

French River Connection



French River Revitalization Concepts

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The French River Connection



Linking the Past to the Present

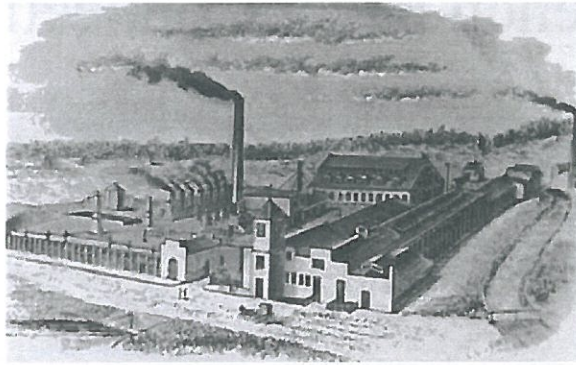
This document is the result of a collaborative effort among the Green Valley Institute (GVI), University of Connecticut Senior Landscape Architecture and Regional Planning students, and the French River Connection (FRC). The FRC is a grassroots organization whose mission is to provide stewardship and promote revitalization of the French River.

Twenty students, under the guidance of the GVI, completed a service learning project during fall 2005 and created three visions for the portion of the French River running between Webster and Dudley, Massachusetts. The FRC organized two opportunities for community participation. These included a charrette at the beginning of the study and a final presentation on December 7, 2005.

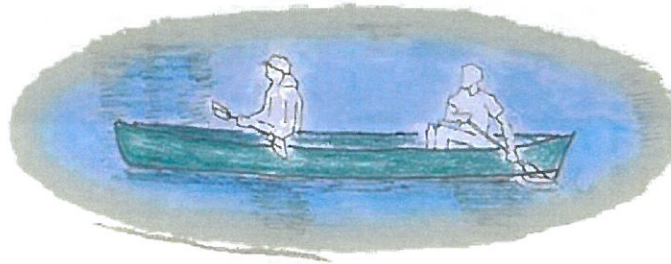
The FRC consolidated the three student visions and added detail, particularly defining the route of the proposed trail system. This document is the result of that consolidation. It presents concepts, but does not attempt to provide engineering or economic analysis of those concepts. This is a baseline document providing context for French River revitalization. Concepts will be further developed as their potential for realization is evaluated.

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Linking the French River's industrial past.....



...to its recreational future...



The French River extends 26 miles from its source in Leicester, MA to its confluence with the Quinebaug in Thompson, CT. After passing through the Army Corps Hodges Village flood control project in Oxford, and a long, secluded, narrow reach, the river enters a broad, wild area bordered by marshes and coves, providing significant wildlife habitat. Farther south, near the historic Webster North Village, the river becomes the border of Dudley, a rural and residential community, and Webster, the original American mill town founded by Samuel Slater. Here the river is bordered by industrial complexes, and its waters are classified as impaired. South of the Webster town center, the river again enters a wooded corridor, passes the wastewater treatment plant and the historic Perryville area with its granite block dam, and exits the state.

Once heavily polluted, the river has had decades to recover. However, as the “backyard” of both Webster and Dudley, much of the river continues to be ignored and degraded rather than enjoyed and protected. The vision of the French River Connection is for the French River and its shoreline to become a resource that is used, enjoyed, and treasured by residents and visitors to the French River region; the river’s natural and cultural heritage will be appreciated and protected, recreational activities and gatherings along the river will be encouraged, and the economic benefits of a healthy, active riverfront will be realized.

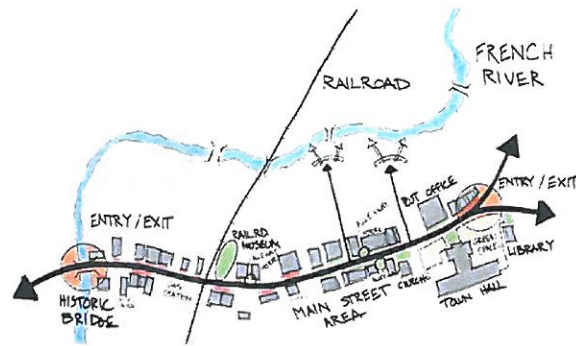
...through a continuous trail system that connects historical and present day points of interest...



The backbone of the concepts presented here is a continuous trail on or near the river, referred to as the French River Greenway, which was initially proposed in 1990 by a citizen advisory committee, linking the towns of Webster, Dudley, and Oxford. Completion of such a trail is given impetus by the acquisition by the State of Massachusetts of the unused Southbridge Branch of the Providence & Worcester Railroad for a “rail trail” extending from Southbridge to the French River in Webster, a distance of 11 miles. Further, it was recognized in a study organized by the Central Massachusetts Regional Planning Commission in 2001 that a trail from the Perryville area could be extended through Webster-Dudley via the old Boston & Albany railbed all the way to Hodges Village Dam in Oxford, where it could be linked to the Midstate Trail.

Not all the concepts in this document are on the trail, but all enhance enjoyment of the river corridor and contribute to a more vibrant riverfront community.

...and a revitalized downtown



Revitalization of downtown is not a primary focus of this document, but it is impossible to ignore the fact that exposing and celebrating the river downtown can be a significant factor in a community's economic life. It brings people into the area, creates value and interest for waterfront properties, and links to the river can be used to generate interest on Main Street. A great many communities, large and small, throughout the country have used rivers, long taken for granted, as the centerpiece for the rebirth of a healthy downtown, realizing significant economic and quality-of-life benefits. In particular, the concept of a "second main street" has been suggested in Webster before, but not necessarily linked to a riverfront improvement strategy.

The Trail System

Quinebaug Rail Trail: From Southbridge to Webster where it joins the active P&W line just north of the waste water treatment plant

