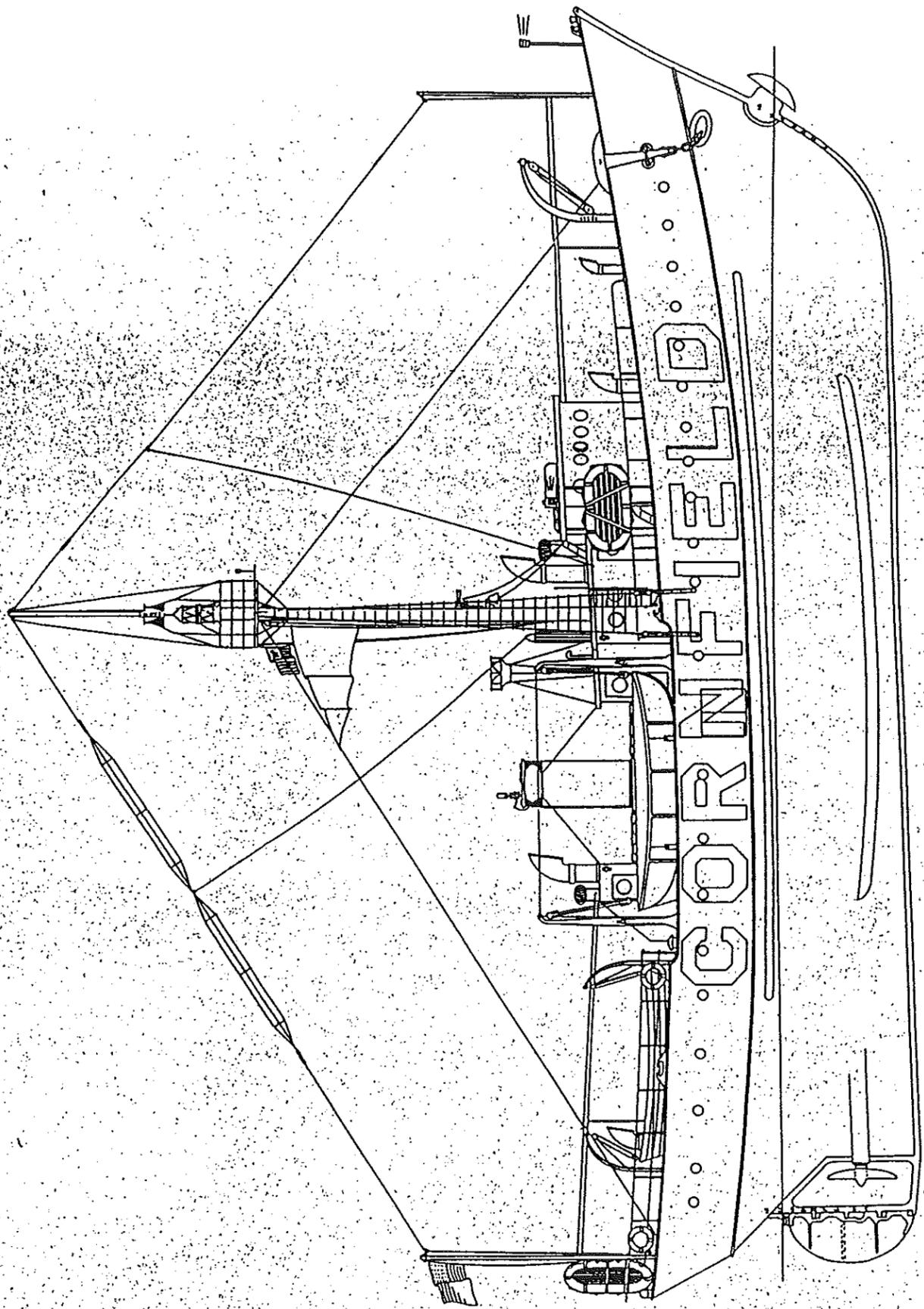
Length: 114' Beam: 26' Draft: 13' Tonnage: 412 displ
Propulsion: Diesel, one Cooper-Bessemer 8 cylinder air-start engine, 400 BHP with max speed of 9 knots.

Currently owned by the Lewes, Delaware Historical Society.

The River School

203 Ferry Road
Old Saybrook, Connecticut 06475
860-388-2007

BEN CLARK SPN





Long Gone Lightship: The fourth and last Cornfield Lightship was retired 38 years ago. Until 1957, a lightship had marked Long Sand Shoal, in Long Island Sound off Old Saybrook, for 101 years.

Remember the Cornfield?

With another boating season about to begin, it is still difficult for some of us to believe that it has now been almost 38 years since the last Cornfield lightship, once a familiar sight to local boating enthusiasts, was retired.

