

**MUNICIPAL COASTAL PROGRAM
CITY OF WEST HAVEN**

CZIC COLLECTION



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1982

**PHASE 1 :
SUMMARY OF ISSUES & RECOMMENDATIONS**

Coastal Zone Management Program

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MUNICIPAL COASTAL PROGRAM

WEST HAVEN CONNECTICUT

SUMMARY OF ISSUES & RECOMMENDATIONS

JANUARY, 1982

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BACKGROUND

THE FEDERAL COASTAL ZONE MANAGEMENT ACT

On October 27, 1972, the United States Congress passed the Coastal Zone Management Act (CZM) (P.L. 92-583) with amendments on July 26, 1976 (P.L. 94-370). These two laws affirmed a national interest in the effective protection and development of the coastal areas of the United States and furthermore encouraged the nation's 35 coastal states & territories to develop and implement rational programs to manage these coastal areas.

The basic goals and objectives in the CZM Act are:

- . to identify, protect and enhance critical coastal resources;
- . to better coordinate at all governmental levels activities which affect the coastal area;
- . to accelerate long term planning and to foster a more orderly growth and development in the coastal area;
- . to encourage meaningful local government participation in a coastal management process;
- . to build a strong working partnership between state and federal government in the management of the coastal area.
- . to strengthen ongoing governmental programs, streamline coastal regulatory processes, and consolidate where practical, numerous coastal permitting activities.

CONNECTICUT'S COASTAL AREA MANAGEMENT PROGRAM

In 1979, the State of Connecticut established its comprehensive coastal management program through the adoption of P.A. 79-535, Coastal Area Management Act. Effective January 1, 1980, this State Act identified 36 towns as having coastal boundaries, as defined by statute, and established statewide coastal policies to guide coastal resource, conservation and development along a defined coastal area. Under the Coastal Management Act, municipalities are encouraged to adopt local municipal coastal programs as one of several means of long term coastal management.

MUNICIPAL COASTAL PROGRAM

The City of West Haven, taking advantage of this opportunity diligently pursued the preparation of such a program, with the assistance of two state grants.

The Scope of the Program is to:

- I. Develop a data base and document existing conditions in order to identify, describe and map:
 - land use patterns,
 - coastal resources, and
 - coastal related activities;and to solicit public input, in order to analyze and determine:
 - short and long term issues
 - incompatible and inconsistent uses, and
 - coastal problems and opportunities
- II. Prepare and adopt a Coastal Plan of Development which addresses the issues, goals and policies of the Coastal Area Management Act.
- III. Prepare and adopt appropriate revisions to zoning and other regulatory and non-regulatory implementation measures.
- IV. Prepare and adopt a Coastal Management Plan including procedures and standards to facilitate the review of development plans within the Coastal Area.

SUMMARY REPORT

The purpose of this report is to summarize the results of West Haven's progress in its Coastal Program which has included:

- Public participation;
- Recommendations for the future development, management and improvement of the Coastal Area;
- Proposed zoning revisions and other proposed implementation measures.

METHODOLOGY

The City employed the services of planning consultants to assist in the Coastal Program and two areas of special study known as the Beach Street Study and Front Avenue Industrial Study. Four student interns having backgrounds in environmental science, engineering, geography and urban studies, assisted the Planning and Zoning Office in collecting and assembling data on land use and environmental conditions. Three Citizens groups were organized to work with City employees and consultants on the Coastal Program and two special planning areas. These efforts were also coordinated with concurrent planning activities for Bradley Point Park.

The Program also benefited from recent and ongoing studies of beach erosion, storm drainage and traffic.

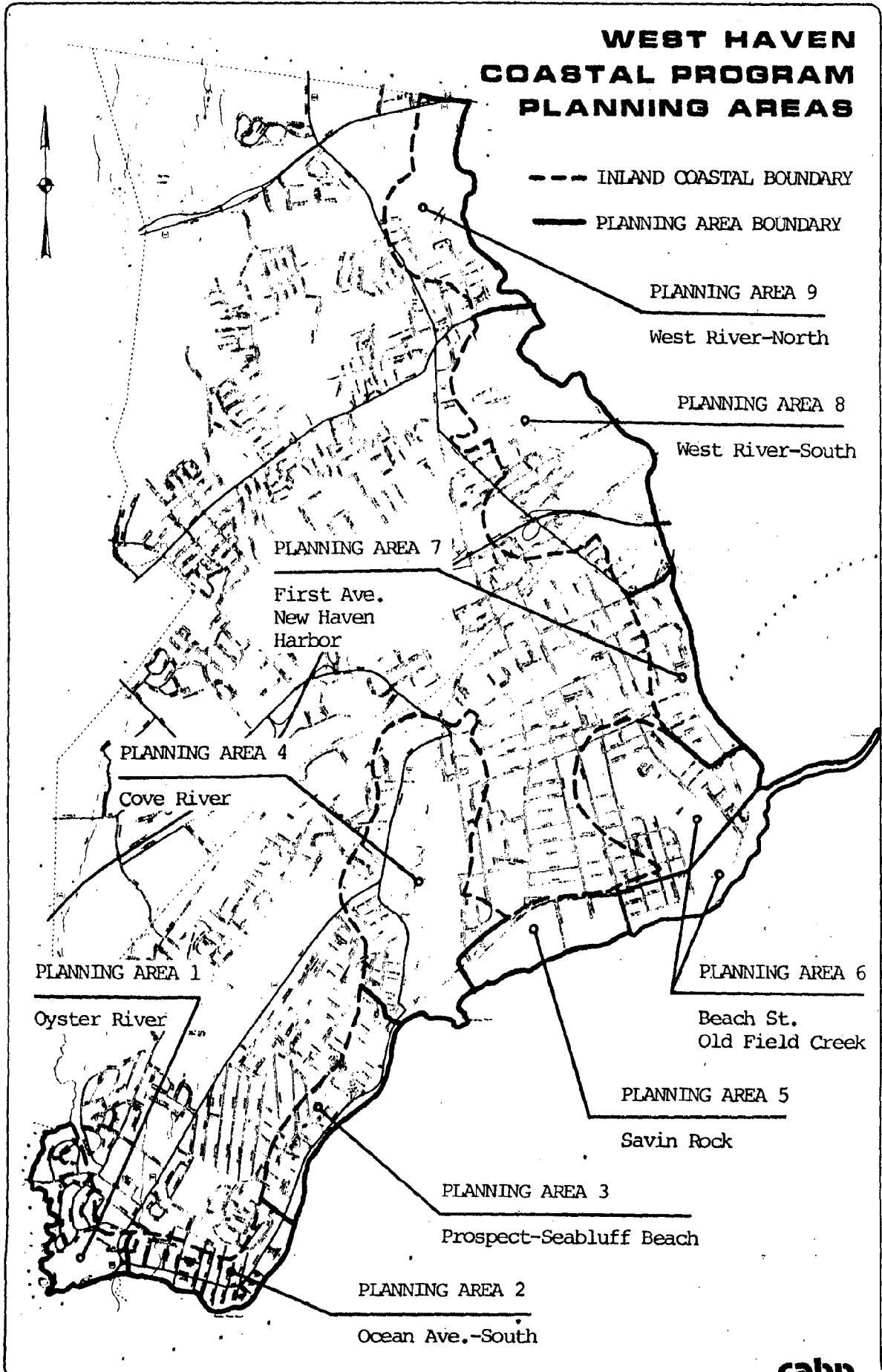
DEFINITION OF
THE COASTAL
AREA

By statute the Coastal Area is bounded on the landward side by a continuous line representing the furthest point inland of the following conditions:

- 100 year frequency Coastal Flood Hazard limits,
- 1000 foot setback from mean high water, and
- 1000 foot setback from Designated Tidal Wetlands.

West Haven has adopted the Coastal Boundary as defined and mapped by the State Department of Environmental Protection, Coastal Area Management Program. The City may, under provisions of the Act, modify the coastal boundary to simplify or facilitate its description in terms of streets, property lines or other physical features, so long as such changes do not reduce any area as originally defined. West Haven's Coastal Area is depicted in a general manner on the small townwide map on the following page. More detailed, larger scale maps are included in the sections which follow.

WEST HAVEN COASTAL PROGRAM PLANNING AREAS



FOREWARD

ORGANIZATION OF THE REPORT

Since West Haven's Coastal Area is extensive and includes a variety of land uses and coastal resources, the area was sub-divided into nine planning regions. Each segment is mapped and discussed separately, with respect to existing conditions, problems, opportunities, issues and recommendations. The planning areas are referred to as follows:

1. Oyster River
2. Ocean Avenue - South
3. Prospect Beach; Seabluff Beach
4. Cove River
5. Savin Rock Development Area
6. Beach Street - Old Field Creek
7. First Avenue - New Haven Harbor
8. West River - South (Kimberly to Orange Ave.)
9. West River - North (Marginal Drive)

In defining the nine areas, attempt was made to group areas which shared a common coastal resource, or had similar patterns of development, and therefore similar concerns.

SUMMARY OF GOALS

Diverse as the planning areas may be, there is naturally some overlap in issues which therefore translate into similar goals and recommendations. A summary of these goals and objectives can be found at the end of this report.

NEXT STEPS IN THE COASTAL PROGRAM

The next stage in the Coastal Program will be to Adopt the plan elements as a revision to the City's Plan of Development; to amend the zoning and other appropriate regulations to implement the plan; to develop guidelines and procedures to facilitate the ongoing review of coastal development activities; and to continue further efforts to enhance and protect the City's valuable coastal resources.

