

CITY OF WEST HAVEN, CT

**PLAN OF CONSERVATION
AND
DEVELOPMENT**

**Prepared For:
Planning & Zoning Commission
City of West Haven, Connecticut**

**Prepared By:
Harrall – Michalowski Associates, Inc.
Hamden, Connecticut**

**Adopted: July 13, 2004
Effective: August 1, 2004**

Page intentionally left blank.

Acknowledgements

MAYOR

H. Richard Borer, Jr.

CITY COUNCIL

Joseph J. Cullen, Chair
Martha J. Bell
Thomas Eckles
Brian J. Elliott
Kathleen H. Garrison
Frank J. Keyes
Rick Martino

John P. Mooney
James P. O'Brien
Andrea R. Palumbo
James M. Peccerillo
Robert Saley
Dominic Perrotti

PLANNING AND ZONING COMMISSION

John Panza, Chair
Raymond Ceccarelli
Brent Coscia, Alternate

Howard Davis
Barbara Simmons, Secretary
William D'Amici, Alternate

COMMISSIONER OF PLANNING AND DEVELOPMENT

Edwin V. Selden

CITY PLANNER

Phil Bolduc

CONSULTANT

Harrall – Michalowski Associates, Inc.

Page intentionally left blank.

TABLE OF CONTENTS

	<i>Page</i>
I. INTRODUCTION AND BACKGROUND	1
A. WEST HAVEN HISTORY	1
B. WHAT IS A PLAN OF CONSERVATION AND DEVELOPMENT?	3
C. WEST HAVEN’S PLAN UPDATE PROCESS	3
II. DEVELOPMENT PATTERNS AND TRENDS	5
A. INTRODUCTION	5
B. LAND USE PATTERNS.....	5
C. ANALYSIS OF DEVELOPMENT CAPACITY	9
D. INFILL, REDEVELOPMENT, AND TRANSIT ORIENTED DEVELOPMENT.....	14
E. COMMUNITY PRIDE IN WEST HAVEN	15
III. POPULATION AND EMPLOYMENT TRENDS	17
A. INTRODUCTION	17
B. POPULATION CHARACTERISTICS	17
C. AGE CHARACTERISTICS	19
D. RACIAL AND ETHNIC CHARACTERISTICS	21
E. HOUSEHOLD CHARACTERISTICS	22
F. DEMOGRAPHIC FINDINGS AND IMPLICATIONS	25
IV. NATURAL RESOURCES.....	27
A. INTRODUCTION	27
B. WATERSHEDS	27
C. SOILS.....	27
D. AQUIFERS.....	30
E. FOREST LAND	30
F. WILDLIFE HABITAT AND LISTED SPECIES	32
G. NATURAL RESOURCES GOALS & OBJECTIVES	33
V. COASTAL RESOURCES	37
A. INTRODUCTION	37
B. COASTAL LAND AND WATER RESOURCES	37
C. COASTAL HAZARD AREAS.....	41
D. ISSUES, OPPORTUNITIES, & CONSTRAINTS IN THE COASTAL AREAS OF WEST HAVEN...	41
E. COASTAL RESOURCES GOALS & OBJECTIVES	44
VI. OPEN SPACE AND RECREATION	49
A. INTRODUCTION	49
B. EXISTING PARKS AND OPEN SPACE	50
C. FUTURE OPEN SPACE SYSTEM.....	54
D. IMPLEMENTATION TOOLS AND TECHNIQUES	57
E. PARKS AND OPEN SPACE GOALS & OBJECTIVES	58
VII. HISTORIC RESOURCES.....	61

Page intentionally left blank.