When the lightship was taken out of service on Nov. 24, 1957, it marked the first time in more than a century — 101 years, to be exact — that Long Sand Shoal, a few miles off Cornfield Point in Old Saybrook, was not marked by a lightship.

The lightship was replaced by radio beacons on Faulkner's Island, off Guilford, and at Saybrook Point and by a series of buoys with lights and sounding devices between those two points. The new, improved system, the Coast Guard told us at the time, would be less costly and more effective.

The last Cornfield Lightship had been on station for 18 years, since 1939, and had been the fourth lightship at Long Sand Shoal since 1856. It was a 412-ton, steel-hulled vessel, 114 feet 8 inches long with a 26-foot beam and drew 11 feet 6 inches of water. It had a crew of 13 that used to put in three weeks of consecutive duty, then was granted a one week shore leave while a relief crew took over.

The Cornfield's fog signal was a deep, two-toned beep recognized in its day by almost everyone in the valley-shore area and its 15,000 candlepower light could be seen for 13 miles. It was anchored in 162 feet of water.

The original Cornfield apparently had a tough time after going on station in 1856. Ice coming down the Connecticut River carried her away at first winter and again the next year.

In 1880, the Cornfield's crew was near the scene of one of Long Island

Sound's worst marine disasters, when the steamships Stonington and Narragansett collided in a fog, with a loss of 20 lives.

The lightship that was on duty in 1919 still lies at the bottom of the Sound, sent there by a barge that rammed it. It sank in six minutes.

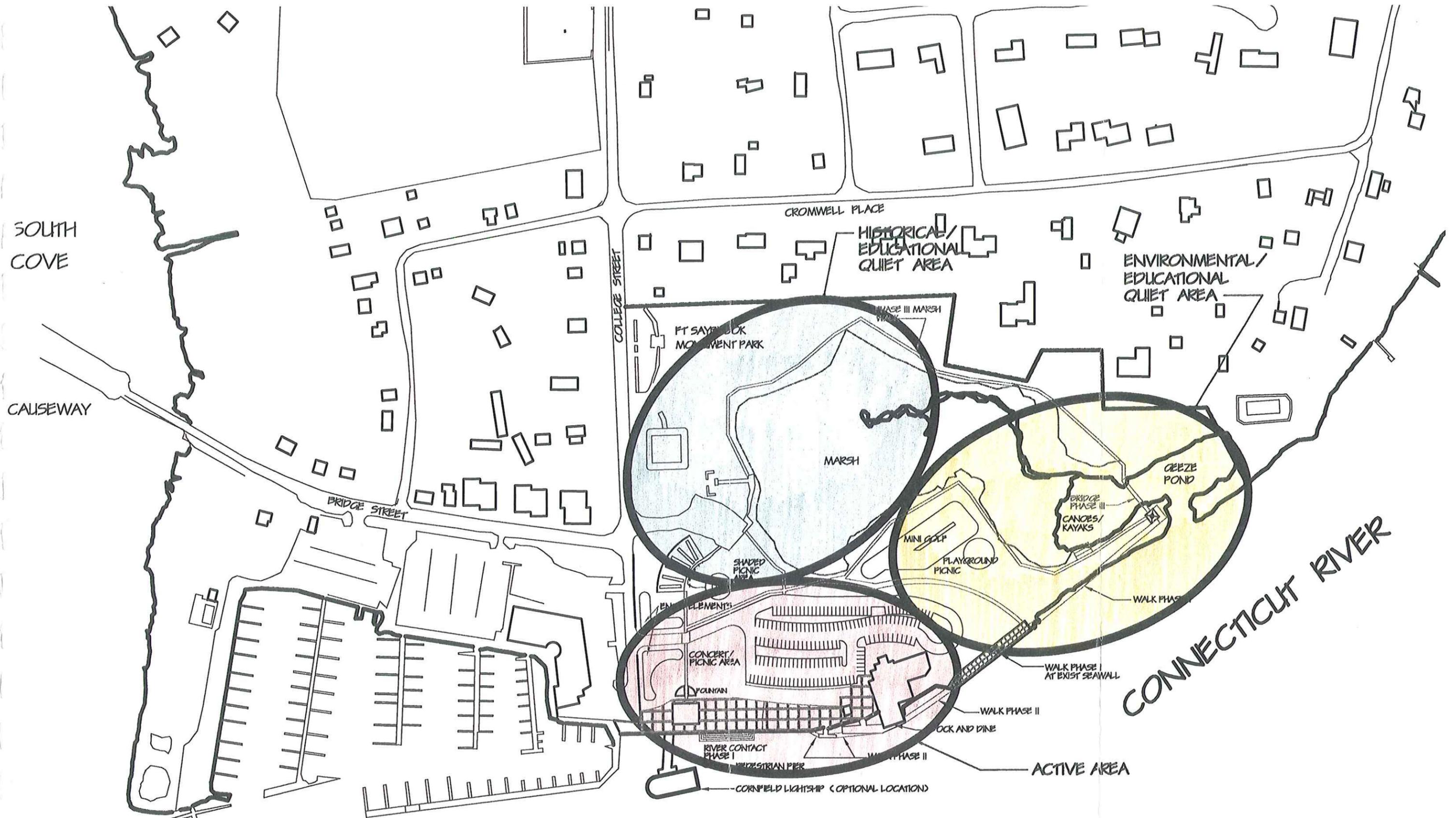
I remain grateful to this day that I was lucky enough to go aboard the last Cornfield Lightship for the purpose of writing a feature story about the ship and its crew before it was taken out of service 38 years ago. But it was a harrowing experience, too.