Appendix

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COASTAL PLANNING AREA NUMBER 1

OYSTER RIVER

- LOCATION** From Oyster River, which forms the West Haven - Milford City Line, within the Coastal Area southerly to Long Island Sound and eastward to Jones Hill Road, and including Baybrook Beach at the mouth of the Oyster River.
- COASTAL RESOURCES** Oyster River meanders through a relatively flat flood plain and tidal marsh of increasing width as it approaches Long Island Sound. There is a small inland wetland at the northernmost portion of the Coastal Area. Woodmont Road and Ocean Avenue cross the river offering attractive vistas of the marshes and Long Island Sound. Baybrook Beach, a small public beach at the intersection of Ocean Avenue and Jones Hill Road has both sandy and rocky areas. Nearshore waters of Long Island Sound contain intertidal flats and marine vegetation providing a valuable habitat for fin and shellfish population.
- LAND USE** The predominant land use in this area is low density single family residential. Homes on the western side of Woodvale and Cooper Roads are within the Coastal Flood Hazard Area. Residential properties generally include the wetlands to the riverbank, except in the vicinity of Woodmont Road. Several City-owned parcels adjacent to Woodmont, Myra and Cooper Roads are used for a pump station site, playground and general park and open space purposes. On the north side of the well travelled intersection of Jones Hill Road and Ocean Avenue is a small shopping center, some neighborhood and automotive service businesses. Apartments form an effective transition between commercial and single family uses to the north and west. South of Ocean Avenue, across from the shopping facilities, is a small public beach called Baybrook beach.
- ENVIRONMENTAL ANALYSIS** Oyster River and its wetlands are in a biologically healthy state. The area provides an aesthetically pleasing environment and viable habitat for waterfowl and marine organisms. Where the Oyster River flows under Woodmont Road, there is an unobstructed view of nearly all of the Coastal lowlands, both north and south. It is also a point where the marsh extends up to the roadbed itself causing seasonal flooding. Adjacent publicly owned open space is an attractive asset except for the problem of policing illegal dumping. Open space parcels on the east side of Cooper and Myra Roads are in contrast, steeply sloped with bedrock outcroppings. The northern parcel which has frontage on Woodmont Road is maintained as a park with some playground facilities, while the parcel on Cooper Road is in a more natural state. There are areas of encroachment along the wetlands where fill was used to support development; but, since that time, the residential uses have had a protecting effect on the remaining marshes. Behind the apartments and Grand Union the

parking areas and trash receptacles are fairly close to the wetland. This is not a hazard, but it is possible for litter or debris to be accidentally blown from paved areas into the lowlands. Seasonal flooding also occurs along Ocean Avenue where it crosses the Oyster River. Baybrook Beach is a small public beach just east of the mouth of the Oyster River. Site lines from the bridge and the beach offer attractive views of Long Island Sound from this point. The beach itself is not one of the more popular beaches for swimming due to its size, traffic noise on Ocean Avenue, rocky areas along the shore and abundant tidal grasses. The rocks and grassy cove, however, provide a natural sheltered habitat for various species of shorebirds and a flourishing fin and shellfish population. It is used by some swimmers but more by sunbathers and fishermen. The small parking area is also occasionally used by customers of stores across the street.

PROBLEMS & OPPORTUNITIES

- Seasonal flooding in the vicinity of the Woodmont Road and Ocean Avenue bridges.
- Protecting existing development from flood damage.
- Preventing roadside dumping on vacant properties.
- Protecting the wetlands and waterways from litter.
- Maintaining the good water quality and productive wetland habitat.
- Improving recreational resources.
- Providing educational resources for study of wildlife and coastal ecosystems.

ISSUES & RECOMMEN- DATIONS

There are few if any, controversial issues in the area, since it is generally committed to its pattern of development, which is in relative harmony with the environment. Seasonal flooding is a problem which will be resolved when bridge and channel improvements proposed in the Master Drainage Plan can be funded. Tidal and Inland Wetland Regulations will prevent the further encroachment of development into areas unsuited for building.

Policing of roadside dumping would be made easier if landscaping barriers could be incorporated, making it more difficult for vehicles to pull off the road where they could dispose of unwanted matter. Such measures often conflict with the goal of making public lands accessible for recreational uses. However, this particular Coastal

Area may have more value as a nature sanctuary and educational resource than as a recreational facility. West Haven has many fine recreational areas, with opportunities and plans to provide even more, whereas it has fewer unspoiled habitats of this quality. While it is still desirable to maintain pedestrian access to the river and wetlands, it is recommended that the area be protected in its natural state. To provide pedestrian access it is also recommended that when new bridges over Oyster River are designed, the possibility of incorporating a pedestrian access be investigated.

To reduce the amount of litter which unintentionally finds its way into wetlands and waterways, it is recommended that landscaped buffers be required and maintained between wetlands and non-residential or high density residential uses. This can be required of new development through zoning. Owners of existing development may also be persuaded to cooperate in a program which the City helps sponsor.

Baybrook Beach is particularly valuable for its scenic vistas as one enters West Haven from Milford. This area could be further enhanced as a Park and Overlook with some additional maintenance and minor improvements. Tidal grasses should be maintained and other native plant materials (such as bayberry, beach plum, Rugosa rose, red cedar, pampas and other beach grasses) can be used in landscaping designed to offer protection for the beach and more attractively articulate the parking area. Highway improvements which have already been proposed to increase traffic safety in the intersection should be coordinated with this project.

OYSTER RIVER

Improve Channel
as proposed in
Master Drainage Plan

Maintain open space
as passive park & playground

Establish vegetated buffers
between rivers or wetlands
& intensive uses.

Replace Bridge
as proposed in
Drainage Plan






Create boulder & landscape
barriers to deter dumping;
Maintain pedestrian access
to wetlands & river.

Change wetland zoned R-5
to O.S. & maintain Oyster
River wetlands as wildlife
sanctuary.

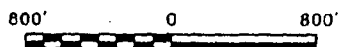
Protect marine
vegetation
as spawning &
waterfowl habitat.

Replace Bridge
as proposed in
Drainage Plan

Baybrook Beach:
Maintain public beach &
enhance value as vista
overlook by defining
parking with native
material landscaping.

-  SEASONAL FLOODING
-  WATER BODIES
-  WETLANDS
(Tidal & Inland)
-  FLOOD HAZARD AREA
-  C A M BOUNDARY

-  R-2 EXISTING ZONING DESIGNATION
-  EXISTING ZONING BOUNDARY



COASTAL PLANNING AREA NUMBER 2

OCEAN AVENUE - SOUTH

- LOCATION** Within the Coastal Area Boundary from Jones Hill Road, east and north to South Street.
- COASTAL RESOURCES** Proceeding easterly from Bayview beach there is a generally rocky point, followed by a shallow private beach along the edge of the small cove across from Nashawena Avenue. Between Nashawena and Hubert Street, a tiny stream empties into the sound. The stream is contained in a rock-lined channel south of Ocean Avenue. Most of the flow is now carried by a large culvert from the Jones Hill and Woodmont Road areas. The old streambed area is however within the coastal flood hazard area. Otherwise the flood hazard area is limited to a narrow band from 100 feet to 300 feet deep along the coastline. This flood hazard area south of Ocean Avenue is also subject to high velocity wave action. From the small stream eastward, the coastline consists of modified bluffs and escarpments. From Anawan Avenue to Baldwin Street there exists 1600 feet of stone revetment and seawall, constructed by the State Public Works Department in 1966. This past year a City and State Department of Environmental Protection project was completed, rebuilding 3250 feet of seawall and revetment from Baldwin Street to South Street. A narrow band of intertidal flats border the base of the revetment.
- LAND USE** The South Shore, a medium-density, single-family residential area is unique in West Haven as the only single family residential neighborhood directly adjacent to the shore. Ocean Avenue (State Route 122) is 400-500 feet back from the coastline at this point. Perpendicular residential streets terminating at the seawall offer spectacular views of the sound. The year-round homes and cottages which have been converted for year-round use have been well maintained and substantially improved through the years, in keeping with their valuable location.
- ENVIRONMENTAL ANALYSIS** Much has been done to maintain the quality of this coastal area by correcting storm water drainage problems and protecting the shoreline from erosion. The seawall and revetment not only provides a buffer to existing development, but also offers protection against damage to an existing sewer trunk line which follows the shoreline and had become exposed in places. Many storm sewer improvements have been made according to the Master Drainage Plan, to better accommodate runoff from uplands. Storm drain outlets set in the wall minimize erosion.
- Intertidal grasses and rocky beaches provide an excellent marine habitat. It is a popular area for fishing, particularly in off shore from Aimes Point.

**PROBLEMS &
OPPORTUNITIES**

- . Traffic and pedestrian safety along Ocean Avenue
- . Continued neighborhood improvement
- . Maintenance of seawall and stormwater outlets
- . Protection of intertidal flats and marine habitat
- . A limited amount of remaining vacant land

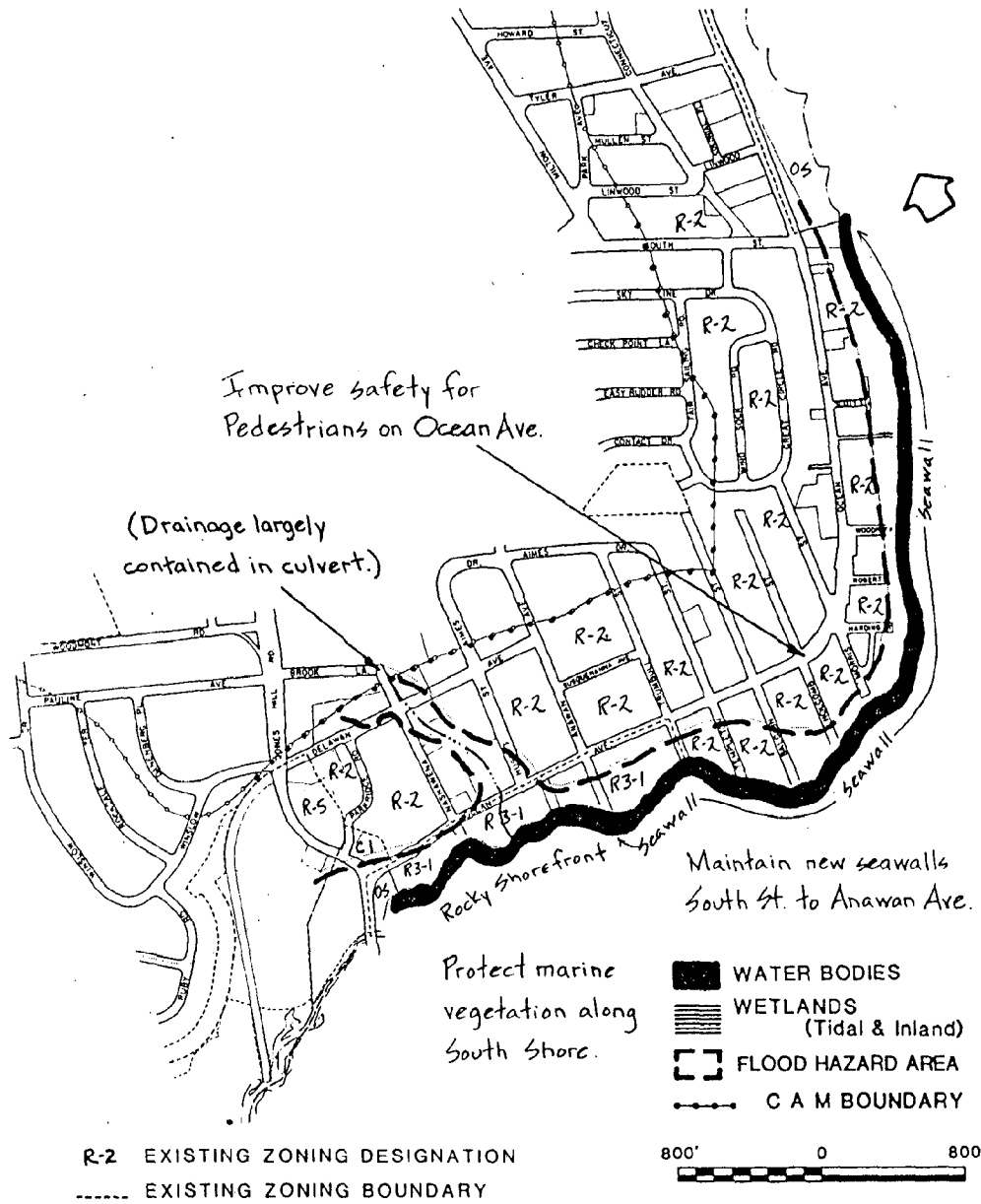
**ISSUES &
RECOMMEN-
DATIONS**

Heavy traffic is inevitable on the main shore road of Ocean Avenue, however more methods to discourage speeding are needed, particularly on dangerous curves as in the Holcomb and Morris Street area. Pedestrians should be afforded more safety in the form of continuous sidewalks on both sides of the road.

