



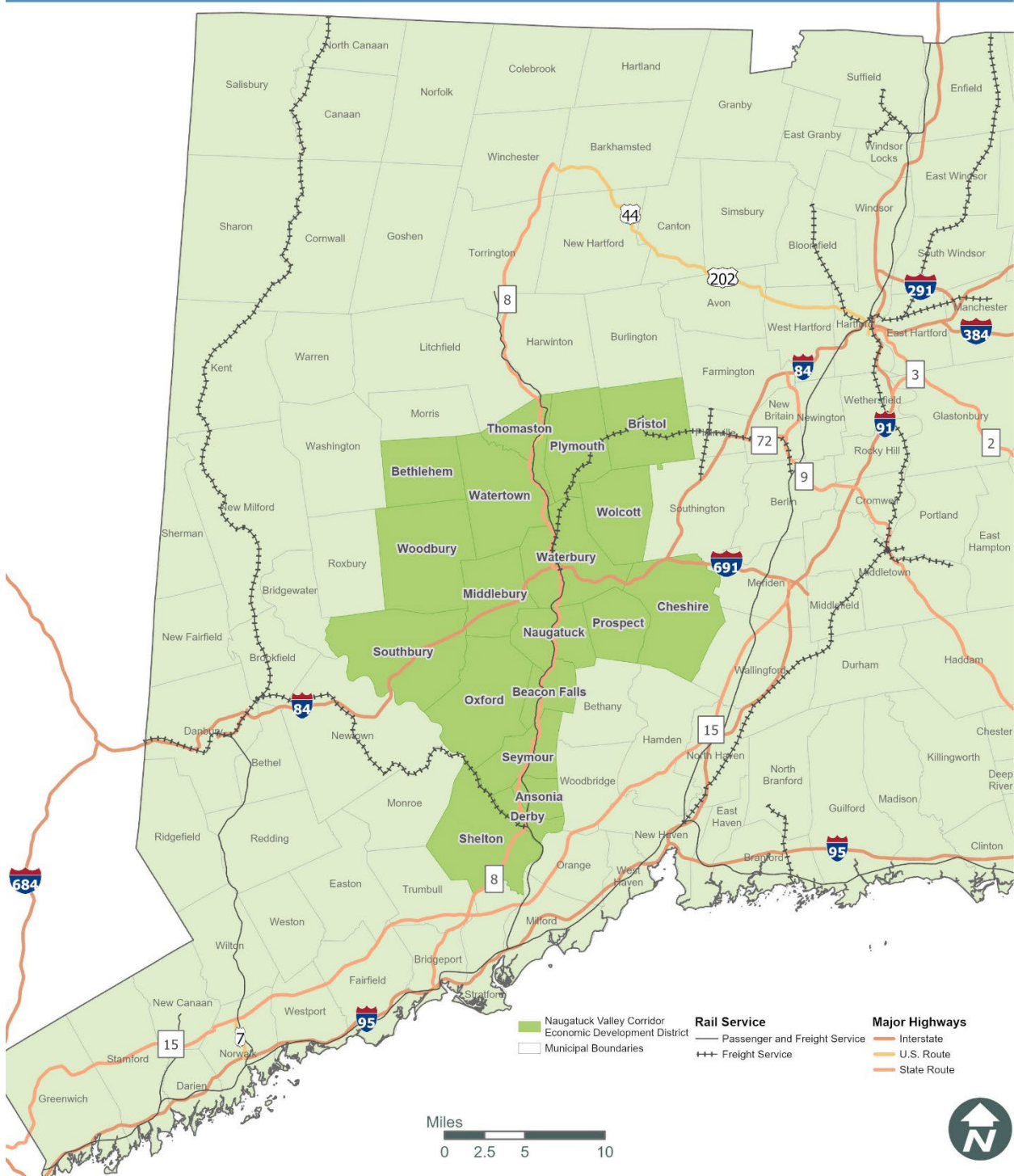
CEDS 2025 Annual Progress Report Naugatuck Valley Corridor Economic Development District June 30, 2025

The Shelton Economic Development Corporation (SEDC) acts as the host agency responsible for overseeing and managing the Naugatuck Valley Corridor Economic Development District (NVC EDD). The NVC EDD was approved by the US Economic Development Administration (EDA) in August of 2013. As part of its management duties, SEDC has led the development of the NVC EDD's Comprehensive Economic Strategy (CEDS) and works to implement strategies and actions that will achieve its goals. The NVC EDD CEDS lists nine goals intended to spur economic development and revitalization.