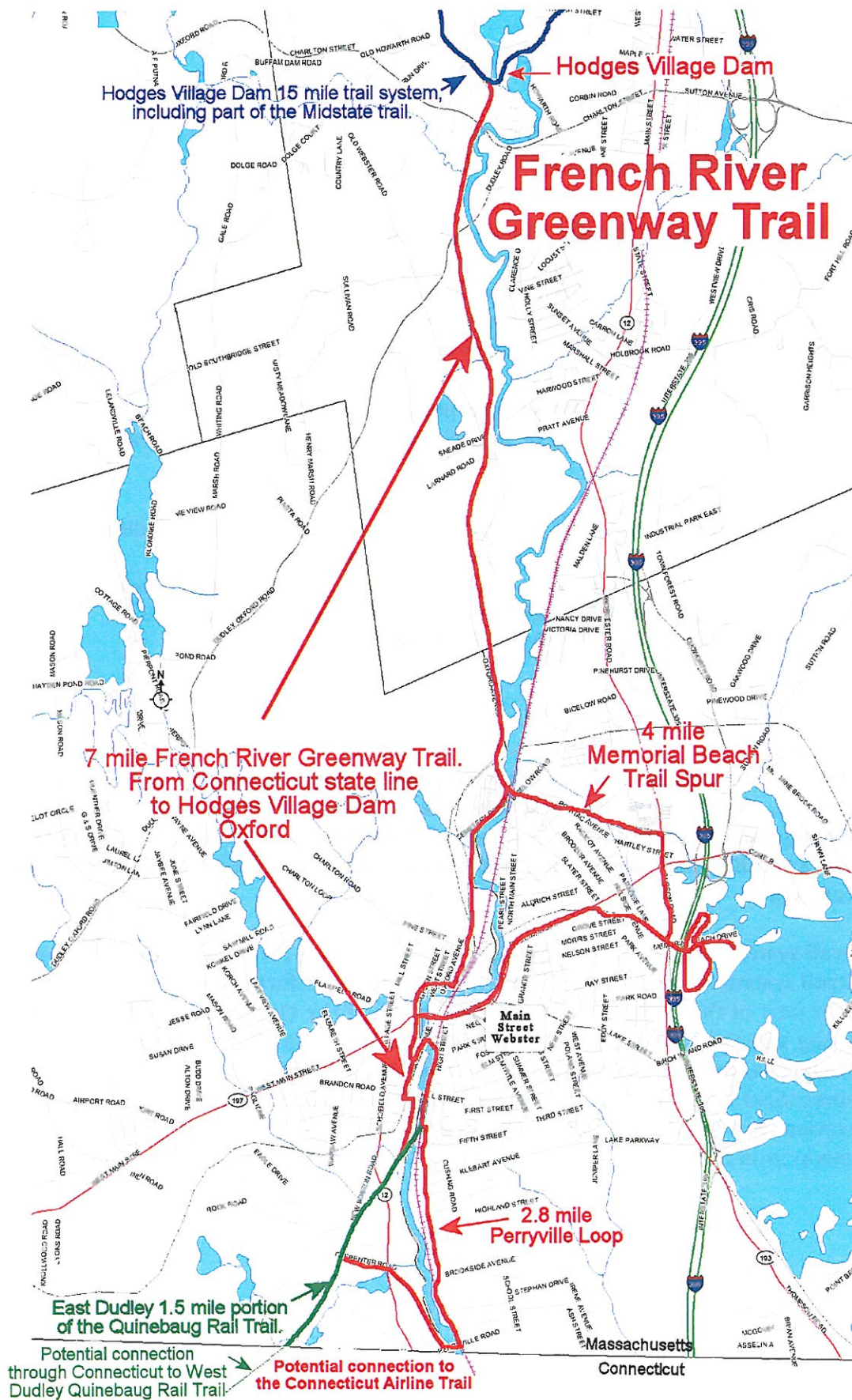
Perryville Loop Trail: The south end of the French River Greenway, begins at the Carpenter Road crossing of the Quinebaug Rail Trail in Dudley, proceeds down closed Lower Perryville Road, rounds the Perryville dam to Webster, and proceeds north along the river to rejoin the Quinebaug Rail Trail near its terminus at the railroad bridge

French River Greenway: Incorporating the Perryville Loop, the Greenway continues north along the river all the way to the Midstate Trail in Oxford

Memorial Beach Trail Spur: Begins at the railroad bridge on the Boston and Albany railroad and proceeds on the old railbed towards Webster Lake. The trail continues on Thompson Road to Memorial Beach, and then along Second Island Road to Main Street and downtown Webster, rejoining the Greenway at the Main Street bridge

This trail system, much of which has been proposed before, consists of the elements listed above. A trail map may be seen on the next page. The exact route of the trail may change somewhat as obstacles or opportunities arise. Work is in progress to develop a "trail guide" which will illustrate the character of the trail system in much greater detail.

The trail system provides a link between the Quinebaug Rail Trail and the fifteen mile trail system at the Hodges Village flood control project in Oxford, which includes part of the Midstate Trail. Development of the Quinebaug Rail Trail has been long anticipated, and a major step was completed in 2004 when the State of Massachusetts purchased approximately 8 miles, including both ends. Three miles in Connecticut have not been purchased, which may eventually require an alternate connection. But the part in East Dudley which connects to the French River Greenway is in State hands.



The 2.8 mile Perryville Loop Trail begins in Dudley, where it departs the Quinebaug Rail Trail and heads east for a short distance down Carpenter Road. The Quinebaug Rail Trail continues north. Upon reaching Schofield Avenue (Route 12), the trail turns southeast for about one-half mile along the closed Lower Perryville Road. Upon reaching Perryville Road, it rounds the dam and enters Webster, heading north through woodlands until it reaches the southern end of the wastewater treatment plant property. There it goes under the P&W railroad track through a large culvert and proceeds further north with the rails now on the left. Upon reaching Winter Haven Drive, the trail proceeds for a short distance on the street, then skirts Berthold soccer field, and connects with the Quinebaug Rail Trail where it terminates at the active P&W line. Here one may proceed north to Hill Street on the wastewater treatment access road. Or, turning south on the Quinebaug Rail Trail, one may continue back to the starting point, or one may turn north immediately after crossing the river on the west side, reaching the Ethan Allen Mill property and the northern extension of the French River Greenway. There are only two private property owners along this route, although their holdings are lengthy.

The Greenway may be routed north on either side of the river through the wooded river corridor between Chase Avenue in Dudley and the active railroad tracks in Webster. South of the Chase Avenue bridge, the Dudley side is selected and the trail is directed onto Stevens Mill Property for a short distance, then across some land belonging to National Grid, and takes advantage of town easements before finding the railbed of the old Boston & Albany Railroad at Oxford Avenue. The Greenway then can proceed north all the way to Hodges Village on this railbed with few road crossings, narrow spots, or crossing private land that is in current active use. The Greenway passes the proposed Riverbend and Calvary Parks, as well as Collins Cove. The northernmost trail section in Dudley is zoned for conservation.

The four mile Memorial Beach Trail Spur crosses an old railroad bridge with spectacular views upriver, and proceeds east on the railbed, owned by National Grid, to the area of Cranston Print Works on route 12, passing near a senior housing complex. The trail then heads south on Thompson Road and to Memorial Beach, passing several restaurants and other businesses on the way. There is a small unmaintained trail system there, including a beautiful pine forest. After returning to Thompson Road, it crosses to Second Island Road and follows it to Park Avenue and East Main Street, to more restaurants and shops. The trail then continues south, bearing left onto West Main Street through the center of downtown Webster. The spur rejoins the main French River Greenway at the river crossing over the 1868 stone arch bridge between Webster and Dudley.