A.	EXISTING CONDITIONS	61
B.	HISTORIC RESOURCES GOALS & OBJECTIVES	64
VIII.	COMMUNITY FACILITIES AND UTILITIES.....	65
A.	INTRODUCTION	65
B.	PUBLIC HEALTH AND SAFETY FACILITIES.....	65
C.	CULTURAL AND ADMINISTRATIVE FACILITIES.....	66
D.	UTILITIES AND INFRASTRUCTURE.....	72
E.	COMMUNITY FACILITIES GOALS & OBJECTIVES	76
IX.	HOUSING AND POPULATION DENSITY.....	79
A.	INTRODUCTION	79
B.	EXISTING HOUSING CHARACTERISTICS AND DEVELOPMENT TRENDS	79
C.	INFILL DEVELOPMENT.....	86
D.	HOUSING ISSUES, TRENDS, AND IMPLICATIONS.....	87
E.	HOUSING GOALS & OBJECTIVES.....	89
X.	TRANSPORTATION	93
A.	INTRODUCTION	93
B.	EXISTING CONDITIONS.....	93
C.	TRANSPORTATION GOALS & OBJECTIVES.....	102
XI.	DOWNTOWN WEST HAVEN.....	107
A.	INTRODUCTION	107
B.	VISION FOR DOWNTOWN	110
C.	DOWNTOWN IMPROVEMENT GOALS & OBJECTIVES	112
XII.	PLANNING FOR WEST HAVEN'S TRAIN STATION.....	119
A.	INTRODUCTION	119
B.	AREA CONTEXT.....	119
C.	PROPOSED WEST HAVEN TRAIN STATION.....	122
D.	TOD CONCEPT MASTER PLAN.....	123
E.	WEST HAVEN'S TRANSIT ORIENTED DEVELOPMENT GOALS & OBJECTIVES	129
XIII.	GENERALIZED LAND USE PLAN	131
A.	INTRODUCTION	131
B.	WEST HAVEN'S GENERALIZED LAND USE PLAN.....	131
C.	MAJOR PLAN GOALS.....	133
D.	RELATIONSHIP TO THE STATE CONSERVATION AND DEVELOPMENT POLICIES PLAN.....	139
XIV.	ACTION AGENDA.....	143

Page intentionally left blank.

LIST OF MAPS

Map #	Title	Page
Map 1	Existing Land Use	7
Map 2	Vacant and Agricultural Land	10
Map 3	Vacant Land Zoned for Non-Residential Use	12
Map 4	Subregional Watersheds	28
Map 5	Steep Slope and Wetland Soils	31
Map 6	Significant Habitat and State Listed Species	34
Map 7	Coastal Resources	38
Map 8	FEMA Floodzones	42
Map 9	Existing Parks and Open Space	51
Map 10	Proposed Parks and Open Space Plan	55
Map 11	Historical Resources	63
Map 12	Community Facilities	68
Map 13	Drainage Areas of Concern	75
Map 14	State Functional Road Classification	95
Map 15	Generalized Land Use Plan	132

Page intentionally left blank.

I. INTRODUCTION AND BACKGROUND

A. WEST HAVEN HISTORY

West Haven is a community composed of roughly 52,000 people living in more than 22,000 housing units located throughout 11 square miles. 5,500 West Haven residents work in the city, while an additional 16,000 residents work elsewhere in New Haven County.¹ West Haven has 886 businesses that employ nearly 15,000 non-farm workers from West Haven and the region.²

The land known today as West Haven was first settled by Europeans in the 1640s. After receiving permission from the State Assembly, the settlers incorporated as the Parish of West Haven in 1719, which included the present West Haven as well as the Town of Orange.

Finally in 1921, West Haven and Orange separated after numerous political battles concerning the growth and infrastructure needs of the Town. By this time the West Haven portion of the Parish was a quickly developing community, very different from the very rural qualities of the Orange portion. Officially incorporated as a City in the State of Connecticut in 1961, West Haven is the last city, town or borough to be created in the State to date.

By 1930, West Haven had an established population of just fewer than 26,000 residents. Police and fire protection services were established early on and expanded to serve the needs of the growing population. While several schools were created during the 1800s, the City witnessed a more substantial system of public and private schools develop throughout the 1900s.

The City's population grew steadily until 1950, when the post war trend of families migrating from central cities to surrounding suburbs combined with larger family sizes and the baby boom to result in a population increase of 20,000 people in two decades. After this period of extreme growth, the City grew slowly to a peak population of 54,021 in 1990, and has exhibited only a slight decline since then.

Over the past half century, a series of events have had a significant influence on the current status of the City of West Haven, including:

In 1958, the stretch of Interstate 95 through West Haven opened, providing a high-speed, limited access alternative to the congested Route 1 corridor between New York and Boston and beyond.

¹ MCD/County-to-MCD/County Worker Flow Files. U.S. Census Bureau. 2000.

² Zip Code Business Patterns (NAICS). U.S. Census Bureau. 2001.

The City of West Haven is a predominantly residential community with several well-defined areas of more intense land development. In fact, much of the city's non-residential land uses are confined to three distinct corridors, representing spines of development that unify and interconnect city neighborhoods, and showcase many of the service activities oriented to meet the needs of residents.

In 1960, the predecessor to the University of New Haven relocated to the Allingtown section of the City, and has expanded into a reputable university with a substantial student population.

In 1968, Miles Pharmaceuticals first established themselves in the Morgan Lane section of the City, and have undergone much industrial growth and physical expansion since then, providing a big economic asset for the City of West Haven.