The Naugatuck Valley Corridor Economic Development District (NVC EDD) is coterminous with the Naugatuck Valley planning region and is comprised of 19 cities and towns. The Naugatuck Valley Council of Government (NVCOG) is the state-designated council of governments for the region. It provides regional planning services to all 19 members of the region in the areas of housing, conservation, Brownfield remediation, transportation and land use. The NVCOG will lead regional economic development efforts in tandem with the region's goals and projects related to all functional areas.

Based on data from the US Bureau of the Census, American Community Survey, the NVC EDD has a population of 452,303 persons. The City of Waterbury is the EDD's largest city with a population of 114,356 people. It is also the area's economic center. Based on current CT Labor Department statistics, the current civilian labor force in the EDD totals 241,756 workers with 230,415 workers employed. This yields an unemployment rate of roughly 4.7%, which is slightly higher than the unemployment rate of 3.7% for Connecticut. As of March 2025, about 159,900 people work in the Waterbury-Shelton Labor Market, which coincides with the Naugatuck Valley planning region. The majority of these workers are employed in a service providing industry (134,700). Only 25,200 people (15.6%) work in a goods producing industry.

Naugatuck Valley Corridor Economic Development District



The NVCOG is working with SEDC to transition oversight and management of the NVC EDD from the SEDC to NVCOG. This change will promote regional coordination and ensure the continued development and implementation of economic strategies beneficial to the NVC EDD.

The SEDC Board of Directors approved the transfer of responsibilities at its April 8, 2025, meeting. Subsequent to this resolution, Governor Ned Lamont provided his support for this transition. The NVCOG Board approved the transition of the NVC EDD to the NVCOG at its May 16th meeting. This transition will become effective on July 1, 2025. In advance of the transition, the SEDC engaged the NVCOG to assist in preparing the CEDS annual progress report for Fiscal Year 2025. This report was reviewed and subsequently endorsed by the CEDS advisory committee at their meeting held on June 12, 2025.

During Fiscal Year 2025, extending from July 1, 2024, through June 30, 2025, a wide range of projects and actions were initiated and undertaken that support the economy of the Naugatuck Valley planning region. The focus of economic development actions was on infrastructure improvements, increasing housing opportunities, and job growth and retention. Projects were implemented by member municipalities through several key funding programs, primarily transportation improvements through state and federal programs and environmental assessment and remedial projects through the Regional Brownfield Partnership.

The following describes the projects initiated and accomplished during FY 2025 in conjunction with the goals prescribed in the CEDS.

Goal 1: Provide opportunities for job growth, advancement and job training, utilizing and identifying Connecticut Industry clusters as the engine to support and sustain the regional economy, supporting and encouraging private investment in all these areas.

The Northwest Regional Workforce Investment Board and The WorkPlace guide the NVC EDD's workforce development systems and offer job training and programs intended to provide resources to job seekers and employers. For job seekers, benefits include the use of computers, telephones, copiers, and access to job skill workshops, personal career counseling, job-search seminars, and other support. The two regional workforce development boards also operate programs to help unemployed job seekers get back to work. These programs also provide employers with a new avenue to a skilled workforce.

Both boards analyze workforce trends and engage partners to create innovative solutions for workers and employers seeking qualified talent. Contact the respective workforce development and investments boards for specific activities undertaken and accomplishments achieved during 2024.

Goal 2: Continue to develop local infrastructure that supports economic expansion while maintaining and protecting the environment.

The state of Connecticut created the Local Transportation Capital Improvement Program (LOTICIP) to provide state funds to councils of governments to program local projects to improve local transportation infrastructure. Each year, the NVCOG is allocated about \$9.2 million under the program. Accomplishments during FY 2025 included the following:

- Reconstruction of Guernseytown Road, Watertown: The project realigned the intersection of Guernseytown Road and West Road, for improved sightlines and increased safety.
 - Construction complete
 - Cost = \$4,300,000

- Reconstruction of Elm Street, Thomaston: This project will reconstruct Elm Street and construct a multiuse trail between East Main Street and Maple Street in the downtown area. The project will rehabilitate the pavement structure, improve drainage and define on-street parking.
 - In design
 - Anticipated construction in May 2026
 - Cost = \$4,638,400

- Traffic calming along Shrub Road, Bristol: This project will add various elements along the Shrub Road to reduce travel speed and improve pedestrian safety:
 - In design
 - Anticipated construction April 2026
 - Cost = \$2,227,200