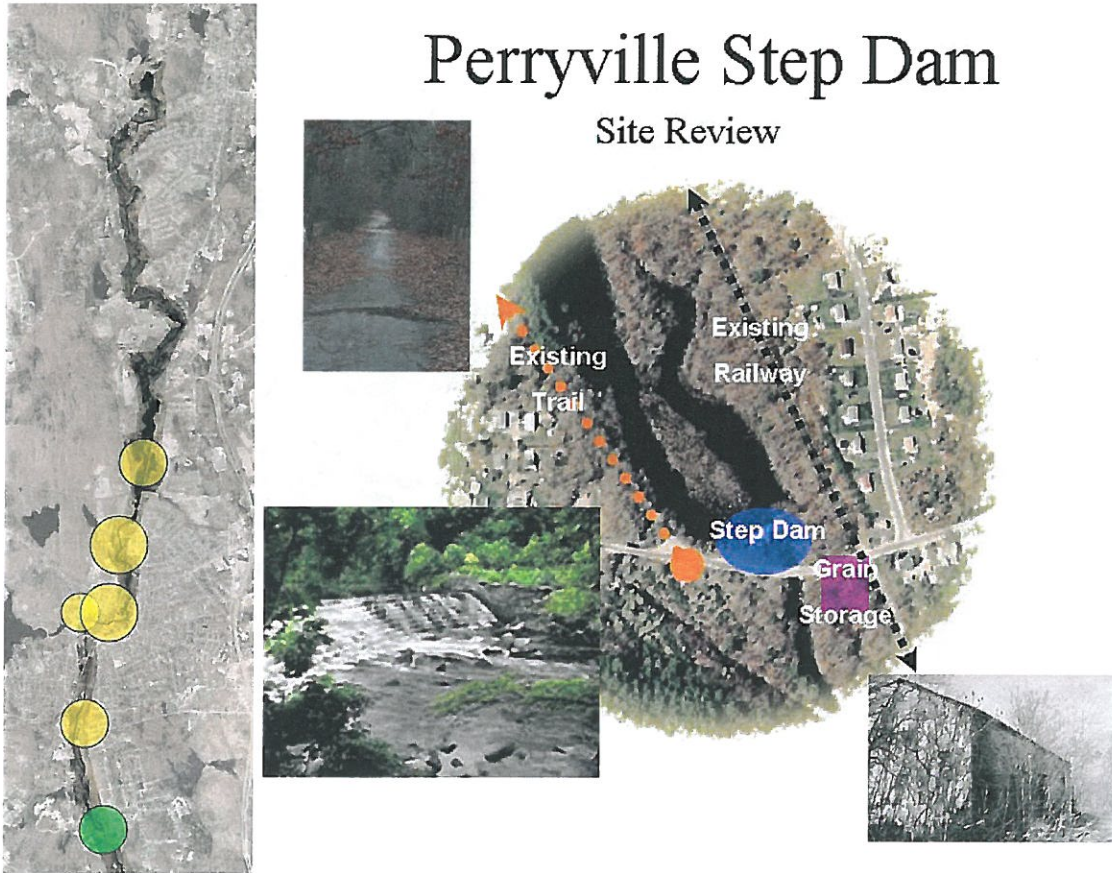
Renovated Areas

-  **Perryville Step Dam**
-  **Ethan Allen Mill**
-  **Stevens Mill**
-  **Downtown Webster**
-  **North Village Area**
-  **Collins Cove**

Six areas were identified for the application of some renovation concepts, including the development of green space and viewpoints, the installation of paddling access points, and certain other improvements. Each of these will be discussed in the following sections, moving upriver from Perryville.

Perryville Step Dam

Site Review

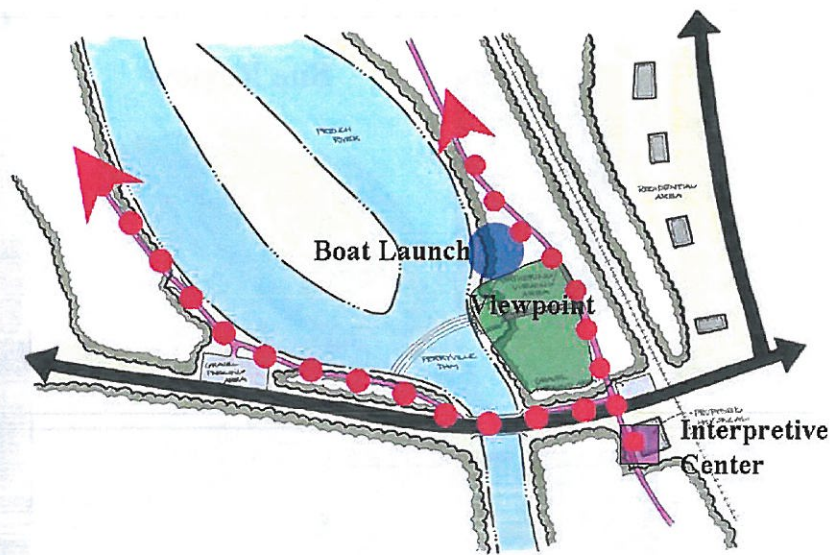


The Perryville area was once the location of Dudley Woolen Mills. All that remains is a beautiful granite step dam dating from 1880, a few mill houses, and an old granary near the active Providence & Worcester Railroad line. The dam impounds sediment up to nine feet thick and has undergone repairs to the eastern anchor wall since 2000. Lower Perryville Road, which has been closed for many years, runs up the west side of the impoundment for about one-half mile, where it ends at Schofield Avenue (Rt. 12) in Dudley. This paved road is used for recreation by residents of the area. A short walk across Rt. 12 up Carpenter Road leads to the Quinebaug Rail Trail to be developed. The east side of the impoundment is wooded with an informal path running through it. Below the dam, in Connecticut, the river is secluded for about a mile until it reaches the Wilsonville area.

For many years, there has been continual illegal dumping at the site. Since 2005, dumping has been largely curtailed by barriers and a sign put in place by the town of Dudley, and the area has been cleaned of trash by volunteers.



Perryville Park



- The Perryville Loop Trail passes through the area
- 1874 granary building becomes an interpretive center

In addition to the turning point of the Perryville Loop Trail, the site offers the potential for a boat launch, a small park with a viewpoint on the dam, and an interpretive center in the granary building. There is ample room for parking. The site may be altered somewhat by planned replacement of bridges in the area. Replacement efforts will include two bridges on Perryville Road (one over the river itself and one over the canal that bypasses the dam on the west side) and may include another bridge over the canal on the closed road. This work is currently scheduled to start in 2006.



Before

*-Fencing and minor landscaping
provides safe view of historic dam*

*Picnic tables provide a complement
to the Interpretive Center*

Perryville Step Dam viewing area

After



The property proposed for the viewing area is a little over an acre, and the owner of record is Webster Dudley Realty Company of Montclair, NJ. The parcel is currently in tax title, with over \$8,000 owed. Enhancing this area with a fence for safety and some picnic tables and signage would create a pleasant resting area at a convenient trail stop.

The boat launch could be placed on the next parcel in from Perryville Road, safely above the dam on property donated some years ago to the town of Dudley for precisely this purpose, even though it is in Webster. Vehicular traffic may be allowed that far to avoid a 100-yard carry. This is a particularly good location to be used as a takeout point for boats put in at the Ethan Allen Mill or downtown Webster.



Perryville Step Dam Interpretive Center

Adaptive re-use

Historic Granary

-1874 granary building can be restored as an interpretive center explaining the area's history and natural assets



The old granary building, constructed in 1874, is situated on approximately three-quarters of an acre; it is the last parcel north of the Connecticut border. This property is also owned by Webster Dudley Realty and is also in tax title, with over \$12,000 owed. Possibly all that is salvageable of the 1200 square foot building is its stone walls. The practicality and value of preserving it needs to be weighed against the alternative of a replacement building, which could be constructed with the same look. Overall, this is an excellent location to interpret the significant industrial history of the area, and perhaps the ecology of abandoned mill ponds, which are part of the landscape of New England, admittedly not natural, but an example of how wildlife adapts to a changed environment.

Proposed Perryville Loop Trail Section



Before

After

-Only small modifications to closed Lower Perryville Road are needed.