Continued efforts to maintain and improve the neighborhood will safeguard the public and private investment in this unique and attractive Coastal Area. Of particular importance is the maintenance of the seawall, revetment, stormwater outlets and the protection of the intertidal marine habitat.

Very little vacant land is left in this residential area. That which remains tends to be in marginally wet areas or in steep terrain and if developed will require special design considerations to overcome these problems.

OCEAN AVENUE-South



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COASTAL PLANNING AREA NUMBER 3 **PROSPECT BEACH & SEABLUFF BEACH**

LOCATION

Within the coastal area boundary from South Street northerly to Laurel Street.

COASTAL RESOURCES

North of South Street, the shoreline changes rapidly from rocky to stony to sandy beach. In the transition area between South Street and Tyler Avenue, there is a picnic grove and gravel parking area. Beaches from Tyler Avenue to Laurel Street are subject to erosion in an eastward movement. Numerous groins have been built in an attempt to protect the beaches, but many are in disrepair.

In the southern portion there is a seawall at the back of the beach along the Ocean Avenue (Conn. 122) right of way. North of the Dawson Avenue area the beach and road are more nearly the same elevation and a privately owned section between Grove Place and Ivy Street is paved for residential parking.

Ocean Avenue forms the boundary of the Flood Hazard (V-Zone) in this area. Across from Ocean Avenue, on the corner of Lake Street is a deep, natural, freshwater Lake of nearly one acre in size.

Intertidal flats are apparent again north of Dawson Avenue, increasing in area toward the mouth of the Cove River.

LAND USE

The beach in this area is generally in public use, although some sections are in private institutional ownership. Proceeding northerly from South Street there is a pump station site and parking area. In the vicinity of Linwood Street and Tyler Avenue is a tree shaded gravel parking area with access to the beach. Further north, opposite Laurel Place and Dawson Avenue, the Prospect Beach Fish and Game Club has a parking area, small building and boatramp. Between Grove Place and Ivy Street there is a narrow band of privately owned property on the beach side of Ocean Avenue, partially paved for residential parking.

The shorelands of this Coastal Area are predominantly medium density single family comprised of several distinct neighborhoods. Most are substantial, well cared for, older homes. There is an area, however, in the vicinity Dawson Avenue to Grove Place, (particularly near Ocean Avenue) where some deteriorated conditions exist. Small lots and mixed uses may have contributed to the neglect of some of these structures. Vacant land now exists in the area which may provide an opportunity for some beneficial reinvestment and offer a stimulus for other improvements in the neighborhood.

ENVIRONMENTAL ANALYSIS

The vulnerability of the sandy beaches is the major environmental concern in this area. Each beach is separated from the next by groins. Many of the groins in this area are badly deteriorated. Storm sewer pipes once covered by sand are now completely exposed in places. The movement of sand is eastward causing each groin to have a buildup of sand on its west side and depletion of sand on the east. There is a wall at the back of the beach along the highway right-of-way in the southern portion up to the vicinity of Dawson Avenue. This allows for some accumulation of dunes which could be further enhanced by the planting of natural landscaping materials. North of this area, however, the beach and road are at nearly the same level, and with no buffer, large amounts of sand are often blown onto the roadway. Much is being done to study the problem of beach erosion in general and this area in particular. The Army Corps of Engineers recently completed a Reconnaissance Report as Stage One of a Seabluff Beach and Bradley Point project under Section 103 of the Rivers and Harbor Act. They are also conducting another study of completed Corps projects to evaluate the effectiveness of various erosion control methods. The City is also involved in a L.E.O. Program which is a survey to measure specific wave and wind dynamics.

PROBLEMS & OPPORTUNITIES

- Beach Erosion
- Improving recreational and open space resources
- Traffic and pedestrian safety
- Neighborhood preservation and rehabilitation
- Scattered vacant upland parcels

ISSUES & RECOMMENDATIONS

Beach improvements needed in this area are extensive. It will involve storm sewer improvements and repair of damaged jetties and groins. It will require beach nourishment and reestablishment of dunes, protected from wind erosion by natural landscape barriers. To prevent trampling of dunes and vegetation, entrance to the beach should be directed to a limited number of individual access points.

In addition to the beach there are other recreational opportunities which could be more fully developed. Some facilities for picnicing could be provided in areas which are too stony and rocky for bathing. There is also the possibility for another boat ramp here. The further south toward the point, the deeper the nearshore waters are, and therefore there are fewer intertidal flats to restrict boating access. The freshwater pond should continue to be maintained as an attractive landmark and open space amenity.

Provision for pedestrian safety along the beach side of Ocean Avenue is needed. This could be accomplished by sidewalks or some type of wooden boardwalk along the beach. It is suggested that the eventual goal be to link the bikeway in Savin Rock with other public recreational facilities along the shore from South Street to Sandy Point and to inland coastal areas such as Painter Park and Morse Park.

Public efforts are required to help stimulate the revitalization of portions of the neighborhood around Prospect Street. This should include a re-examination of zoning districts and standards to determine whether too large an area is now designated for commercial use. Since there is vacant land here suited to development it is also important to consider the potential impact of the various uses which would be allowed under existing standards and if other uses might also be appropriate. In general, it is recommended that a portion of this district be designated for neighborhood commercial uses, and that the remainder which is currently in residential use be re-designated accordingly. There are a few other vacant parcels scattered in the residential upland areas. Some are large enough to accommodate several houses; but none are large enough to provide for any major housing complex. Therefore it is recommended that they be required to conform to existing patterns of development.

PROSPECT BEACH SEABLUFF BEACH

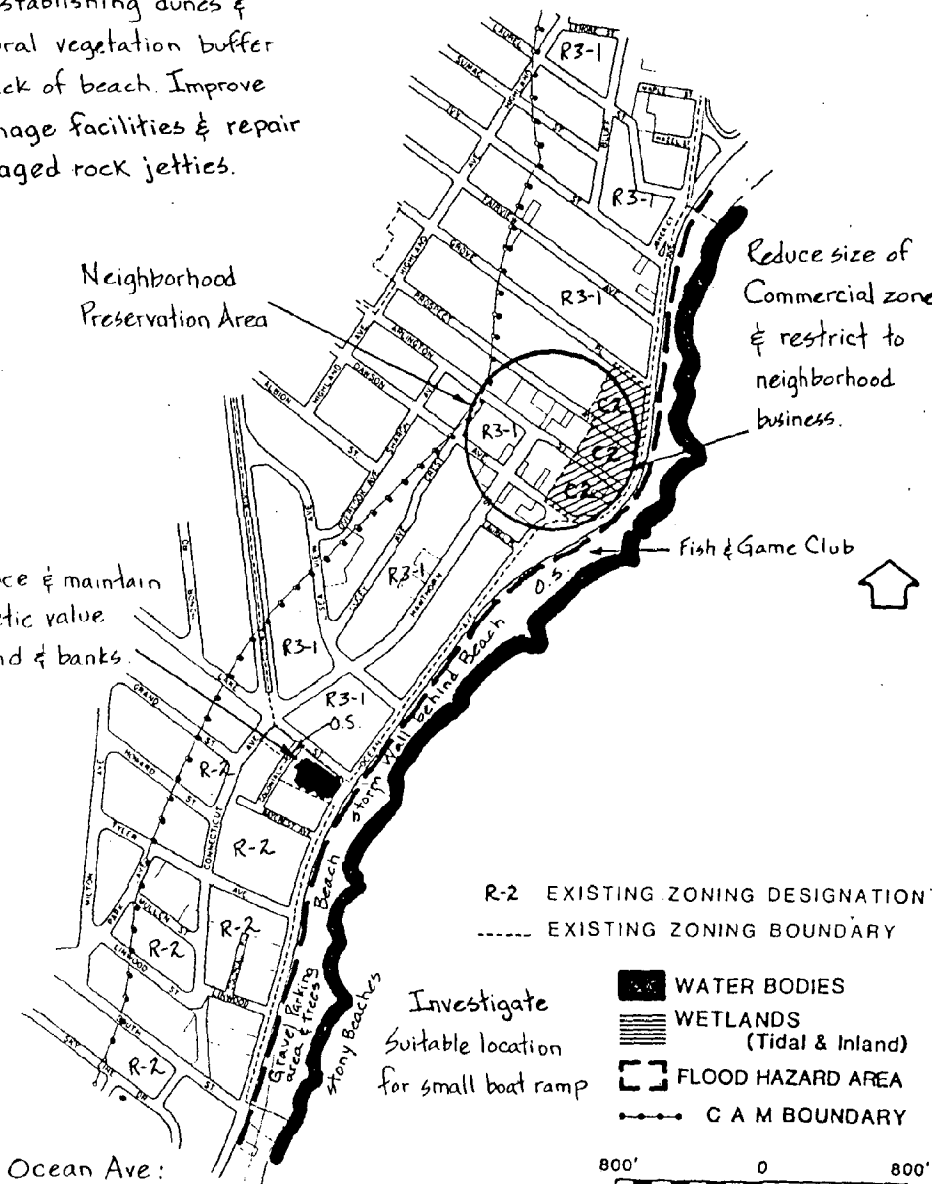
Improve Beaches with Beach Nourishment & by re-establishing dunes & natural vegetation buffer in back of beach. Improve drainage facilities & repair damaged rock jetties.

Neighborhood Preservation Area

Reduce size of Commercial zone & restrict to neighborhood business.

Enhance & maintain aesthetic value of Pond & banks.

Fish & Game Club



R-2 EXISTING ZONING DESIGNATION
----- EXISTING ZONING BOUNDARY

■ WATER BODIES
▨ WETLANDS (Tidal & Inland)
□ FLOOD HAZARD AREA
- - - - C & M BOUNDARY

800' 0 800'

Ocean Ave:
Provide safety for pedestrians with sidewalk or boardwalk along beach.