- Reconstruction of Botsford Road, Bungay Road and West Church Street, Seymour: This project will reconstruct and rehabilitate the pavement structure of these streets to provide a uniform width, improve road safety by adjusting grades and curvature, enhance pedestrian safety and address drainage issues.
 - Under construction; completion June 2026
 - Cost = \$6,867,300

- Reconstruction and pedestrian enhancements along Bank Street, South Main Street, and North Main Street, Waterbury: This project will rehabilitate these streets to enhance pedestrian safety and mobility and will continue actions by Waterbury to implement complete streets throughout the downtown.
 - Under construction, completion November 2026
 - Cost = \$12,005,980

- Install sidewalks along Waterbury Road, Prospect: The project will provide safe pedestrian mobility along Route 69, thereby promoting walking as an alternative mode of transportation and effectively linking popular destinations.
 - Under Construction, completion May 2025
 - Cost = \$1,062,800
- Reconstruction of Rubber Avenue, Naugatuck: This project will reconstruct Rubber Avenue to a consistent 30-foot road width. A roundabout will be installed at Route 63. The project will also provide new sidewalks and drainage improvements.
 - Under Construction, completion September 2025
 - Cost = \$10,262,200

The Central Naugatuck Valley Metropolitan Planning Organization (CNVMPO) programs transportation improvements funded by the US Department of Transportation. These projects upgrade transportation infrastructure throughout the region and reduce congestion and improve safety. During FY 2025, the following federal projects were advanced:

- Reconstruction and widening of Route 34, Derby: Route 34 is the main artery through the downtown area and connects the city to New Haven and the Route 8 expressway. The project is widening Route 34 to four lanes and is installing new traffic signals that will be interconnected to increase efficiency. Several streetscape enhancements are being added that will convert the road from not only just providing improved traffic flow but will also accommodate movement of pedestrians. The storm drainage system will be upgraded and the sanitary sewer lines replaced. New sidewalks with bump-outs at intersections will be installed. In addition to the reconstruction of Route 34, several intersecting local roads are being reconstructed to improve access to the businesses in the downtown. On-street parking improvements are being implemented throughout the project area.
 - Under Construction, completion June 2025
 - Cost = \$18,713,000
- Renovation of the Derby-Shelton Bridge, Derby and Shelton: This project renovated the Derby-Shelton Bridge and included reconfiguring the travel lanes on the bridge to narrow lane widths, install a bi-direction cycle track and widen the sidewalk along the south side of the bridge. The parapet walls were rebuilt, and a decorative railing was installed along the parapet wall to improve safety. New lighting was installed along the bridge and under the bridge structure. The project creates a more attractive connection between the Derby downtown and the Shelton downtown and links the two cities. It also creates a better high-quality path from housing in Shelton to the Derby-Shelton train station.

- Constructed, completion November 2024
 - Cost = \$6,393,600
- Spot improvements along Route 67 and Route 313, Seymour: This project is completing several spot improvements along Route 67, which is the main commercial corridor in the town. The intersection at Route 313 is being reconfigured to better accommodate traffic flow and improve pedestrian safety.
 - Under Construction, completion September 2025
 - Cost = \$5,854,159
- Reconstruction of the Route 72 at Route 69 intersection, Bristol: This project realigned the approaches at the intersection to improve traffic flow and enhance safety.
 - Under Construction, completion November 2025
 - Cost = \$21,938,000
- Rehabilitation of various bridges and ramps located within the I-84 and Route 8 interchange, Waterbury: This project rehabilitated and constructed safety improvements on eight bridges within the interchange that had reached the end of their useful lives. The end of the project was to address structural deficiencies as the CTDOT works on determining the long-term improvement needs and actions.
 - Constructed, completion September 2024
 - Cost = \$121,950,000

The Borough of Naugatuck initiated several infrastructure improvement projects that will support and promote economic development:

- Naugatuck Industrial Park Phase I, II, and III: The project involves the development of an industrial park at the town boundary between Naugatuck and Waterbury. Phase I is under construction, and Phases II and III are in design. Funding to implement Phase II has been awarded.
 - Total funding allocation = \$6.0 million (\$3.0 million local)
 - Awarded for Phase II = \$3.0 million
- Naugatuck Downtown Revitalization Project (Parcels A & B): This project is remediating and preparing two sites in the downtown area that had been former industrial parcels for higher density residential use and market as Transit Oriented Developments (TOD). The parcels are located adjacent to the site of the new Naugatuck railroad station. Naugatuck has also received a Connecticut Community Challenge grant for major hub development in the vicinity of Parcel B
 - Remediation Parcel B, underway