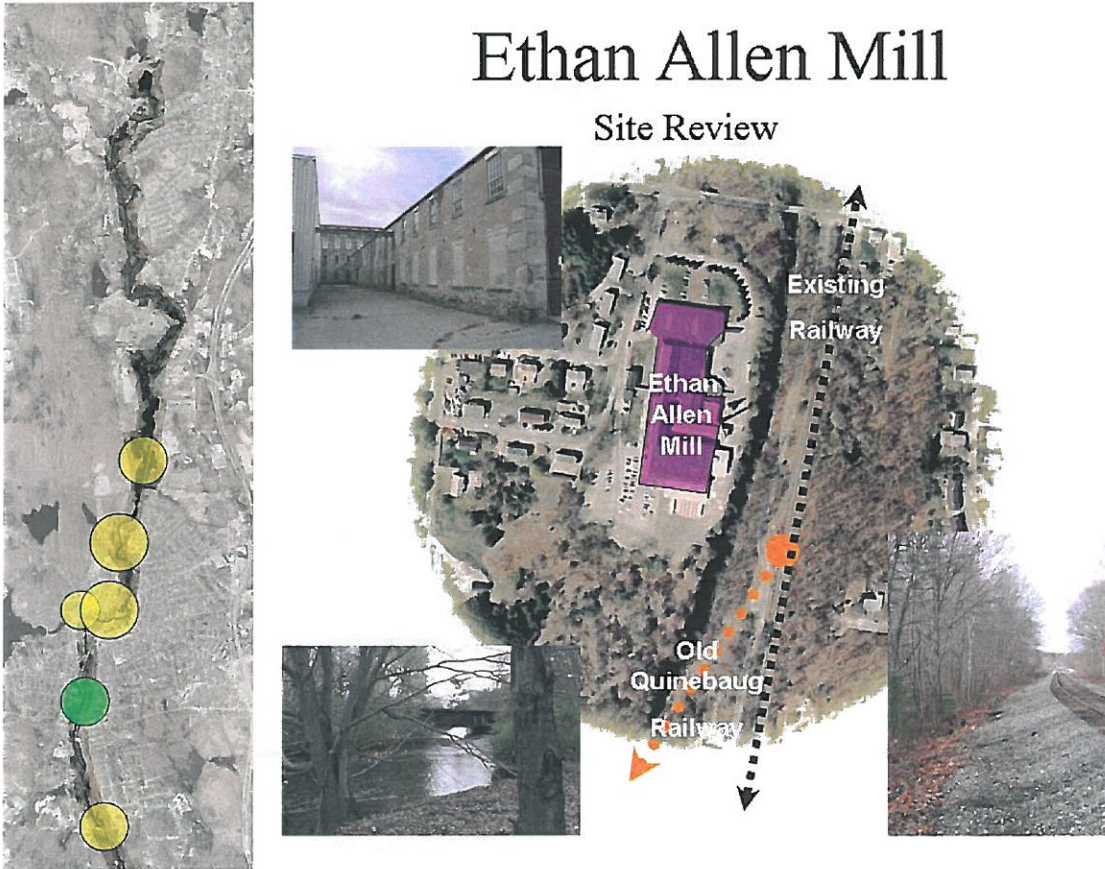
-Proposed benches for sitting areas along the trail.



Lower Perryville Road has been closed for many years, and trees and shrubs have been slowly overgrowing the pavement. The road remains the responsibility of the town of Dudley. It is a significant part of the proposed trail system because it is already used by many recreational walkers, affording a one-mile round trip along the wooded west shore of Perryville Pond. The land between the road and the pond is owned by Craver Point Realty Trust. This trail segment needs to be maintained, not constructed. Since it is paved, it may be a candidate for a wheelchair-accessible trail segment.

Ethan Allen Mill

Site Review

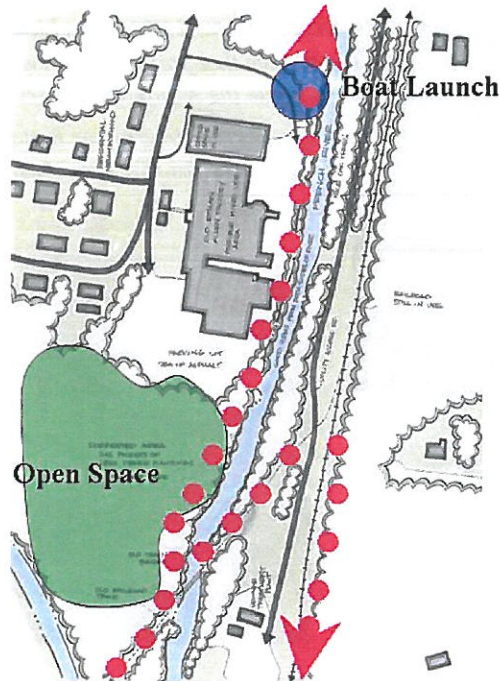


Now generally called the Ethan Allen Mill after its present owner, this site was once the John Chase and Sons Woolen Mill. The main building of 113,000 square feet was built in 1880 on the 14-acre site. It is in good repair, and is currently unused. Other than the mill, the neighborhood is residential. The French River borders the property, and immediately south of it, the Quinebaug Rail trail crosses the river into Webster where it joins the active Providence and Worcester line. The wooded area just south of the mill is quite open and park-like, and is owned by the town of Dudley.



Ethan Allen Mill

Potential Mixed Use



Possible Uses:

- Artist Studios
- Active Recreation
- Office Space

Quinebaug Rail Trail and Perryville Loop Trail connect at the south end at the old railroad bridge, to form the French River Greenway

The Ethan Allen Mill occupies a central position. On the southern end, the to-be-developed Quinebaug Rail Trail crosses the river to join the active Providence & Worcester Railroad. The best design appears to be for the trail to exit the railbed onto the Ethan Allen Property south of the bridge. The proposed Perryville Loop Trail on the east side of the river will join here. Hence, the Ethan Allen Mill is located at the junction of the Quinebaug Rail Trail, the northward extension of the French River Greenway, and the Perryville Loop section of the Greenway.

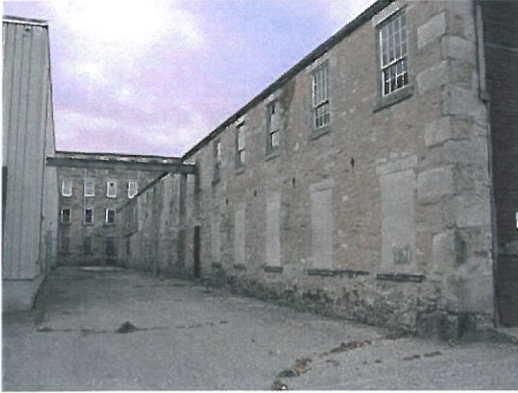
Potential mixed uses for the mill include apartments, artist studios, office space and businesses related to its key position on the river and trails. There is also room for recreational activities.

On the northern end is a good location for a boat ramp. This ramp would be between those ramps proposed for downtown Webster and Perryville.

The open space on the south end, approximately 10 acres, is owned by the Town of Dudley.

Ethan Allen Mill potential mixed use

Before



Mixed Use: a return to a historical form of urbanism that points to the revival of old building types like the Agora and Galeria.

-Different functions in one building allow for a richer, more complex formal expression.

After



Redevelopment of the mill as a mixed-use site might include recreational services related to the trail and the river, such as boat rental, bicycle shop, snack bar, bookstore, and souvenir shop. Many communities with trail and river access have experienced economic benefits from such access and this is a key site for these advantages to be realized. The site is owned by the Baumritter Corporation, c/o Ethan Allen Inc of Danbury, CT.