Investigate suitable location for small boat ramp

COASTAL PLANNING AREA NUMBER 4

COVE RIVER

LOCATION

From Laurel Street easterly to Bradley Point and northerly approximately 1¼ mile inland along the Cove River and associated lands within the Coastal Area Boundary.

COASTAL RESOURCES

Extensive wetlands, primarily tidal, accompany the slow moving Cove River, and its tributaries. The major inland wetland system which drains into the Cove river occupies the interior of the block between Lawncrest Road and Michael Drive. The Coastal Area also includes the lower portion of Lake Phipps. Two channels exit from the Lake: one near the intersection of Platt Avenue and West Main Street; and the other across a spillway at the eastern end of the Lake. The inland-most point of the Cove River Coastal Area is a narrow strip of Coastal Flood Hazard Area which projects across Main Street to Candee Avenue. Normal drainage along this developed area is contained in a 48" storm sewer which discharges into the Cove River behind Painter Drive.

The flood plain varies in width from approximately 500 feet behind Riverview Terrace, to nearly 2000 feet as it approaches Captain Thomas Boulevard. A tide gate on the south side of the Boulevard restrains the tidal flow to help protect surrounding development. Bradley Point, on the east side of the mouth of the Cove river, contains a variety of geographical features. The point itself is a plateau with a rocky shorefront. Escarpments to the west are topped by a seawall and walkway. The cove to the east is lined with sandy beach. There are some low, wet areas close to the road. Offshore are rock outcrops, shoals and sand bars, surrounded by intertidal flats. Intertidal flats are extensive from this point north-easterly into New Haven Harbor. The 14½ acre parcel cleared through redevelopment, includes the shoreline rocky outcrop to the east, known as Savin Rock and will be maintained as a public park, preserving its natural features.

LAND USE

The lowlands of the Cove River provide a vast amount of open space to the City of West Haven. Most of it, particularly on the eastern side of the River is in public ownership. It includes the major areas of Painter Park, the West Haven High School campus and athletic fields and Bradley Point Park which is being planned for naturalization and improvements.

The western side of the river is primarily low to medium density single family residential, with the exception of a commercial cluster at the intersection of Jones Hill Road and Platt Avenue.

The most concentrated activity exists in the northern-most portion of the Cove River Coastal Area. Commercial activities, apartments and institutional uses are centered around the major intersection of

Sawmill Road, Main Street and Kelsey Avenue. Heavy Commercial and Industrial establishments adjoin the railroad to the north, and to some degree may encroach on Lower Lake Phipps which feeds the Cove River. The area is undergoing considerable change. Vacant buildings include the Armory and the Armstrong complex just to the north of the Coastal Area, providing an opportunity for reuse of substantial structures.

The remaining lands to the east of Cove River consist of an attractive, low density single family residential neighborhood along Kelsey Avenue.

ENVIRONMENTAL ANALYSIS

The Cove River and its marshes serve many functions. In addition to its biological and scenic value, habitat for waterfowl, shellfish and finfish, the area is effective in absorbing excess flood waters. The wetland and flood hazard boundaries are nearly coincident in much of the area. Problems have arisen mainly in the northern section, in the vicinity of West Main Street and Painter Drive, where developments have occurred on the floodplain. Seasonal flooding is most evident in this area although there are places along Platt Avenue which occasionally experience flooding as well. Drainage improvements have been proposed in the Master Drainage Plan for these areas.

There is evidence of dumping in many areas along the edge of the marshes. Litter not only pollutes the water and the landscape, but finds its way to clog drains and culverts.

Very little vacant land exists outside of the wetlands, and what does remain is generally marginal, suited only under special conditions for low density residential use.

The publicly owned lands in this Coastal Area provide excellent recreational opportunities. Painter Park offers both active and passive recreational activities which are suited to its varied land forms. Level upper areas are equipped for a variety of sports, while areas of steeper topography provide wooded trails and picnic groves. Bradley Point Park will compliment these facilities with a rich variety of coastal features. The area was once occupied by cottages, some of which were damaged by storm, and later all were cleared through redevelopment. Plans are being made to return this scenic area to a more natural state, removing vestiges of its previous use including inappropriate plant materials and restoring typical seashore vegetation and land forms.

PROBLEMS & OPPORTUNITIES

- . Seasonal Flooding
- . Land use changes and the potential impact on traffic and parking in the vicinity of Sawmill Road and West Main Street
- . Roadside dumping
- . Marginal land zoned for commercial use
- . Pedestrian safety along Platt Avenue
- . Pedestrian linkage of recreational facilities
- . Optimum use of public lands
- . Promoting public use and enjoyment of unique features associated with Bradley Point, while preserving and enhancing its coastal resources
- . Preservation of water quality and wetland habitats

ISSUES & RECOMMENDATIONS

Extensive work is proposed by the Master Drainage Plan for the West Main Street and Lower Lake Phipps area, to reduce the incidence of flooding on West Main Street and properties in the vicinity of Painter Drive. It involves decreasing the main spillway at the eastern end of the lake, channel improvements and replacing the culvert at West Main Street near Painter Drive with a bridge. It also recommends improvements to the secondary spillway and channel, and a larger culvert under West Main Street near Lake Avenue. Other Drainage Plan proposals include a supplementary pipe to the cove River from the Candee Avenue area and a supplementary culvert on Platt Avenue near Riverview Terrace.

Industrial and heavy commercial uses on Hood Terrace can potentially have an adverse impact on the water quality or drainage conditions of the upper Cove River. Zoning mechanisms requiring landscaped buffers along all areas where non-residential or other intensive uses threaten the quality of natural drainage systems need to be investigated. In addition, patterns of land use in this northern portion of the Cove River Coastal Area, together with changes in development taking place on the east side of Sawmill Road require further study to investigate impacts on traffic and parking in the vicinity. Therefore it is recommended that a special study be undertaken to develop a plan for the area, its particular needs and overall zoning requirements.

Again, wherever vacant lowlands are easily accessible to the road, evidence of dumping can frequently be found. Restricting the areas where vehicles can now pull off the road may reduce the incidence of this practice. Barriers need not be hazardous to traffic such as trees, boulders, walls or fences. A thicket of medium-height shrubs would be effective and also serve to cushion the impact of a vehicle out of control. Snow fences might serve temporarily while landscaping is becoming established. Mounding of wood chips or other humus producing material around shrubs is also useful.

A small amount of vacant land outside of tidal wetlands exists, primarily along Platt Avenue. Much of it tends to be marginal in size or its relationship to the flood plain. It includes some frontage, south of the intersection with Jones Hill road, zoned for business. Its practical use, however, is severely limited by the proximity of the road to the wetlands. It is recommended that these remaining vacant lands be included in the low density residential zone.

Continuous sidewalks are needed in this neighborhood, particularly along heavily travelled Platt Avenue. There is also an opportunity to make attractive and useful provision for pedestrians through public properties along the Cove River, linking recreational facilities of Painter Park to those of the new Bradley Point Park. This would also offer the opportunity for using High School parking facilities for shore activities in the summer time. The vast amount of public lands in the Cove River area provide unique opportunities for recreation, enjoyment, management and study of the ecosystem. Further investigation is recommended to determine the most desirable route for the pedestrian facilities and to investigate the possibilities of enhancing the amenities of this valuable resource.

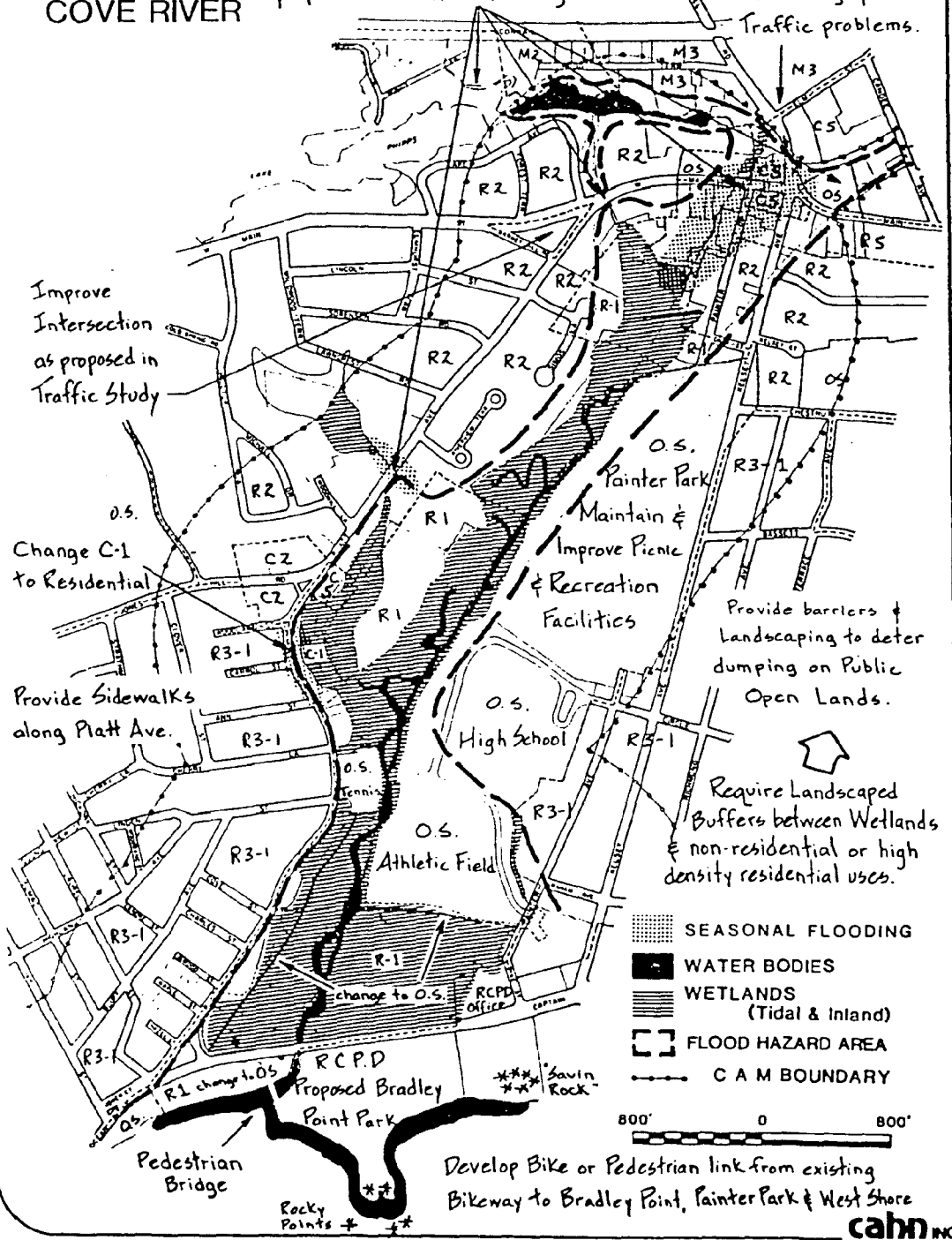
All plans for recreation and other public purposes must inherently consider the primary functions of the natural drainage system and natural habitat which the wetlands and floodplain provide. The sensitive coastal resources in the Bradley Point area will also require extra management efforts when it is opened up to more public use. It will be a valuable asset to the entire community.