- Cost = \$1,375,000
- CT Community Challenge = \$7.5 million (\$1.5 million local)
- Downtown Complete Streets Project: The Borough is enhancing the street environment along Church Street to convert the downtown’s main street to better accommodate walking and improve safety. The project includes converting Church Street to one-way operation. It is being financed by a combination of TIF and ARPA funds.
 - Construction underway
 - Cost = \$9.2 million

The City of Shelton is working on the extension of Constitution Boulevard, referred to as the Constitution Boulevard West extension, which will support economic development in the city and enhance regional connectivity. This project represents a strategic investment in Shelton's infrastructure, aiming to bolster economic growth and improve transportation within the region. The current work focuses on providing access to the previously landlocked 70-acre Mas property. The site will be subdivided to create a 10-lot manufacturing and commercial hub. The City has been marketing the site to various companies, including Bigelow Tea. The road project is expected to be completed in December 2025. A total of \$6.6 million in state funding has been provided. The eventual extension to Shelton Avenue will improve traffic flow and alleviate congestion in downtown and Huntington Center.

The City of Shelton also advanced a comprehensive plan to revitalize Canal Street and reopen the long-closed Wooster Street railroad crossing. The project is aimed at enhancing downtown connectivity, safety, and supporting ongoing redevelopment efforts. The reconstruction plans include installing new sidewalks, decorative lighting, and trees along Canal Street from Wooster Street to the Shelton Canal Locks, as well as along Wooster Street from Canal Street to Howe Avenue. The reopening of the Wooster Street railroad crossing is a critical component of the project, aiming to restore a vital connection that has been closed for over 14 years. Shelton has secured \$2 million in state funding to construct the project and is seeking a \$2.2 million Connecticut Community Challenge Grant to further support the Canal Street project.

Goal 3: Work in collaboration with the Naugatuck Valley Regional Brownfields Pilot and the Connecticut Landbank as well as our state and federal partners to assess, remediate and reclaim and redevelop our brownfield sites throughout the NVC EDD/CEDS 19 communities.

The Naugatuck Valley planning region has remnants of large-scale industrial production, as well as many smaller parcels that are in have varying degrees of contamination. The NVCOG administers and oversees the region’s Brownfield Redevelopment Program in support of the West Central Connecticut Brownfields Partnership, a committee of 25 towns that helps

transform Brownfield sites from community liabilities into community assets. The RBP provides access to grants and low-interest loans, as well as technical assistance to navigate the entire environmental process.

Accomplishments during FY 2024 include the following projects:

- Ansonia Copper and Brass Project: The City of Ansonia has been actively working to redevelop the former Ansonia Copper and Brass property. The City has secured over \$30,000,000 in state, regional and federal funds for remediation, assessment, demolition, and site pad preparation including renovation of a 200,000 square foot building,



replacement of bridge over the Naugatuck River that serves as the truck access into the site and the preliminary design for an access road to Route 8. The intent of the project is to transform the site to accommodate industrial, commercial, warehousing and energy related developments. The City solicited bids for the redevelopment of this site in May of 2025.

- SHW Casting Company site at 35 North Main Street, Ansonia: The City of Ansonia foreclosed and acquired the 3.58-acre site in 2020 and prepared a redevelopment plan that focused on environmental remediation, demolition, construction of access roads, and future economic use of the site as a data center and fuel cells. About \$8.2 million has been provided for the project date. A Request for Proposals (RFP) was issued in January 2025 to demolish the remaining structure. Future investments include:
 - Access road and site pad redevelopment = \$2.9 million
 - Assessment, demolition and remediation = \$2 million
- Derby Main Street South Project: The south side of Main Street in downtown Derby is strategically positioned within City's central design district for economic redevelopment. The area is zoned for high-density, mixed-use development. To unlock the area's potential, Derby partnered with NVCOG to pursue funding from the Connecticut Department of Economic and Community Development (CT DECD) to conduct environmental assessment of several city-owned parcels.