French River Greenway

Before



*-The greenway can be routed
through the mill parking lot*

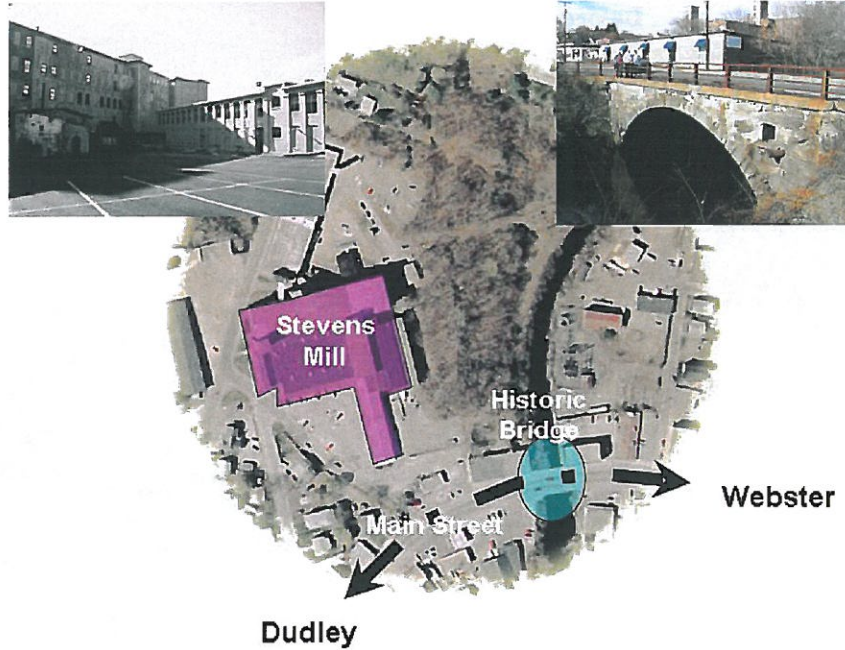
After



The northern extension of the French River Greenway would be routed along the river behind the mill building.

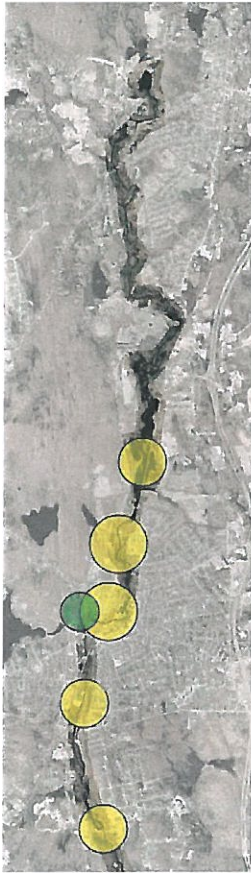
Stevens Mill

Site Review



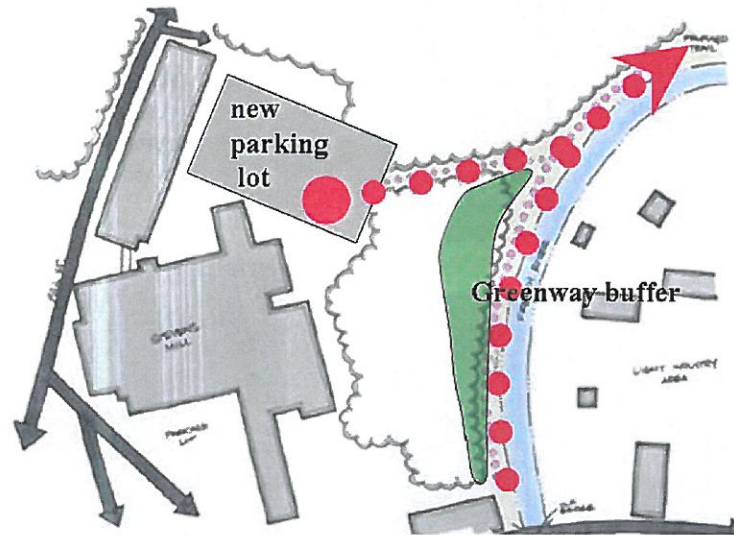
This is the site of the Stevens Linen Works. The main building was built in 1864 and contains 172,000 sq. ft. The lot is 9 acres. The site has been undergoing renovations, including the addition of a large parking lot, in anticipation of attracting small industrial or office clients. If this is not successful, and an alternate use such as condominiums is not implemented, demolition of the main building is a possibility. The property is currently owned by Stevens Mill LLC of Westborough, MA.

The land is relatively high above the river and includes sewer and electric power easements. The view south from the property includes the 1868 stone arch bridge that is the Main Street connection of Webster and Dudley.



Stevens Mill

Potential Mixed Use



-There is room below a newly installed parking lot for a greenway segment and a viewpoint of the 1868 stone arch bridge on the south end

A large parking lot on the site removed some of the potential for public use, but there is still a strip approximately 100 feet wide along the river. This is the most logical route for the French River Greenway and can be improved by the removal of invasive plants and planting some native species. It is worth noting that this is the route of the Grand Trunk Railroad, laid out but never built.

The mill's tailrace enters the river through a cut perhaps 20 feet deep, which if cleaned up and bridged would make an attractive location.

The site's current owner is supportive of these ideas.

A viewpoint on the river



Before

Stevens Mill affords views of the 1868 stone arch bridge that links Webster and Dudley. The beauty of the bridge that can be appreciated from the water would be accessible from shore.



After



As they cross from one town to another on Main Street, few people are aware they are passing over a stone arch bridge built in 1868. The Stevens Mill site provides an excellent viewpoint on the bridge, and an opportunity to appreciate one of the remaining structures from the towns' industrial heyday.

Downtown Webster

Site Review

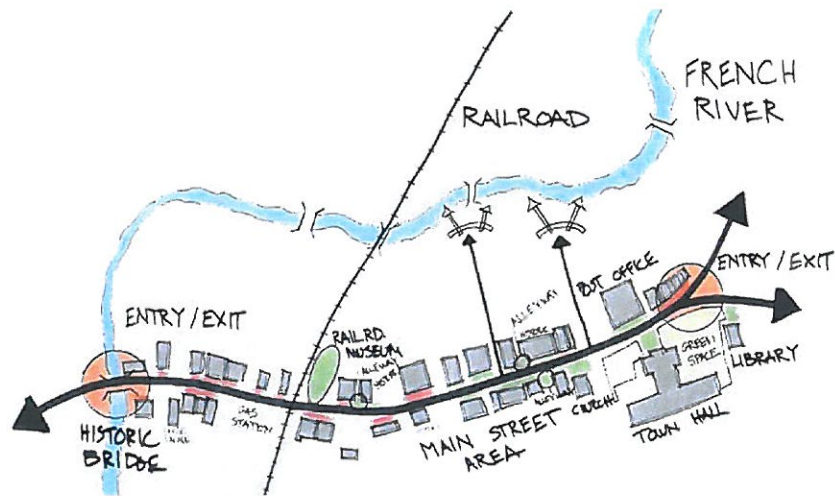


Webster has a busy downtown area, anchored on one end by the beautiful town hall building and Veterans Court of Honor. The downtown is noticeably shabby and many feel it is not safe after dark. There are always a few empty storefronts. Main Street is the only business street; there are mostly parking lots between Main Street and the river. There is no river access, and there is nothing to indicate its presence. For the most part it is channeled between steep banks overgrown with brush. There are a couple of business establishments on the river, but they do not use it to any advantage.