Preservation of water quality and wetland habitats require precautions not only in the lowlands, but in the effects of water runoff from the uplands. For this reason care must be given in reviewing all applications in the entire Coastal Area, even if seemingly removed from the coastal shoreline.

COVE RIVER

Construct Drainage Improvements proposed in Master Drainage Plan

Conduct study of Parking & Traffic problems.



Improve Intersection as proposed in Traffic Study

Change C-1 to Residential

Provide Sidewalks along Platt Ave.

O.S. Painter Park
Maintain & Improve Picnic & Recreation Facilities

Provide barriers & Landscaping to deter dumping on Public Open Lands.

Require Landscaped Buffers between Wetlands & non-residential or high density residential uses.

- SEASONAL FLOODING
- WATER BODIES
- WETLANDS (Tidal & Inland)
- FLOOD HAZARD AREA
- C A M BOUNDARY

800' 0 800'

Pedestrian Bridge

Develop Bike or Pedestrian link from existing Bikeway to Bradley Point, Painter Park & West Shore

cahn inc

COASTAL PLANNING AREA NUMBER 5 SAVIN ROCK DEVELOPMENT AREA

- LOCATION** From Bradley Point eastward to Washington Avenue.
- COASTAL RESOURCES** Bradley Point, described in the Cove River Section, includes the rock formation known as Savin Rock which rises to an elevation of 44 feet, less than 150 feet from shore. The rocky shorefront and modified escarpments in the immediate vicinity of Savin Rock account for about 800 feet of shorefront on the western side of this study area. The shoreline to the east consists of sandy beach, protected by a series of seven groins and piers containing storm water conduits. There is a public promenade or bikeway at the back of the beach. Most of the area is within the Flood Hazard Zone. Intertidal flats extend approximately 800 feet from shore.
- LAND USE** The Savin Rock Area is a community created through redevelopment and contains major shopping facilities, restaurants, a church, elderly housing, hi rise and low rise condominium homes and offices. Two more condominiums are planned and one commercial parcel remains undeveloped. Access to the beach was maintained by construction of a broad lighted sidewalk and bikeway, separating the development from the beach. Public bath houses are also provided. Three piers were built to function as an attractive place to walk, sit or fish, and protect the beach from erosion by accommodating storm sewer outlets. To the north of Captain Thomas Boulevard, between Savin and Washington Avenues, is a transition area of mixed uses between the redevelopment area and residences behind.
- ENVIRONMENTAL ANALYSIS** The rocky outcrop which has been a landmark in Savin Rock has been reduced considerably in size by development of the past. It is planned to be preserved through the creation of Bradley Point Park, cleaned of graffiti and the surrounding broken pavement cleared. The pavement remains from the old Beach Street which was replaced by Captain Thomas Boulevard as the shore road through the redevelopment area. From this point eastward the old right of way was converted to a public sidewalk and bikeway. This is a very attractive and popular feature. There is a problem of erosion of sand beneath the sidewalk in some places which will require repair to prevent permanent damage.
- page 17* → The beach is broad, clean and very accessible. Behind the restaurants on Rock Street there is a seawall. Sand dunes line the back of the beach east of the restaurants. These dunes are a sensitive and vulnerable resource, particularly in such a popular area.
- number of piers at beach*
- In addition to the piers previously described, four groins also extend out along this section of shoreline. The erosion pattern varies from that of the west shore where the transport was in an easterly

direction. Here, each beach is different in profile. The groins are now apparently helping to control erosion, although research by City Engineers show that over the period of the last thirty years, the beach has been reduced significantly in both height and width. Studies have shown that a coarser grain of sand would be more resistant to erosion.

PROBLEMS & OPPORTUNITIES

- Protection of beaches, dunes and intertidal flats
- Maintenance of bikeway, seawall, groins and piers
- Maintenance of stormwater infrastructure, drains and out-fall pipes
- Transitional, peripheral land uses
- Flood Hazard precautions

**1st paragraph emphasizes the canal height which the use of the research center of Cities Commission to the project.*

ISSUES & RECOMMENDATIONS

Most of the recommendations for Savin Rock are primarily concerned with management and maintenance of an extensive investment in the natural and man-made environment. Continued effort is required to protect the beaches, dunes and intertidal flats. Maintenance is needed to protect the public investment in the bikeway, seawall, groins and piers. Stormwater drains and outfall pipes must be kept clear and operating efficiently.

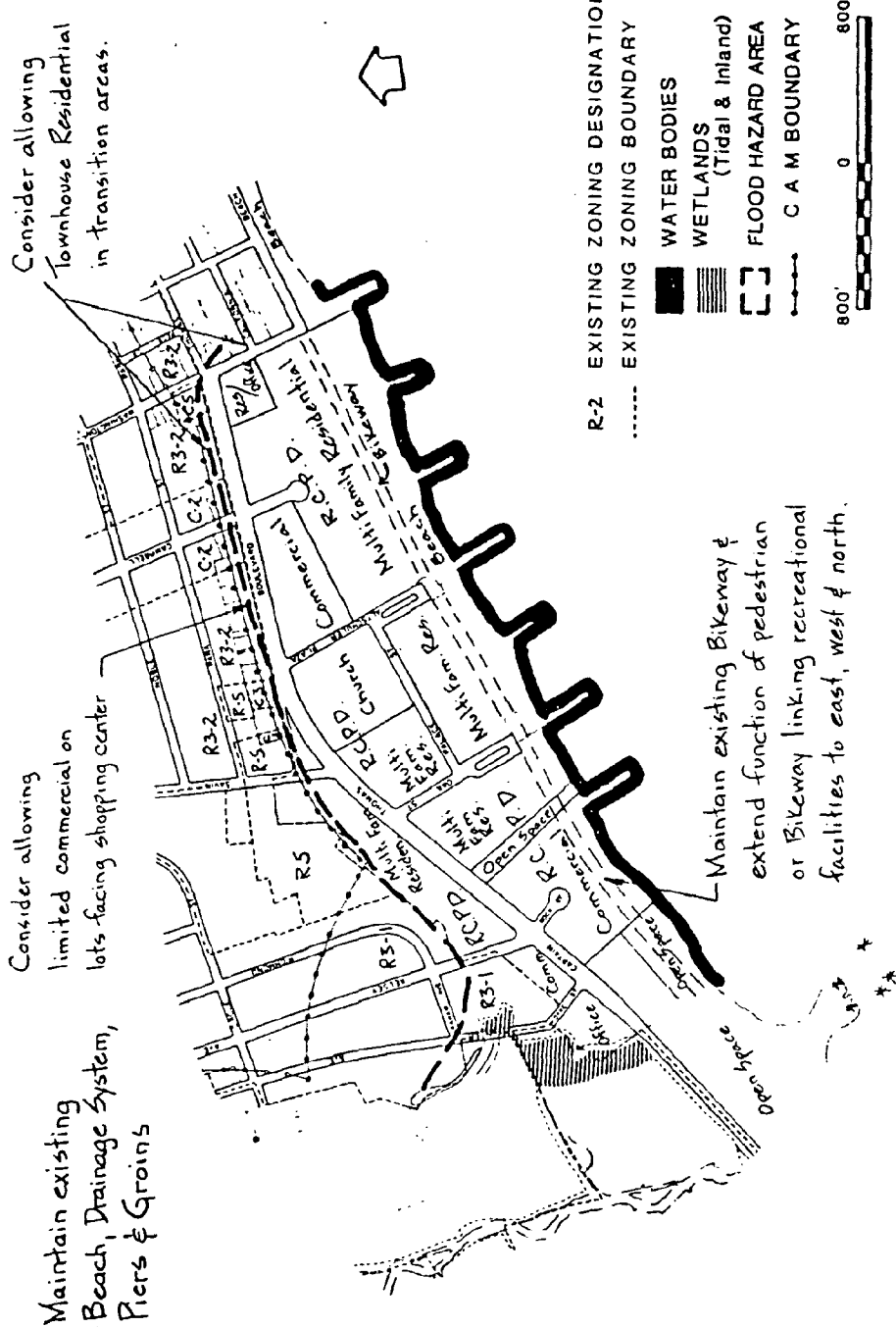
*1st p
2nd p*

One issue which has been considered from different perspectives is the appropriate land use in areas just outside of the Savin Rock development. Properties along the north side of Captain Thomas Boulevard, for example, face a horizon of high rise multi-family and commercial development. On the other hand, to the rear of these properties are the single and two-family homes on Park Street. Transitional land uses which are compatible with the contrasting neighborhoods are needed. Therefore, standards need to be developed which will allow for a natural evolution in development, and yet respect the privacy and integrity of the older established neighborhoods as well. This should include height limitations, provision for parking and landscaped buffers adjacent to residential uses.

Nearly all of the area is within the 100 year design flood elevation; however in this newly developed area, construction has been of a substantial nature with much of it designed under National Flood Insurance specifications.

*INSERT (pg. 24) see if ... hazard area
CCMA prior to construction, reconstruction*

SAVIN ROCK DEVELOPMENT AREA



COASTAL PLANNING AREA NUMBER 6
BEACH STREET & OLD FIELD CREEK

LOCATION From Washington Avenue, northeasterly to Second Avenue and Monahan Place, including the Old Field Creek natural drainage area.

COASTAL RESOURCES East of Washington Avenue the beach varies in width from less than 100 feet opposite Peck Avenue to approximately 600 feet as it approaches Old Field Creek. The last in a series of piers containing stormwater conduits was recently built at the end of East Avenue. Sandy dunes and intertidal marshes surround the mouth of the Creek. Two sand bars on either side of the Creek extend into New Haven Harbor. The northernmost, known as Sandy Point, is a narrow peninsula approximately 3000 feet long, which is popularly used for fishing. The two sandbars create a protected lagoon which supports marine vegetation and other wildlife. Additional Tidal wetlands are along the northern side of Sandy Point and south of Monahan Place. Old Field Creek and its associated tidal and inland wetlands extend 4000 feet inland from the shore. Nearly all of this portion of the Coastal Area is in the Flood Hazard Area. Those lands on the coastal side of Beach Street, Morse Avenue, Blohm Street, Third Avenue Extension and First Avenue are also in the Velocity Zone (subject to wave action). Intertidal flats line the entire coast and extend well into the Harbor off Sandy Point.