The demise of the Savin Rock Amusement Area by the late 1960s paved the way for substantial redevelopment along the City's shore into the early 1970s, dramatically changing the face of West Haven's waterfront.

The City has continued to plan for its future throughout the past decades. An initial Plan of Development was prepared in 1962, and subsequently updated in 1990. Today, West Haven is a City that is largely built out, with only a few large undeveloped parcels of land remaining for new development, with many smaller vacant parcels interspersed across the city's geography. The generally stable population counts over the past 30 years are partially a result of these conditions.

Spines of Development

The City of West Haven is a predominantly residential community with several well-defined areas of more intense land development. In fact, much of the city's non-residential land uses are confined to three distinct corridors throughout the city. These corridors represent spines of development that unify and interconnect city neighborhoods, and showcase many of the service activities oriented to meet the needs of residents. The three existing spines include:

- The east-west corridor along Elm Street and Sawmill Road connecting the West River Crossing Redevelopment Area, Downtown West Haven, the Transit Oriented Development neighborhood, and the Sawmill Road Redevelopment Area.
- The east-west corridor comprising the Boston Post Road (Route 1) between the Town of Orange and City of New Haven, with the University of New Haven serving as a major anchor.
- The north-south corridor along Route 122 and Campbell Avenue, connecting Allingtown with Downtown West Haven and continuing south to the Long Island Sound shorefront.

During this planning period, the potential to establish a fourth major spine of development has been identified. The future Acorn Technology Campus and continued build out of the industrial district west of Fresh Meadow Road warrants a physical connection between these two areas, through the creation of a new road that would complete the industrial-commercial connection between Farwell Street and Route 34.

New Directions for West Haven

As a largely developed inner-ring suburb of New Haven, the City of West Haven has a limited stock of raw vacant land. Therefore, a critical theme recurring throughout this Plan is the need to balance the re-use of a limited number of parcels to provide the greatest benefit to the City's tax base with the preservation and enhancement of the City's established neighborhoods. Building off of its history, the City will need to embrace the future with a strategy that is aimed at achieving this balance.

Events during recent years have brought several new directions for West Haven. **Downtown West Haven** is in the midst of revitalization planning, to enhance and redefine Downtown's role in the constantly changing regional economy. The discussion of a new Metro North Train Station between New Haven and Milford has generated further plans for a **Transit Oriented Development** centered upon the former Armstrong Rubber complex. Improvements surrounding the **University of New Haven Campus** in Allingtown, combined with streetscape improvements along **Campbell Avenue** are transforming these areas into pedestrian friendly corridors with an enhanced identity. Expansion at the **Bayer Pharmaceuticals** campus has lead to the promotion of this sector in the city, illustrated by the **Acorn Technology Campus** located off Route 34. Still, visions of redeveloped brownfields at **West River Crossing** as a vibrant mixed-use development are leading to plans for a landmark activity center at the eastern gateway into the City. There is great potential for enhancing environments that could improve West Haven's image as an attractive coastal city in south-central Connecticut.

B. WHAT IS A PLAN OF CONSERVATION & DEVELOPMENT?

Chapter 126, Section 8-23, of the Connecticut General Statutes requires that a planning and zoning commission "*prepare, adopt and amend a plan of conservation and development for the municipality*". The purpose of a Plan of Conservation and Development is to record the best thinking of the City as to its future growth and to give direction to both public and private development. The Plan should encompass a long-term vision of the community but also offer guidance for short-term decision-making.

While future oriented, a Plan of Conservation and Development reflects the goals and objectives of a community at a point in time, changes in economic conditions, lifestyles, goals and objectives of a community. In recognition of this, the State statutes require that the Plan be updated at least every 10 years, so that the long-term planning process is originating from a relatively current inventory of existing conditions.

C. WEST HAVEN'S PLAN UPDATE PROCESS

In the middle of 2002, the City began the process of reviewing and updating its 1990 Plan of Conservation and Development. Over the past eighteen months, the Planning and Zoning Commission has received several individual plan elements that covered various topics ranging from

A critical theme recurring throughout this Plan is the need to balance the re-use of a limited number of parcels to provide the greatest benefit to the City's tax base with the preservation and enhancement of the City's established neighborhoods.

There is great potential for enhancing environments that could improve West Haven's already solid image as an attractive coastal city in south-central Connecticut.

While future oriented, a Plan of Conservation and Development reflects the goals and objectives of a community at a point in time, changes in economic conditions, lifestyles, goals and objectives of a community.

demographics to coastal factors. Each of these plan elements provided background information, conditions maps, and analysis of trends and conditions since the completion of the 1990 Plan, and goals and recommendations for future actions. These documents were posted on the City's website for citizen review and comment. Because of the extent of the information provided, these plan elements serve as technical background for the contents of this Plan. These elements are on file at the Office of Planning and Development.