Downtown Webster

Revitalization



-Ways from the street can invite people toward the river

If the river were made more inviting Main Street could gain enhancement by creating routes with signage, tree plantings, and perhaps a paving style that would invite the public to the river.

Historic Bridge



Before

Acts as a welcoming gateway between the towns

Enhancement of the historic bridge that connects Dudley and Webster.

After



The stone arch bridge built in 1868, historically called “The Great Bridge”, could be enhanced to draw attention to the river, to celebrate the cooperative relationship between Webster and Dudley that revitalization of the river requires, and to improve the appearance of one end of the business district.

Building Facades



Before

-Incorporation of residential apartments and offices in upper half of buildings

-Enhancement & unification of building facades – (signage, architecture, store fronts)

After



One of the ways to improve the appearance of Main Street is to upgrade building facades achieving a small degree of uniformity and a less worn appearance. This might be achieved in conjunction with creating more living and office space on the upper floors of existing buildings. A similar program is underway in Manchester, CT where community development grants fund 75% of the cost for owners and long term tenants to upgrade storefronts. Adding trees and improving lighting completes the picture of a much more pleasant downtown.

Pocket Parks



Before

-Provides opportunity for incorporation of the arts while drawing interest to area

-Transformation of existing alleyways into "Pocket Parks" to create secluded spaces for gathering

After



Another possible Main Street improvement is the development of "pocket parks" in alleyways and alcoves to create interesting spaces for gatherings or solitude. Plants, art, fountains, seating, and the like make the downtown more inviting.



Downtown Webster Riverfront

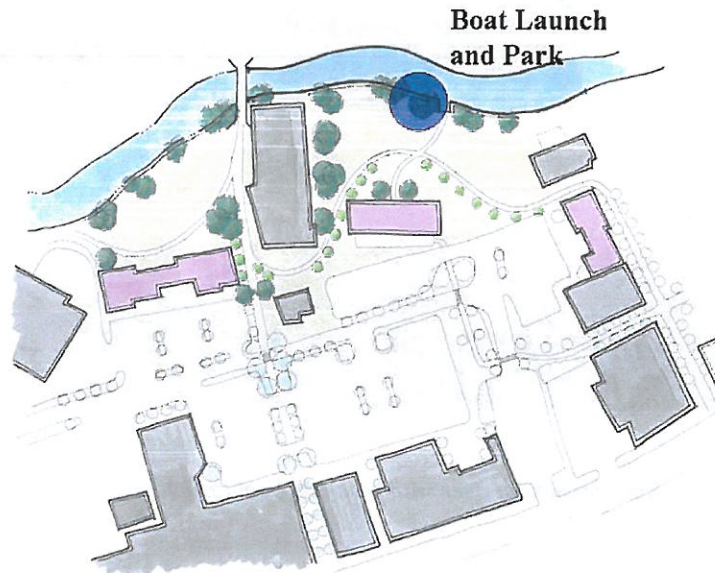


- Potential to increase commercial use with a second main street and parking structure
- Narrow roads transformed into pedestrian walkways
- Incorporate trees into plan

Presently, there exists little between Main Street and the river except parking lots. There is ample parking but it is unlikely that any of the space will be converted to commercial use at the expense of parking space. If a parking structure were erected, some of the existing parking area could be converted into a second commercial street, with possible residential space as well, and roads converted to landscaped pedestrian walkways. Combining this with converting the overgrown riverbank to an inviting green space could lead to a renaissance for downtown Webster.



Downtown Webster Riverfront



-Open up green space along the river for viewing and passive recreation

A small park with a boat launch is possible on a 1.7 acre parcel which the owner, Holden Block LLC of Webster has, in the past, considered donating. The land is low enough to the water for a boat launch and would anchor the revitalized riverfront, making the river itself a downtown destination. Boats could travel the short distance to the Ethan Allen Mill through an interesting three-channel section of the river, or continue on through a mostly secluded reach to Perryville.

Riverfront Park

Before



After

-Enhancement of river with park and boat launch to help draw people to the river

The park area seen from across the river is a tangle of brush. Here it is envisioned with landscaping, and the addition of a pavilion and boat ramp.

Footbridges



Before

-Unused footbridges provide the opportunity to develop peaceful rest spots directly over the river

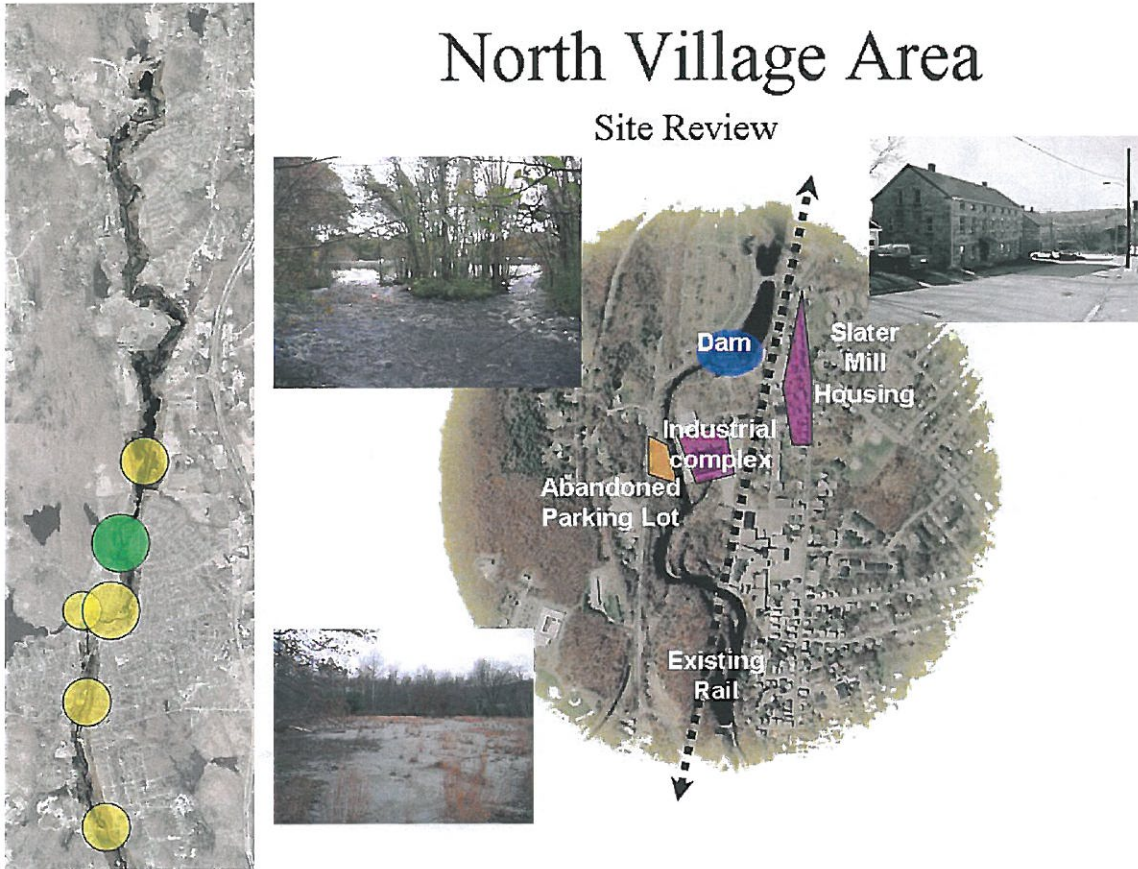
After



There are several narrow bridges in town, which, while they may not be completely crossable because they lead to industrial sites, provide excellent river views and can be improved to make them pleasant places to relax. They are quiet mini-parks.