It was a bright sunny morning when a couple of crew members, with a launch, picked me up at Saybrook Point to take me out to the Cornfield for a personally escorted below-decks tour by the skipper. He must have spent a couple of hours showing me every inch of the vessel and telling me about the colorful history of the four lightships that had seen service there. Then, as a good host, he invited me to stay aboard for lunch.

What neither he nor anyone else had told me, however, is that while we were below, a thick fog had rolled in over the Sound and they were about to start up their powerful foghorn.

As I recall, I was just ready to take my first sip from a cup of coffee when the horn let loose a blast that sounded as though it wasn't more than a few feet over my head. It startled me to such an extent that my full cup went flying, with the coffee splattering over the skipper, several crew members and, of course, myself.

Fortunately, there were no flying cup or coffee burn casualties but I believe I was the last civilian invited on board.



SAYBROOK POINT

SCALE 1" = 200' +/-
 CONCEPT

EAST WHARF ARCHITECTS, INC.
 93 EAST WHARF ROAD
 MADISON, CT 06443
 (203) 249-1529
 JOB CODE: 05SP
 DATE: 1 MAY 1993

SOUTH COVE

CAUSEWAY

EXISTING PEDESTRIAN WALK

BRIDGE STREET

COLLEGE STREET

TO LADY PENWICK GRAVE SITE & BIRTH PLACE OF YALE UNIVERSITY

EXISTING PEDESTRIAN WALK

CROMWELL PLACE

FT SAYBROOK MONUMENT PARK

PHASE III MARSH WALK

MARSH

GEEZE POND

BRIDGE PHASE III

CANOE/KAYAKS

NEW PEDESTRIAN WALK

CONNECTICUT RIVER

SHADE PICNIC AREA

PLAYGROUND

ENRICHMENT

CONCERT/PICNIC AREA

YOUNG

WALK PHASE I AT EXIST SEAWALL

WALK PHASE II

DOCK AND DINN

RIVER CONTACT PHASE I

PEDESTRIAN PIER

WALK PHASE II

CORNFIELD LIGHTING (OPTIONAL LOCATION)