- Environmental assessment
 - Cost = \$200,000
- 300 Broad Street, Bristol: This project is centrally located in Bristol. The site is about 22.7-acres and was formerly used for various steel milling companies. Petroleum assessment funds were provided to support environmental investigations within the buildings and the surrounding area and develop a conceptual Remedial Action Plan. A \$3.7 million grant from the CT DECD was secured in 2023 to support abatement and remediation efforts across all four buildings. Environmental work on the site is ongoing. The anticipated reuse of the property includes leasing up to 100,000 square feet for light manufacturing, administrative offices, and storage/distribution purposes.
 - Environmental remediation
 - Cost = \$3.700,000

- Freight Street Redevelopment District, Waterbury: The Waterbury Development Corporation was awarded a Revolving Loan Fund sub-grant to advance cleanup and redevelopment of three properties located within the Freight Street Redevelopment that comprised the site of the former Anaconda American Brass factory. These funds are supporting comprehensive



environmental activities to prepare the properties for redevelopment, which envisions a dynamic mix of market-rate and affordable housing, commercial, and industrial uses. The City completed demolition of all structures within the district at a contract value of \$3.4 million. Environmental work is underway.

- Environmental Assessment
- Cost = \$1.05 million

- 698 South Main Street (Anamet), Waterbury: This project is preparing environmental cleanup plans and undertaking environmental remediation. The City envisions a vibrant reuse of the site, including the rehabilitation of a 200,000-square-foot high bay building for light industrial purposes and the creation of a mixed-use district. A section of the NRG Trail will be aligned through the site as part of the remediation work.



- Environmental remediation underway
 - Demolition actions complete
 - Cost = \$700,000
- 359 Mill Street and 777 South Main Street (Brass City Harvest), Waterbury: The project will complete remaining environmental remediation work at the site and permit the construction of a new greenhouse.
 - Project closeout & environmental remediation underway
 - Cost = \$285,000
- 835 South Main Street and 272 River Street, Waterbury: Funds from the NVCOG's Revolving Loan Fund program will be used to complete a detailed environmental evaluation of concrete slabs on the sites and removal of the slabs and impacted soil to further advance site readiness. The project will guide the level of remediation required to prepare the site for mixed-use redevelopment.
 - Environmental cleanup & assessment underway
 - Cost = \$547,000
 - City Bond Authorization = \$3.1
- 400 Captain Neville Drive, Waterbury: The City constructed water supply and electrical upgrades to the industrial site to meet current and future needs.
 - Utility upgrades complete
 - Cost = \$522,815
- 36 North Main Street (Odd Fellows), Waterbury: The City completed renovation of the long empty Odd Fellows Hall for the expansion of the UConn School of Nursing.

- Renovation complete
 - Cost = \$12-to-\$14 million
 - Private investment = \$2-to-\$4 million
- 267 Canal Street, Shelton: The Star Pin site was subject to an arson fire in June of 2020. The City has received federal and state financial assistance to raze the structure and complete environmental remediation, including removal of existing hazardous chemicals, hazardous building materials and contaminated soils. Once the site is cleaned up, it will be transferred to a private developer who will construct 80-to-100 residential units.
 - Environmental remediation underway, completion December 2025
 - Cost = \$1,450,000
 - 287 Canal Street - Cedar Village at the Locks, Shelton: The City of Shelton conducted Phase I, II and III environmental studies, as well as a Hazardous Building Materials Investigation on the site. The reports enabled it to be sold to a private developer and remediated. All structures have been demolished, and construction of 129 residential units is expected to conclude in June 2026.
 - 281 Canal Street, Shelton: RLF funds were used to complete environmental abatement at the site and construction over 100 market-rate apartments is underway.
 - 113 and 125 Canal Street, Shelton: RLF funds were allocated to the City to support cleanup planning and remediation activities at the sites. Initial site characterization and a Remedial Action Plan have been completed. The site is now under development and will include a 40,000 square foot mixed-use building providing 10,000 square feet of commercial space and another 30 units of housing. An application for funding for full-scale remediation of the sites has been submitted to the CT DECD.
 - Remedial Action Plan complete
 - DECD funds = \$1.5 million
 - Cost = \$400,000

- 67-71 Minerva Street and 147 Caroline Street, Derby: The project involved the environmental assessment and cleanup of a long-vacant autobody shop into a vibrant, residential development now known as Cedar Village at Minerva Square. The sites are located between the Naugatuck River and Housatonic River and within a designated Transit-Oriented Development (TOD) district.



- Environmental remediation complete
 - Redevelopment complete
 - Cost = \$943,612
 - Private Investment = \$16 million
- 226 Rubber Avenue (Former Naugatuck Recycling Center), Naugatuck: The project includes completing a Supplemental Phase II/III Environmental Site Assessment and targeted remedial activities.
 - Environmental work ongoing
 - Cost = \$160,000
- 43 East Main Street, Bristol: The project involves conducting a Supplemental Phase II/III Environmental Site Assessment and identifying the most viable and impactful reuse options.
 - Environmental work underway
 - Cost = \$70,000
- 143 Wolcott Road, Wolcott: Funds were provided to support the removal of underground storage tanks and conduct a Supplemental Phase II/III Environmental Site Assessment.
 - Environmental work underway
 - Cost = \$60,000

Goal 4A: Improve overall Communications systems and work to ensure high-speed internet is available to all residents and businesses in the Naugatuck Valley Corridor EDD.