North Village Area

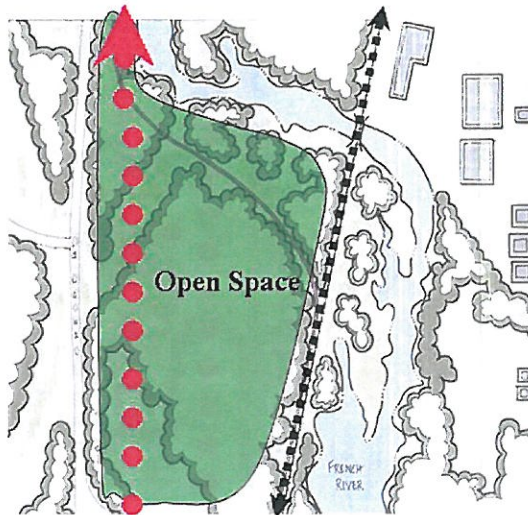
Site Review



North Village in Webster is the original site of the Slater Manufacturing Company. Nearby is a mill village and vintage stone houses. The mill site is currently an industrial complex. Across the river in Dudley is a large unused parking lot. North of the lot is the North Village Dam, and to the south is vacant space. The railbed of the Webster Branch of the Boston & Albany railroad runs through the area along with the active Providence & Worcester railroad.



Riverbend Park

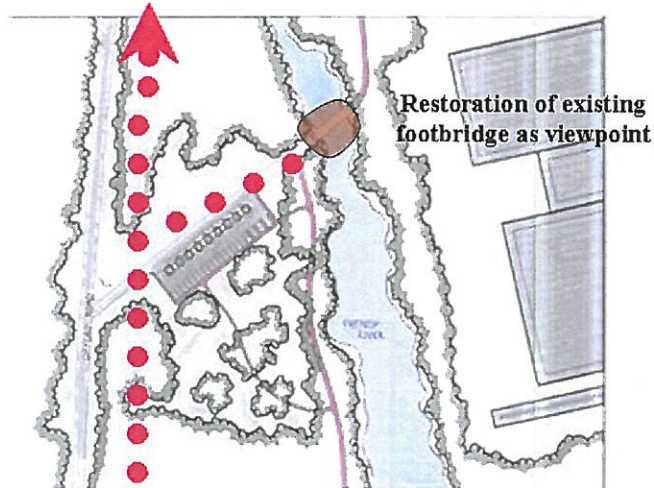


- Enhancement of natural character
- Route of the French River Greenway along the old railbed

There is vacant land suitable for a new park located north of the Shields Packaging operation in Dudley, on land owned by that company. It could be left mostly in its natural state, with some parking and a few paths. The French River Greenway cannot be routed to the river here because of the active rails, but the greenway could be placed on the old Boston & Albany railbed located on the Oxford Avenue side of the property, with invitations to explore the park. The northwest corner of this proposed park is owned by National Grid of Westborough, MA.



Calvary Park



- Restore some of original parking
- Greenway connects to Riverbend Park and the trail north

The unused parking lot to the north of the proposed Riverbend Park is owned by Riverside Real Estate LLC of Oxford, MA. Here there is a footbridge across the river to an industrial site, which affords views up and down the river. Rehabilitation of the bridge and part of the parking lot, and reclaiming the rest as a park connecting to Riverbend Park on the Greenway would open up access to an attractive part of the river.

These parcels of land are zoned for conservation.

Bridge Renovation



Before

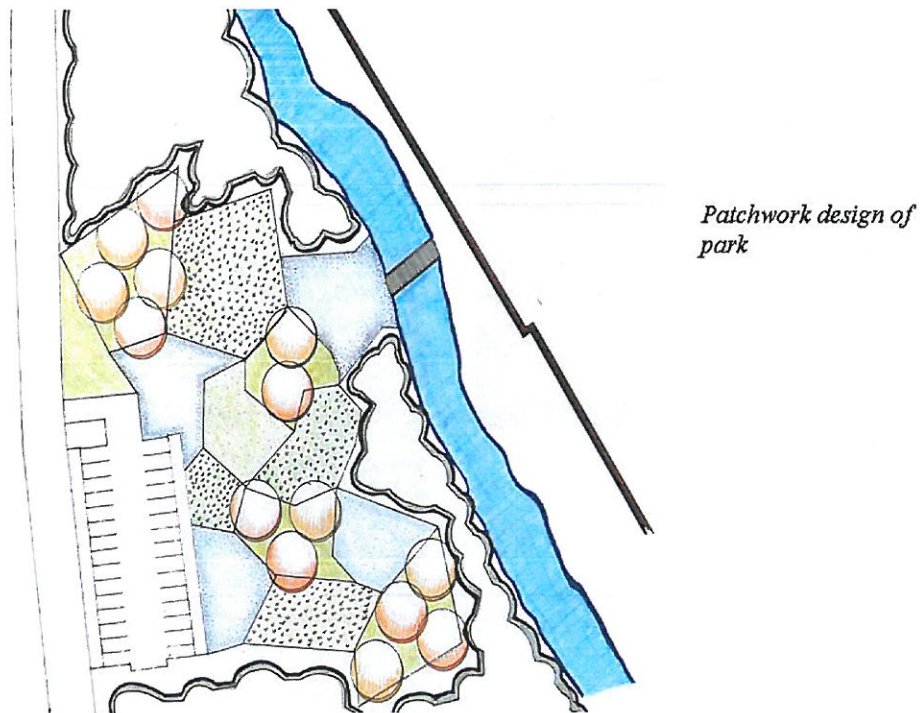
*-Renovating the footbridge provides
an inviting viewpoint on the river.*

After



Bridge renovation to provide a viewpoint adds an extra element of interest to the site.

Parking Lot Transformation

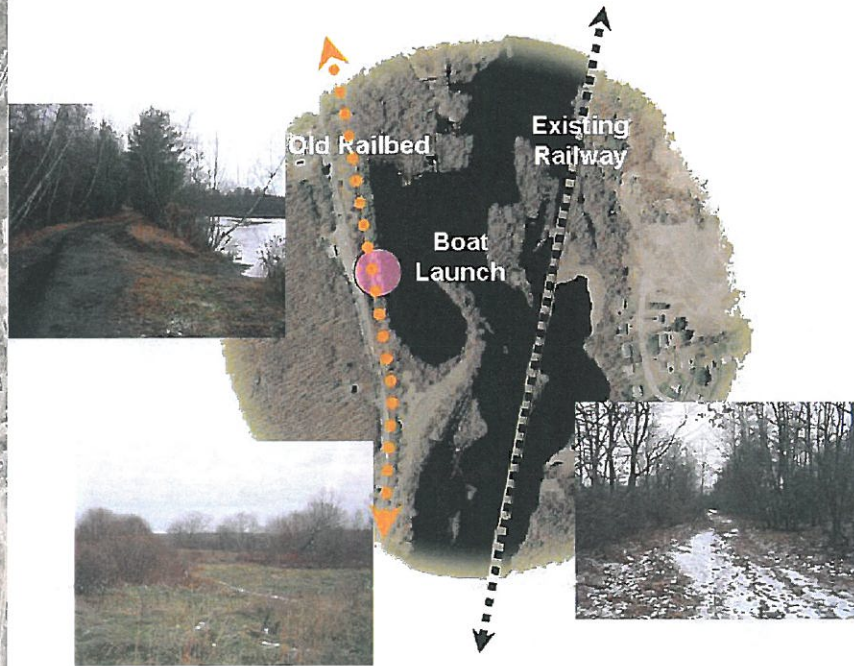


One design concept for the park is to retain its patchwork quality adding trees, tables, benches, and paths interspersed with low plantings and stone or gravel areas.