LAND USE The blocks along Beach Street, east of Savin Rock, have undergone change as a result of the influence of the redevelopment project. Some Beach Street commercial uses date back to the time when Savin Rock was an amusement area attraction. There are some newer establishments, but primarily it remains a residential neighborhood of single and multi family houses. Some demolition and land assembly has been accomplished by private interests, especially of the smaller cottage-type development. An attractive new elementary school occupies the block between East and Peck Avenue, north of Thomas Street.

All land on the coastal side of Beach Street and First Avenue is now in public ownership, much of it having recently been purchased by the City. The area west of Old Field Creek is used for public beach, with parking provided in the Morse Park area. Morse Park and much of the wetlands to the north is also in public ownership. The park itself consists of ball fields, built on an old landfill site. The old sewage treatment plant, once on the corner of Blohm Street and Anderson Avenue, has been replaced by a modern Pollution Control Plant, on First Avenue north of Sandy Point. A small park and playground is located adjacent to wetlands on May Street. Shorelands surrounding the tidal influence of Old Field Creek are predominantly single and multi family residential, with higher densities approaching the center of town.

Along the shore, east of Old Field Creek, marine vegetation makes it unsuited to bathing but popular for fishing, especially along Sandy Point. A gravel parking lot is available to fishermen across from Second and Third Avenues. North of the Pollution Control Plant there is a public boat ramp and paved parking area, which is well used by small boats, in spite of the shallow depths.

ENVIRONMENTAL ANALYSIS

The area between Savin Rock and Sandy Point is in need of some additional attention for a number of reasons, and has therefore been designated as the subject of a special study. The improvements made in the Savin Rock area are in sharp and in some ways conflicting contrast to the Beach Street vicinity. Originally it was planned that the Redevelopment efforts would extend beyond Washington Avenue to Sandy Point. Those plans have been discarded. The result is that the wide Boulevard stops abruptly at Washington Avenue. The broad sandy beach becomes a narrow, eroded beach with inadequate surrounding drainage facilities. Heavy rainfalls cut deep gullies in the beach. In some places, storm sewer outlets are exposed and broken. Litter is a problem here, more than most areas. There is no provision for pedestrians along the beach side of the road.

Many improvements are planned for the area and much has already been done. A recent major project was the completion of another pier and extensive storm sewer system in the vicinity of East Avenue. Improvements are needed to facilitate the flow of traffic from Beach Street to Captain Thomas Boulevard and along Beach Street itself. The beach becomes wider as it approaches Old Field Creek, however backwaters from the tidegate tend to flood this portion of beach. A wooden channel was built for Old Field Creek to protect the beach, but it frequently overflows. The tidegate was recently repaired and cleaned, however more drainage improvements are still needed. This beach is also the subject of a recently completed Erosion Restoration Study by D.E.P. Water Resource Unit and the City Engineers Office. Recommendations resulting from the study include beach nourishment with a courser grain of sand, more resistant to erosion, as well as storm sewer improvements, dune restoration and vegetation.

The Old Field Creek and its wetlands have more stagnant, poorer quality waters than the western river systems. Having been the site of a sewage treatment plant and a landfill area may take some time to overcome. When drainage problems are improved it may allow for more natural flushing of the wetlands. Upper portions of the waterway support a waterfowl population and the mouth of the river provides a valuable shellfish habitat.

Wind erosion is a factor which affects not only the beach but the sandy filled area of Morse Park which does not support much vegetation. Flying dust can at times reduce the enjoyment of the recreational facilities.

The sand deposits at the mouth of Old Field Creek represent a dynamic landform. If it continues to grow it could possibly begin to interfere with channels in the harbor. The effluent from the Water Pollution Control Plant is discharged by a 48" pipe which extends far out into the harbor, originally covered by the sandspit. Riprap had to be added in 1980 when it was discovered that the sandspit had drifted northerly. For these and other ecological reasons the Sandy Point area requires protection and monitoring. Dune buggies and other vehicles are prohibited in the area, although rarely has it been subject to this type of misuse.

There are few areas suited to boating in West Haven due to the extensive intertidal flats. The one public boat ramp seems to be appreciated by fishermen and others with small craft, although they must time their return carefully to avoid low tides. Remnants of old piers attest to a higher degree of marine activity in the past.

PROBLEMS & OPPORTUNITIES

- Beach Erosion
- Storm Water Drainage
- Traffic and Circulation
- Transition of Land Use between Savin Rock and adjacent neighborhoods
- Wetland and Water Quality
- Flood Protection
- Recreational Opportunities
- Maintenance of sensitive Coastal Resources

ISSUES & RECOMMEN- DATIONS

Of all the issues which were addressed by the citizens on the Beach Street Study Task Force, the proposal which was thought would have the greatest positive impact on the Beach Street neighborhood was the improvement of the beach, itself. Certainly it is a large project which will involve correction of storm water drainage problems, beach nourishment, reestablishment of dunes and vegetation, and directing pedestrian traffic to a limited number of beach access-

ways in order to protect the dunes. It will not only be important to the revitalization of the Beach Street neighborhood but as a major recreational resource of the City and the region. If the beach continues in its erosion pattern, it could otherwise threaten Beach Street itself. As a part of the beach restoration, it would be desirable for the management of the beach as well as for pedestrian safety along Beach Street, to provide some type of boardwalk or sidewalk. A semi-permanent wooden boardwalk would be less expensive to construct and less sensitive to fluctuations in the beach than some type of pavement. It could also be constructed to be removable in time of storm warning if necessary. This type of walkway can also be used to cross wetlands, with minimum disturbance and could conceivably extend from the boatramp at Monahan Place to the bikeway in Savin Rock. An inland loop of walkways could also be incorporated on public lands along Old Field Creek to a point where it would be a short walk to the center of Town or along residential streets to Painter Park.

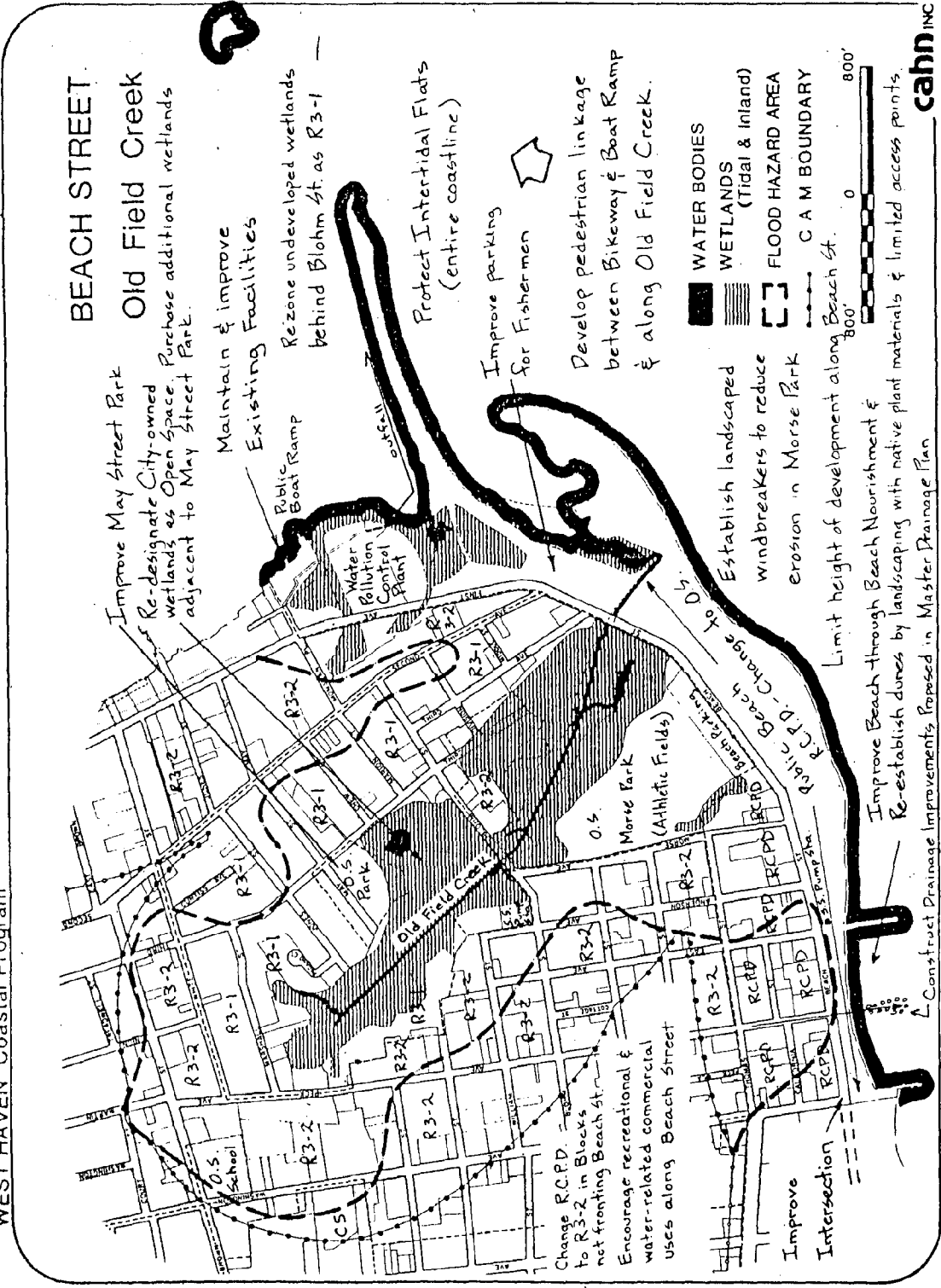
Vehicular traffic is a problem all along the shore and, in addition, there is the abrupt transition from Captain Thomas Boulevard to Beach Street via Washington Avenue. It has been proposed, at minimum, that a larger turning radius be provided at the intersection of Washington Avenue and Beach Street. The corner parcel is generally vacant and used primarily for parking. Surplus lands could be used to provide greenspace or a plaza at the entrance of the Bikeway. The Beach Street Study is also exploring the possibility of extending Thomas Street to Beach Street along the edge of Morse Park.

Transitional land use patterns are needed along Washington Avenue and Beach street which make optimum use of their location while respecting the integrity of the low profile residential neighborhood further inland. Currently all lands south of Thomas Street are zoned * "Residential - Commercial Planned Development". The Beach Street Study is attempting to develop more specific guidelines and zoning standards for this area. *

The quality of the Old Field Creek and its wetlands were impaired by the sewage treatment and landfill activities in the past. The health of the ecosystem can be re-established with time and protection. The open space and wetlands perform a valuable flood protection function in this broad area of floodplain. The tidegate at Beach Street is required to safeguard the extensive surrounding development. The tidegate and upstream culverts require maintenance to keep them functioning properly. Some culverts are scheduled for supplementary improvements in the Master Drainage Plan. The mouth of Old Field Creek requires further study to determine the cause of its changing form and to facilitate its natural flow.