The NVC EDD is well served by communications and internet providers, and sufficient broadband is available to meet the needs of residents and businesses throughout the region. There are few areas that lack access to high-speed internet. Improvements and enhancements were implemented during the year as Frontier, Xfinity and Optimum have been installing fiber optic cable in various parts of the region to meet broadband needs.

Goal 4B: Support improvement of the Transportation system, including the continued upgrade of the Waterbury branch rail line infrastructure, extension and completion of the Naugatuck River Greenway trail project and other regional multi-use trails, implementation of road improvements that provide safe travel for all users regardless of mode, age and mobility, and equitable allocation of transportation investments.

The Waterbury branch rail line (WBL) connects Waterbury to the New Haven main rail line in Bridgeport. The commuter rail service provides six station stops in the NVC EDD. In 2024, the NVCOG completed a planning project that investigated actions to improve service along the WBL to provide better connections to the main line and implement infrastructure improvements. The CTDOT has initiated improvements along the WBL, including instituting additional service along the line; (a total seven new trips were added to the service) and installing a traffic control signal system.

Other improvements along the WBL include:

- All Station Accessibility Program: The CTDOT applied for and was awarded funds from the USDOT under the All-Stations Accessibility Program to construct high level platforms at all the NVC EDD's rail stations along the WBL and upgrade the station areas to be fully accessible. The work will involve the stations at Ansonia, Seymour, Beacon Falls and Waterbury.
 - In design, construction 2026
 - Cost = \$37.0 million
- Relocation of the Naugatuck train station: This project will construct a new station for Naugatuck and will relocate it to a site adjacent to several potential redevelopment parcels. The new station will be fully ADA accessible and provide sufficient parking space for commuters. The new site will be more attractive to developers to build on the adjacent vacant lots.
 - Under Construction, completion April 2027
 - Cost = \$26,250,000

- Rehabilitation of the Derby-Shelton train station: The CTDOT was awarded funds under the RAISE discretionary grant program to install high level platforms, renovate the historic station building and reconfigure the parking area at the Derby-Shelton train station. New bus bays will be installed to provide safe boarding and connection between the rail line and bus services operated by CTtransit and Greater Bridgeport Transit. as well as electric chargers for hybrid or battery-electric buses.



- In design, construction 2026
 - Cost = \$25.0 million
- Rehabilitation of the Waterbury train station: This project will replace and upgrade the existing platforms at the Waterbury station to meet ADA standards. It will also renovate the former baggage handling area of the old rail station into an indoor waiting area.
- In design, construction 2026
 - Cost = \$3,500,000

The development of the Naugatuck River Greenway (NRG) Trail is a major initiative of the NVCOG. The trail is a planned 44+ mile multiuse trail, extending through 11 communities from Torrington in the north to Derby in the south. It consists of 37 distinct sections. To date, ten sections have been completed and opened to the public. The NVCOG completed an economic impact study in 2017 that estimated the potential economic benefits accruing from the completion of the trail. The study concluded that investment in the trail will result in a substantial return, including health benefits, increases in the region's gross domestic product, job creation, new business opportunities and increases property values. The trail will also improve quality of life and sense of place to the residents of the host communities.

- **NRG RAISE Project:** The NVCOG was awarded funding from the USDOT to design ten sections, totaling about 12.5 miles. The project will design sections in Thomaston, Watertown, Waterbury and Naugatuck. Once completed, these sections will be ready for construction. Due to funding uncertainty at the federal level, the project is on hold.



- Project awarded, project initiation anticipated June 2025
- Cost = \$5,725,669 (federal); \$7,245,481 (total)

- **Extension of the Steele Brook Greenway, Watertown:** The project will extend the Steele Brook Greenway by about 3,800 feet from Unico Field to French Street. A new prefabricated bridge will be installed over Steele Brook.
 - Construction underway, completion 2026
 - Cost = \$612,400

Goal 4C: Extend the Waterbury Branch Line for passenger and freight rail service to Torrington/Thomaston.

The CTDOT is underway in developing the Waterbury branch line master plan. As part of this work, the feasibility of extending commuter rail service to Thomaston and Torrington is being investigated.