SAYBROOK POINT



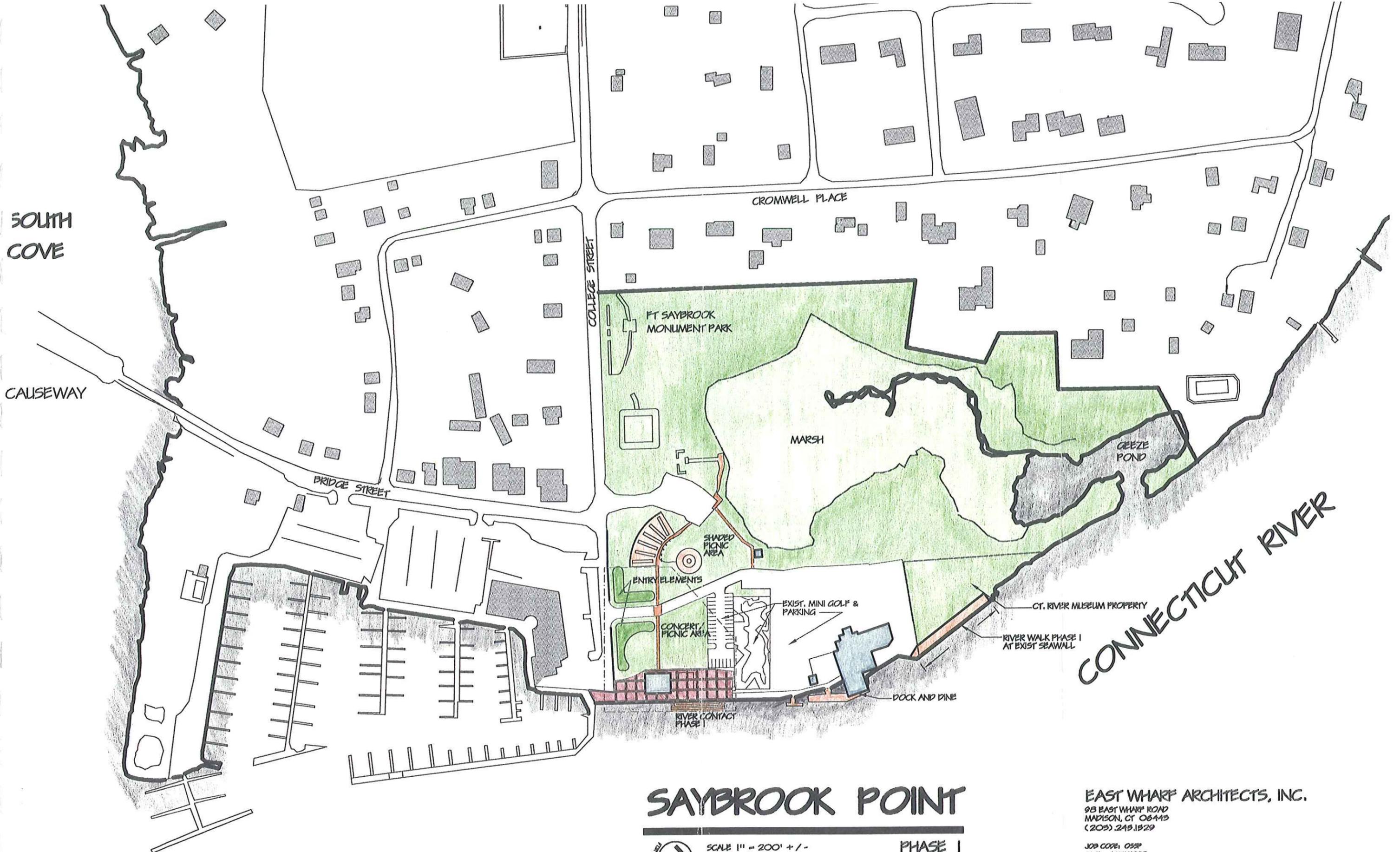
SCALE 1" = 200' +/-

PATH PLAN

EAST WHARF ARCHITECTS, INC.

93 EAST WHARF ROAD
MADISON, CT 06443
(203) 249-1529

JOB CODE: 059P
DATE: 1 MAY 1990



SAYBROOK POINT



SCALE 1" = 200' +/-

PHASE I

EAST WHARF ARCHITECTS, INC.
 98 EAST WHARF ROAD
 MADISON, CT 06445
 (203) 243-1829

JOB CODE: 050P
 DATE: 1 MAY 1998

SOUTH COVE

CAUSEWAY

BRIDGE STREET

COLLEGE STREET

CROMWELL PLACE

FT SAYBROOK MONUMENT PARK

MARSH

GEEZE POND

CANOE/KAYAKS

GAZEBO AT INLET

CONNECTICUT RIVER

SHADED PICNIC AREA

MINI GOLF

PLAYGROUND

ENTRY ELEMENTS

CONCERT/PICNIC AREA

FOUNTAIN

WALK PHASE II

WALK PHASE I AT EXIST SEAWALL

WALK PHASE II

ROCK AND DINE

WALK PHASE II

RIVER CONTACT PHASE I

SAYBROOK POINT



SCALE 1" = 200' +/-

PHASE II

EAST WHARF ARCHITECTS, INC.

93 EAST WHARF ROAD
MADISON, CT 06449
(203) 249-1529

JOB CODE: 059P
DATE: 1 MAY 1998

SOUTH COVE

CAUSEWAY

BRIDGE STREET

COLLEGE STREET

CROMWELL PLACE

FT SAYBROOK MONUMENT PARK

PHASE III MARSH WALK

MARSH

GEEZE POND

BRIDGE PHASE II
CANOES/
KAYAKS

MINI GOLF

PLAYGROUND
PICNIC

SHADED
PICNIC
AREA

ENTRY ELEMENTS

CONCERT/
PICNIC
AREA

FOUNTAIN

WALK PHASE II

WALK PHASE I
AT EXIST SEAWALL

WALK PHASE II

DOCK AND DINE

WALK PHASE II

RIVER CONTACT
PHASE I

PEDESTRIAN PIER

CORNFIELD LIGHTSHIP (OPTIONAL LOCATION)

CONNECTICUT RIVER

SAYBROOK POINT



SCALE 1" = 200' +/-

PHASE III

EAST WHARF ARCHITECTS, INC.

93 EAST WHARF ROAD
MADISON, CT 06443
(203) 249-1529

JOB CODE: 03SP
DATE: 1 MAY 1998