Collins Cove

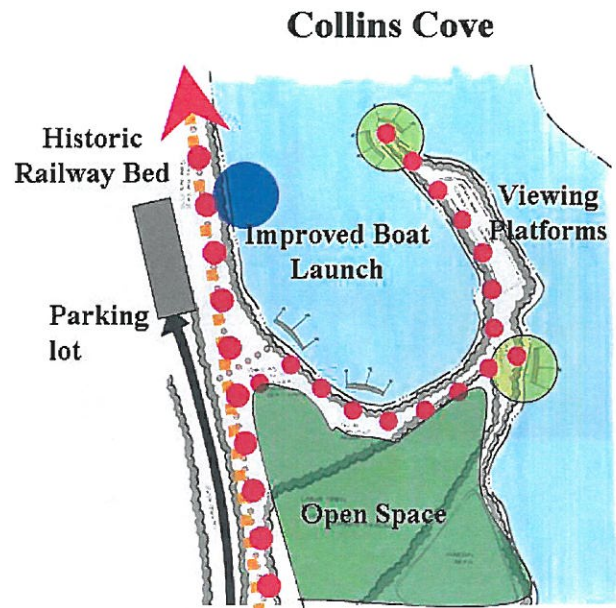
Site Review



Just south of the Oxford line on the west side of the river is the area known as Collins Cove. The cove is enclosed by the hook of land in the center of the picture. This area is often thought to be in Dudley, but the town border departs the river and runs north-northwest across the area, placing the cove in Webster. The property which could be turned to public use extends into Dudley. The railbed of the Boston & Albany railroad runs north through the area along Oxford Avenue and is owned by National Grid of Westborough, MA. This railbed is the route on which the French River Greenway extends north to Oxford.

Presently, there exists a much-used informal boat launch accessed by driving onto the National Grid property.

Other assets of the area include a sumac grove, an impressive stone wall, the remains of a railroad turntable, and a large open space.



-The French River Greenway follows the Boston & Albany railroad bed toward Oxford.

-A parking lot is added for boat launch and park activities

-Trails encourage viewing the river and birdlife

Ownership of property in the Collins Cove area is unclear. The owner of the hook and the land south of it in Webster, 3.6 acres, is listed as “unknown” in the Webster assessor’s records. The land is in tax title, with over \$2,000 owed. The narrow strip of land between the National Grid-owned railbed and Oxford Avenue is also listed as “unknown” with almost \$18,000 owed. Finally, the 3.4 acre parcel just north of the hook is also in tax title with almost \$3,000 owed. The abutting parcel south of the hook in Dudley, reaching to the railroad bridge, is zoned for conservation.

As vacant, open space with some interesting assets, this site is a prime candidate for development of a park, remaining mostly in a natural state with a few trails though it, a picnic area, viewing platforms for abundant birdlife, and a boat launch. A parking lot along the road would be necessary.

The French River Greenway would be located on the old railbed, following it north to Oxford.

Picnic area



Before

*-Existing stone wall serves
as potential area for seating
and borders picnic area*

*-Trails lead visitors to points
of interest*



After

One potential location for a picnic area is the old railroad turntable, which today takes the form of a circular stone wall.

Railroad Bridge

This rail bridge just south of Collins Cove affords views of the river and is the entrance to the Memorial Beach Trail Spur



South of Collins Cove, and easily seen from the North Main Street bridge over the river, is a railroad bridge which formerly routed a spur of the Boston & Albany railroad toward Webster Lake. This is the entrance to the Memorial Beach Trail Spur, which would reach the area of Cranston Print Works on land owned by National Grid.

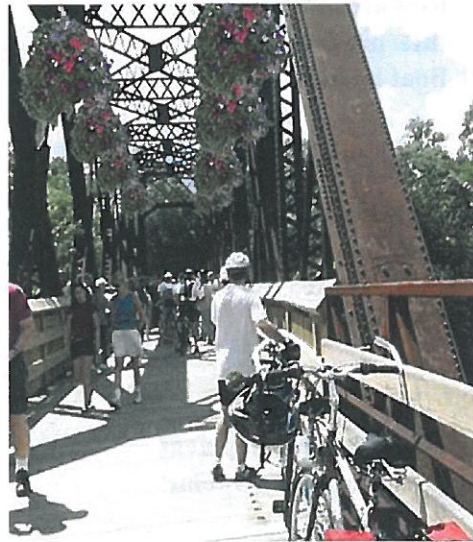
Railroad Bridge



Before

Renovate bridge to open a spur trail and a viewing spot.

Hanging baskets increase aesthetic value



After

The bridge provides a spectacular view upriver towards Collins Cove. The bridge would need new decking and guardrails, and might be decorated with hanging baskets or other plants as is often done to improve the appearance of bridges turned to non-motorized use.

Renovated Areas

Perryville Step Dam

- Rest area/viewpoint
- Interpretive Center
- Boat launch

Ethan Allen Mill

- Mixed use development
- End of the Quinebaug Trail
- Open Space
- Boat launch

Stevens Mill

- Mixed use development
- Green space/viewpoint

Downtown Webster

- Park with boat launch
- Second main street
- Bridge beautification
- Streetscape enhancements

North Village Area

- Riverbend Open Space
- Calvary Park

Collins Cove

- Open Space
- Viewpoints
- Boat Launch
- Connection to RR bridge

In summary, these are the areas proposed for renovation.

Paddling Access



On the east bank just north of Perryville Road

On the west bank just south of Brandon Street

On the east bank in the town parking lot

On the west bank at Collins Cove

Presently there are no public boat launches between the Connecticut State line and Hodges Village in Oxford. Four boat launches are proposed for the river south of the Oxford line. The one at Collins Cove offers the opportunity to paddle north into an area of coves teeming with wildlife. There is a dam south of it. The other three are south of Middle Dam and north of Perryville, and while some of the river in that area is clearly urban, other parts of it are quiet and secluded even though close to business activity and roads.

APPROACH

Consider the French River Greenway trail system a logical extension of the Quinebaug Rail Trail and a high value link to the Midstate Trail

Encourage towns to use the Public Access Board to develop boat launches

Work with riverfront landowners/developers to preserve land needed for this vision

Identify compelling projects with fewer obstacles as pilots for funding

This document has presented concepts for revitalizing the French River. It does not include an analysis of the engineering and economic issues associated with its implementation. It's a first step in a long road, and because the road is long, it's best to start now.