Goal 5: Sustain economic expansion while reinforcing and complementing the regional land use and quality of life of the NVC/EDD, encourage reuse and rehabilitation of vacant and underused former industrial and commercial sites and promote high-quality, high-density, mixed-use developments in downtown areas or adjacent to transit hubs.

As described under Goal 3, the Regional Brownfields Partnership is active in identifying contaminated parcels that have a high potential for cleanup to transform underutilized sites for mixed-used redevelopment. The regional Brownfields program supports local and regional economic redevelopment goals and promotes new housing, commercial and high-tech industrial opportunities. All of which results in job retention and creation. The RBP program targets environmental investment to catalyze housing development, attract private capital, and enhance community vibrancy.

The Connecticut legislature created the Connecticut Municipal Development Authority (CMDA), a quasi-public agency, to collaborate with municipalities across Connecticut to promote housing and economic development, particularly around transit hubs and downtown areas. The CMDA offers assistance to help municipalities achieve vibrant mixed-use and transit-oriented development. The mission of the CMDA is to encourage residential housing development in downtown development districts, stimulate new investment within these districts, encourage development and redevelopment of property and provide financial support and technical assistance to municipalities to develop housing growth zones.

As of April 2025, the Borough of Naugatuck, the City of Derby, the Town of Seymour, and the City of Waterbury have all opted-in to join CMDA. NVCOG is poised to provide planning capacity to its municipalities related to achieving the mission and goals of the CMDA.

Several projects have been initiated or completed that will help transform and revitalize downtown areas:

- Centre Square Village Phase I, Bristol: A mixed-use development in the downtown area was completed in March 2025. The project consisted of 52 apartments and 8,000 square feet of first floor commercial space. Private investment in the project is estimated at \$25 million. Phase II of the development that will add 52 apartments and 8,000 square feet of commercial space is under construction. The private investment in Phase II is estimated at \$25 million. To complement the Centre Square Village project, the City constructed various streetscape and road safety enhancements along North Main Street and is constructing a 190-space parking garage to serve residents, employees, and visitors to the development.
- Wheeler Health Corporate Headquarters and Healthcare Facility, Bristol: The project is comprised of a private office and healthcare building, totaling 45,000 square feet. The City allocated \$400,000 in American Rescue Plan Act (ARPA) grant funds to complement a \$25 million in private investment.
- HOME2 Hotel and Bristol Event Center, Bristol: The project consisted of a 68,000 square foot hotel and a 45,000 square foot event center. The total level of private investment for both facilities is estimated to be \$65 million.
- Trolley Pointe, Derby: The project consists of 105 apartments located in the downtown area and across from the Derby-Shelton train station. 25% of the units will be rented as affordable.

- Derby Redevelopment Plan: The City has prepared a redevelopment plan for the area on the south side of Main Street (Route 34). The Plan envisions adding 350 housing units with associated retail and commercial space and 35,000 SF of professional office space. Negotiations on the purchase of 2 Factory Street (site of an existing scrap metal processing facility) and the relocation of the business continued.
- 33 Elizabeth Street, Derby: Renovation of the site and structure started with the plan to convert the building to house 32 apartments with commercial space. A tax incentive program to support the project was approved by the City’s legislative body.
- Fountain Lake Industrial Park Feasibility Study, Derby: The City commissioned a study to determine the feasibility of expanding the Fountain Lake Industrial Park, located in Ansonia, into Derby. The project would involve extending the access road, acquiring property for a second access road, and site preparation.

Goal 6: Encourage growth and participation in the philanthropic efforts in the NVC/EDD, through the private sector and individuals and other stakeholders’ efforts and contributions.

Several regional community foundations serve the Naugatuck Valley Corridor EDD. The mission of these foundations is to inspire philanthropy and engage donors to foster leadership and strengthen the communities they serve.

Goal 7: Continue to support and encourage the designation of the NVC/EDD as a National Heritage Area under the National Park Service, which will capitalize on the history, culture and natural attraction of the NVC/EDD.

No progress in attaining designation as the National Heritage Area; plans to achieve this goal are on hold.

Goal 8: Continue to support clean and renewable sources of energy including wind power, solar power, bioenergy, and hydroelectric.

The Naugatuck Valley Council of Governments has been proactively working to promote energy sustainability and received a Silver designation from the national [SolSmart](#) program for encouraging the growth of clean, affordable solar energy in their region. SolSmart is a designation program funded by the US Department of Energy that encourages the adoption of solar by lowering “soft costs,” or non-hardware expenses like permitting, financing, and installation. As a SolSmart Silver designee, NVCOG has adopted nationally recognized best practices to advance solar market growth.