Recreational opportunities are abundant in the area and could be further enhanced. In addition to beach improvements, facilities for fishing and small craft boating could be expanded upon. Commercial recreation or health club facilities could be an appropriate land use along Beach Street and a compliment to athletic activities at Morse Park. The park itself could be more attractive with the addition of some landscaping which would also reduce the dust which blows from the ball fields.

The goal of managing the extensive public lands in this Coastal Area is to optimize the recreational use of its assets without jeopardizing the condition of its sensitive environmental resources.



BEACH STREET

Old Field Creek

Improve May Street Park
 Re-designate City-owned wetlands as Open Space. Purchase additional wetlands adjacent to May Street Park.

Maintain & improve Existing Facilities

Rezone undeveloped wetlands behind Blohm St. as R3-1

Protect Intertidal Flats (entire coastline)

Improve parking for Fishermen

Develop pedestrian linkage between Bikeway & Boat Ramp & along Old Field Creek.

- WATER BODIES
- ▨ WETLANDS (Tidal & Inland)
- FLOOD HAZARD AREA
- C & M BOUNDARY

Limit height of development along Beach St. 800'

0 800'

Establish landscaped windbreakers to reduce erosion in Morse Park

Limit height of development along Beach St. 800'

Improve Beach through Beach Nourishment & Re-establish dunes by landscaping with native plant materials & limited access points.

Construct Drainage Improvements Proposed in Master Drainage Plan

COASTAL PLANNING AREA NUMBER 7
FIRST AVENUE - NEW HAVEN HARBOR

LOCATION From Monahan Place north to Elm Street and the Kimberly Avenue Bridge.

COASTAL RESOURCES The harbor coastline in the area between Monahan Place and Jones Street is developed and generally rocky. Opposite Jones Street is a private boating facility which is served by a small channel leading to the northerly West River channel. North of the boating facility there is a narrow strip of tidal wetlands which extends to the rear of Prospect Place. The remainder of the Harbor shore is highly developed and partially filled behind retaining walls. South of Main Street the Coastal Flood Hazard Area is less extensive, varying from 100 to 200 feet from shore. From Main Street to Elm Street the Coastal Flood Hazard Area includes all lands east of Water Street. Intertidal flats extend into the Harbor 1000 feet or more, except for the channel which serves commercial and industrial development on Water Street.

LAND USE First Avenue, particularly south of Main Street, is another attractive stable residential neighborhood. Only some neighborhood retail activity can be found on an occasional corner and adjacent to the public boat ramp across from Monahan Place. West Haven Yacht Club maintains a facility for modest sized craft across from Jones Street. The recently improved Bayview Park on the corner of Main Street and Bayview Place helps form a buffer between residential areas to the south and heavy commercial and industrial uses along Water Street. Traditionally this area was strongly oriented to the water, but today only two businesses here are marine-related. One business receives and stores fuel oil, and the other cleans oil and chemical spills. Homes along First Avenue apparently co-exist relatively well with their industrial neighbors, perhaps due to screening and landscaping of rear yards and the generally uninterrupted residential facade of First Avenue. Elm Street is a heavily travelled thoroughfare leading to the new Kimberly Avenue Bridge. This easterly end of Elm Street contains a variety of retail, commercial and industrial activity.

ENVIRONMENTAL ANALYSIS The Harbor Area is generally a man-made environment. It has a history of marine related activities, but the broad intertidal flats prevent most present day maritime uses. The only area which can accommodate barges is the northerly Water Street area.

The shorefront has been highly altered by filling behind retaining walls. Many properties require such measures as protection against storm waters. The West Haven Yacht Club has sustained considerable damage in recent storms.

In spite of the proximity of the water to sections of First Avenue, the density of development along the shorefront generally restricts public view or access to the coast line along most of the Harbor. One exception is Bayview Park, a small playground on the Harbor which has been recently improved.

PROBLEMS & OPPORTUNITIES

- . Limited areas suited to harbor, marine activities
- . Preservation of the residential character of First Avenue
- . Adjacent contrasting land uses
- . Restricted access and views of the harbor

ISSUES & RECOMMENDATIONS

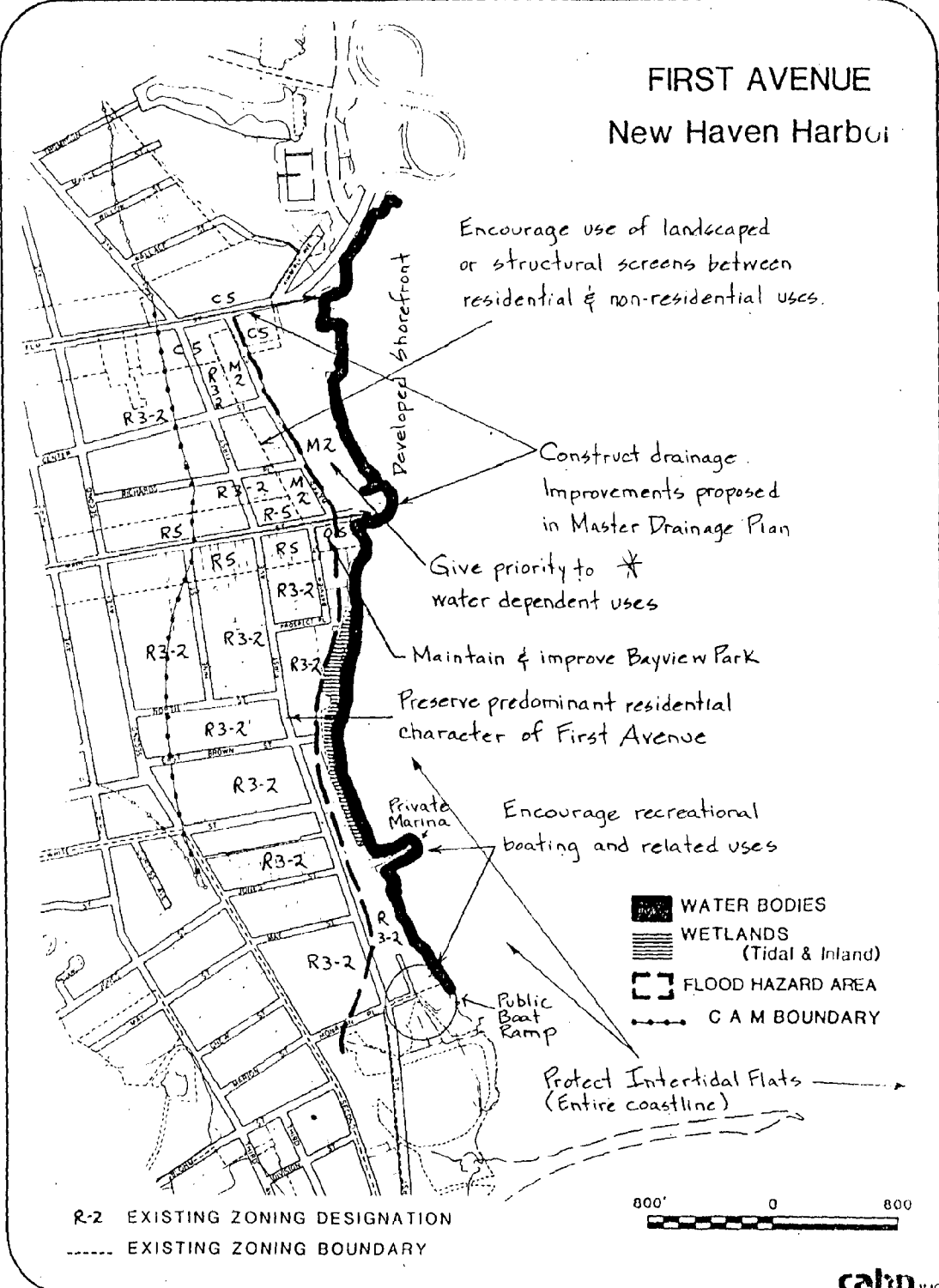
In an area where there are few opportunities for maritime activities, those portions which do have this advantage should be encouraged to realize their potential. Future commercial and industrial uses which are not water related or dependent upon the amenities of the shoreline to attract business should be encouraged to locate inland.

water dependent address

First Avenue is one of the primary routes to the shore, and the existing attractive residential character should be preserved. In areas where there are more intensive adjacent uses, landscaped buffers can be maintained and vehicular access restricted from interrupting the residential facade.

With so few opportunities to view or have access to the Harbor, small City properties such as Bayview Park should be maintained and improved for public enjoyment.

FIRST AVENUE New Haven Harbor



Encourage use of landscaped or structural screens between residential & non-residential uses.

Construct drainage improvements proposed in Master Drainage Plan

Give priority to * water dependent uses

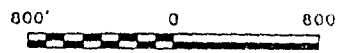
Maintain & improve Bayview Park

Preserve predominant residential character of First Avenue

Encourage recreational boating and related uses

Protect Intertidal Flats (Entire coastline)

R-2 EXISTING ZONING DESIGNATION
 ----- EXISTING ZONING BOUNDARY



cahm LLC

COASTAL PLANNING AREA NUMBER 8
WEST RIVER - SOUTH
KIMBERLY - ORANGE AVENUE

- LOCATION** Lower West River from Kimberly Avenue bridge north to Orange Avenue and its associated wetlands, flood plain and shorelands.
- COASTAL RESOURCES** Considerable areas of Tidal and Inland Wetlands remain along the West River in spite of the extensive filling which has taken place in this predominantly commercial and industrial corridor. Tidal Wetlands and coastal Flood Hazard Areas associated with two small tributaries of the West River, account for the Coastal boundary extending inland across First Avenue and nearly to Campbell Avenue. The West River is not generally navigable due to the restrictive height of bridges, particularly the Conrail tressle, but a small marina just north of the Kimberly Avenue bridge can accommodate boats of moderate size.
- LAND USE** The lower part of West River from the Kimberly Avenue Bridge to Orange Avenue is a heavily industrialized area. Few opportunities for maritime uses exist due to the restrictive height of bridges, but a privately owned marina and Coast Guard Station are located between the Kimberly Avenue Bridge and the Connecticut Turnpike. The marina provides sheltered waters for moderate sized craft. Along the River, between the Turnpike and Railroad is a large triangle of inland wetland. The property is part of the Turnpike right-of-way and generally inaccessible by land, although it has been used in the past as a dredge depository site. The sanitary landfill operation occupies a large site along the river's edge between the Railroad and Spring Street. The lowlands north of Spring Street to Orange Avenue are in predominantly industrial, automotive and heavy commercial use. It includes an old incinerator and landfill site which has been closed. The area is also interspersed with residential and commercial uses which are not altogether compatible. This has led to the underutilization of the area which is currently the subject of a special study, contracted by the City. Two recreational facilities are located in this area: Quigley Stadium on Front Avenue and North End Field on First Avenue near Campbell.
- ENVIRONMENTAL ANALYSIS** The lower West River Area on both sides of the City line has been a heavy industrial area for so long with, at times, little regard for the quality of the environment. Leachates from landfills, scrap metal yards, automotive businesses and other industrial uses on each side have all contributed to its generally unhealthy state. Not only the West River and adjacent marshes, but its tributaries which extend inland through the heavy commercial and industrial areas require protection from debris and pollutants. A joint effort will be required to clean up this area and solve the complex problem of disposing of solid waste and storage of potentially harmful materials.

PROBLEMS & OPPORTUNITIES

- . West River water quality
- . Conflicting land uses
- . Under-developed lands
- . Utilizing marine potential

ISSUES & RECOMMENDATIONS

The most difficult problem, among West Haven's coastal concerns, is to develop long term solutions to solid waste disposal. The City is participating in regional efforts to address and solve the problem. Plans must also be made to ensure proper closure of old landfills and disposition of the old incinerator.

The Front Avenue Industrial Area Study is concurrently seeking solutions to the problems of conflicting land uses, underutilized land and other factors which affect the potential orderly development of this district. Particularly in areas adjacent to wetlands, industrial standards must insure the protection of the natural drainage system from groundwater contaminants.

The opportunity for marine uses is limited to the southern portion of the river. However there are some valuable adjacent lands which could be utilized to increase this potential function. It is recommended that a special marine-commercial zone be considered for any such appropriate properties.

COASTAL PLANNING AREA NUMBER 9

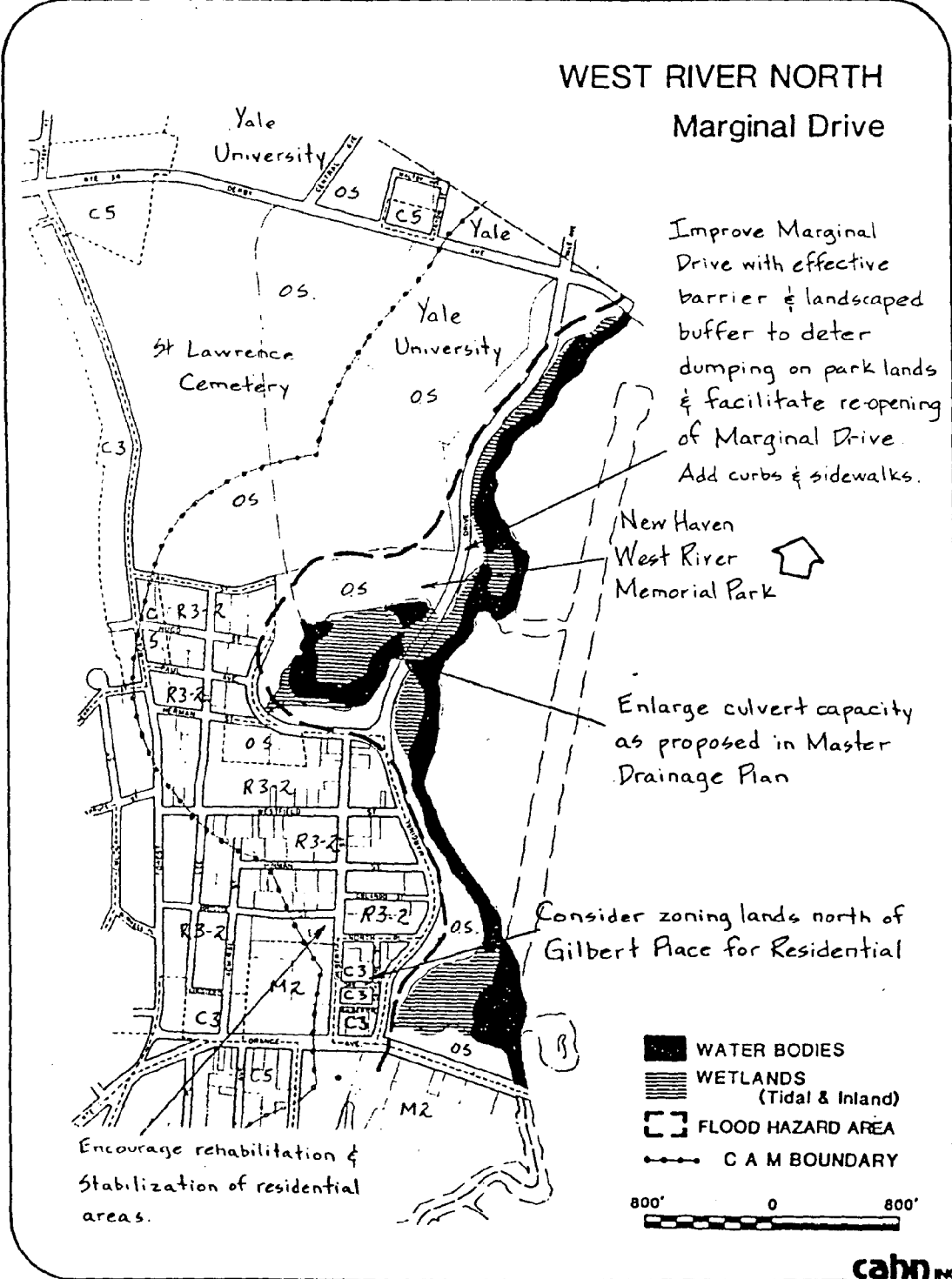
WEST RIVER - NORTH MARGINAL DRIVE

LOCATION	The Coastal Area, from Orange Avenue, north along the West River to the New Haven City Line.
COASTAL RESOURCES	The Coastal Flood Hazard Area, Tidal and Inland Wetlands along the West River continue northerly through West River Memorial Park into the New Haven Westville area. Generally the Wetlands and Coastal Flood Hazard Area are confined to the east side of Marginal Drive, with the exception of the Horseshoe Lagoon area, on the west side of the road approximately midway between Derby and Orange Avenues.
LAND USE	<p>All of the lowlands and much of the uplands in this Coastal Area are in Institutional use. Yale University athletic facilities, New Haven's West River Memorial Park and St. Lawrence Cemetery have preserved much of the area in open space. A one and two family residential neighborhood off Forest Road accounts for the remaining area with a few scattered commercial uses near Forest Road and Orange Avenue.</p> <p>The area is subject to the uncertain plans of the future Route 34 connector. Definate plans only exist for its extension as far as the Boulevard in New Haven. It appears now that further construction thourgh West Haven to Derby Avenue is a long way off, if it eventually occurs.</p>
ENVIRONMENTAL ANALYSIS	The quality of the West River is somewhat improved north of Orange Avenue. The problem of roadside dumping has been so severe, however, along Marginal Drive that most of the road has been closed off to traffic. Only the southern portion which provides access to the adjacent residential neighborhood was left open. Aside from the dumping problem, the lowlands are well protected by the adjacent institutional and residential uses. The New Haven Memorial Park continues to be enjoyed by joggers and other pedestrians.
PROBLEMS & OPPORTUNITIES	<ul style="list-style-type: none">• Roadside dumping along Marginal Drive• Under-utilized commercial districts• Recreational oportunites and scenic vistas hampered by closing of Marginal Drive
ISSUES & RECOMMEN-DATIONS	By establishing a natural landscaped buffer to deter roadside dumping as proposed in other coastal planning areas, it may be possible to open Marginal Drive once again as a scenic drive.

Separate facilities for bicycles and pedestrians would enhance its recreational potential. The Horseshoe Lagoon area and small park on Herman Street can also be maintained and improved for increased public enjoyment.

Reducing the size of commercial districts along Orange Avenue to coincide with existing conditions would further enhance and protect the charm and character of this neighborhood.

WEST RIVER NORTH Marginal Drive



Improve Marginal Drive with effective barrier & landscaped buffer to deter dumping on park lands & facilitate re-opening of Marginal Drive. Add curbs & sidewalks.

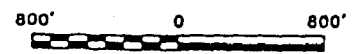
New Haven West River Memorial Park

Enlarge culvert capacity as proposed in Master Drainage Plan

Consider zoning lands north of Gilbert Place for Residential

Encourage rehabilitation & Stabilization of residential areas.

- WATER BODIES
- WETLANDS (Tidal & Inland)
- FLOOD HAZARD AREA
- C A M BOUNDARY



SUMMARY OF GOALS & OBJECTIVES

A E S T H A V E N M U H I C I P A L C O A S T A L P R O J E C T

	Location - Map #									Priority	
	1	2	3	4	5	6	7	8	9	Immediate	Long Term
• Implement remaining drainage improvements proposed in Master Drainage Plan and maintain existing outlets	X	X	X	X	X	X	X	X	X	X	X
• Maintain and improve existing parks and open space	X		X	X	X	X	X	X	X		X
• Protect wetlands and require buffers from adjacent non-residential uses	X			X		X		X	X	X	X
• Create natural barriers to restrict vehicular access in public open areas prone to dumping	X			X		X			X	X	
• Maintain and enhance beaches and dunes, including implementation of beach nourishment plans and landscaping with native materials	X		X	X	X	X				X	X
• Protect marine vegetation as wildlife habitat	X	X									X
• Improve pedestrian facilities		X	X	X		X			X		X
• Maintain seawalls & revetments		X									X
• Encourage neighborhood preservation through rehabilitation of targeted areas			X			X	X	X	X	X	X
• Consolidate under-utilized commercial districts			X	X		X		X	X	X	X

Location - Map #
 Priority

1 2 3 4 5 6 7 8 9

	1	2	3	4	5	6	7	8	9	Priority
• Encourage boating for small craft			X			X	X			X
• Implement traffic and parking improvements recommended in Citywide Circulation and Parking Plan, and conduct further study of areas experiencing land use changes				X		X				X
• Encourage transitional land uses and screening devices between contrasting densities or uses					X	X	X	X		X
• Preserve natural function of intertidal flats		X	X	X	X	X	X			X
• Improve facilities for fishing				X		X				X
• Utilize landscaped windbreakers to reduce wind erosion of beaches and parks		X				X				X
• Limit height of buildings in areas close to beach where existing land use is predominantly single and two-family detached residential						X				X
• Encourage water related commercial or recreational uses in underutilized beach-front districts					X	X				X
• Establish priority for water-dependent uses in navigable commercial/industrial areas							X	X		X
• Incorporate recommendations contained in special studies of Front Avenue and Beach Street.						X		X		X
• Develop long term solutions to solid waste disposal and ensure proper closure of old landfills								X		X
• Prohibit outdoor storage, and activities, which could potentially contaminate or degrade coastal waters, excepting essential services which are water dependent.										X

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