To achieve this designation, NVCOG created a robust online solar hub at nvcogct.gov/solar with resources for municipalities, developers, and residents; trained municipal staff on best practices for permitting and inspecting solar energy and storage systems; designed an interactive map with solar data from utilities; and engaged the public about solar energy during community events like Earth Days and local fairs. These and other actions taken will make it faster, easier, and more affordable for residents, businesses, and nonprofit organizations to install solar infrastructure in their communities.

The City of Derby has initiated efforts to locate fuel cells in the city to boost energy supply and provide subsidies to businesses and low-income residents. The City also issued an RFP for the installation of solar panels at its former landfill site.

Goal 9: Capitalize on the history, natural beauty, and attractions of the NVC/EDD to identify, develop, and increase tourism.

The Connecticut Office of Tourism consolidated the tourism districts into three larger areas in 2020. The Western Connecticut District is comprised of the Naugatuck Valley (all NVC EDD municipalities except Cheshire), Litchfield Hills and Fairfield County regions. The Office also created a *CTVisit* website that describes things to do in each of the state's regions. The website highlights each region's historical and cultural assets and encourages local places of interest to provide detailed profiles of their attraction. The CT Tourism Office is part of the Discover New England six-state consortium promoting cooperative marketing opportunities and regional visitors' guides.

The NVC EDD is home to numerous state recreational areas, amusement parks, museums and entertainment venues that attract visitors. The NVC EDD has supported and promoted tourism as an important economic activity. Visitors to the region are key to the EDD's quality of life and overall business and economic health.

The NVCOG promotes outdoor activities and tourism. The key actions undertaken during the past year include the following:

- The NVCOG has been working on a project that will remove the Kinneytown Dam across the Naugatuck River. The project will remove a barrier to fish passage, thereby opening the river up to sport fishing. In addition, the existing impoundment created by the dam will be drained and the underlying land will be repurposed for recreational activities. The Kinneytown Dam is a Hydroelectric facility located in



Seymour and Ansonia on the Naugatuck River. Currently, Kinneytown Dam is not producing any energy, and there are no plans to restore energy production at the facility. It is completely blocking migratory fish from accessing spawning and rearing habitat in the Naugatuck River and tributaries, presents a downstream flood risk should one of the facility dams fail, is a health and safety concern, and is preventing residents and visitors from accessing the Naugatuck River. The current dam owner has agreed to transfer ownership to the Connecticut Brownfield Land Bank and the NVCOG has been awarded funds through the National Oceanic and Atmospheric Administration (NOAA), CT DEEP, and through Congressionally Directed Spending awards to initiate dam removal.

Through the EPA Region I Targeted Brownfield Assessment (TBA) program, a comprehensive environmental investigation overseen by EPA is underway to identify and characterize contamination on the property. A Phase II Report was published in October 2024. Additional testing commenced in Spring 2025, to inform the development of a sediment management plan in Summer 2025. To date, EPA has contributed over \$900,000 to assessment for the project and has committed to additional testing and the development of a sediment management plan. Work is underway on designing aspects of the project, including the relocation of the sewer main that is located near the dam. The NVCOG has also received a grant from the CT DEEP under its Recreational Trails Program to begin the design of a multiuse trail through the site once the dam has been removed and the impoundment drained.

Anticipated tourism benefits related to the project include:

- Restore safe access to the Naugatuck River and restoration of habitat connectivity that will create related economic and recreational opportunities for local communities.

- Realize the benefits of upstream investments that have been made in recent years to remove obstacles and improve upstream habitat within the Naugatuck River and tributaries.
 - Bring improved sportfishing to the Naugatuck Valley and permit the NVC EDD to realize the economic benefits provided by anglers. The Kinneytown Dam is hindering regional participation in the outdoor recreation economy by preventing popular sport fish from accessing substantial habitat upstream. Removal will result in full restoration of habitat connectivity and creation of related economic and recreational opportunities for local communities.
- The NVCOG has been working with trail managers to get trails in the Naugatuck Valley region listed on the Connecticut Trail Finder website. The statewide platform provides an interactive map for visitors to plan hikes or bike rides on designated trails. A newly added "trailside services" tab has been launched that highlights trail oriented businesses (Bike Shops, Ice Cream, Restaurants, Cafes, Breweries, etc.) near each trail. The goal is for local businesses to better capitalize on trail visits. The NVCOG has assisted with this effort and will continue to add content to the platform.