The Plan Elements prepared as part of the Plan Update Process are:

- GIS Mapping Phase
- Transit Oriented Development Conceptual Master Plan (June 2002)
- Downtown West Haven Revitalization Plan (July 2002)
- Population Trends and Projections (February 2003)
- Natural Resources Inventory (April 2003)
- Parks, Recreation and Open Space (May 2003)
- Development Patterns and Trends (May 2003)
- Transportation and Circulation (August 2003)
- Housing Element (August 2003)
- Coastal Resources and Considerations (October 2003)
- Community Facilities and Infrastructure (October 2003)
- Generalized Land Use Plan (December 2003)

The new development directions for the West River Waterfront, a revitalized Downtown, the Transit Oriented Development, the Acorn Technology Campus with a corresponding industrial-commercial connection between Route 1 and Route 34, and enhanced commercial corridors are common themes throughout this Plan of Conservation and Development, as are the need to preserve and protect the City's residential neighborhoods, natural, and historic/cultural resources. The focus of the Plan is to enhance and protect the City's assets and address or remediate issues through future development and regulatory control.

The key components of the Plan of Conservation and Development are the guiding Goals and Objectives, the Generalized Land Use Plan and the Action Agenda, which details steps towards implementation.

The Plan of Conservation and Development and its associated Generalized Land Use Plan serve to guide the City's future conservation and development efforts as an advisory or policy-guidance document. Key to successful implementation of the Plan is the creation of Zoning and Subdivision Regulations, design guidelines, and/or implementation techniques that explicitly outline and enforce the "future visions" described in the Plan.

II. DEVELOPMENT PATTERNS AND TRENDS

A. INTRODUCTION

Understanding the existing land use patterns of the City of West Haven is an important component to the Plan of Conservation and Development. Knowledge of where specific types of uses are located, particularly on a parcel basis, can help local officials identify areas that may have potential for economic development or open space protection. This section describes the existing land use composition of West Haven and assesses the City's capacity to accommodate new development.

B. LAND USE PATTERNS

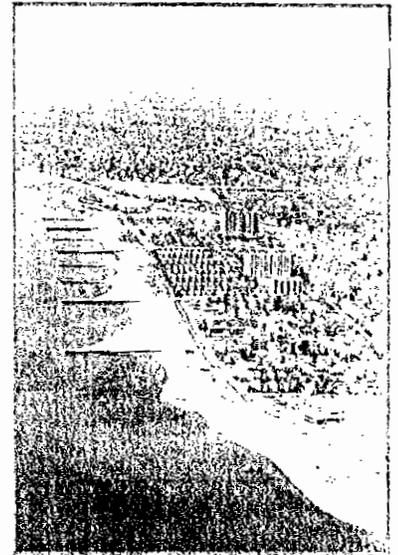
The City of West Haven has a total area of approximately 7,050 acres, or 11 square miles. This area includes a variety of uses, including industrial, commercial, residential, institutional, and open space. The city was historically a rural shoreline community, settled shortly after the mid-17th century establishment of New Haven. Over the years West Haven has become more heavily developed, due in part to the city's proximity to New Haven and the Interstate 95 and Route 1 transportation corridors, as well as its attractive shorefront location along Long Island Sound.

As an inner-ring suburb of New Haven, post World-War II development patterns have greatly influenced the overall land use fabric of the city. While much development Downtown and in shorefront areas pre-date the 1940s, nearly half of the city's total land area was still vacant in 1962. Since then, almost every portion of the city has witnessed some degree of growth, as only a few areas of raw, vacant land remain.

Today, West Haven continues to grow into a diverse community accommodating a broad distribution of land uses. West Haven has become an attractive city in which to live, and offers convenient access to jobs, shopping, and transportation. The city is comprised of various neighborhoods that offer diverse living conditions while maintaining solid, widespread access to community facilities and services. The city's primary commercial areas are located along the Boston Post Road, throughout the city's Downtown, and along the Sawmill Road corridor near the Interstate 95 interchange at Exit 42. Additional commercial services are provided at a smaller scale in the form of neighborhood shops and stores. Industrial uses are primarily found in the swath of land situated between Interstate 95 and the Metro North Railroad right of way west of Downtown. Other industrial areas include the land abutting the West River, as well as along Industry Rd near the Orange town line.

Land Use Inventory

In order to accurately assess the composition and distribution of the City's land use categories, a digital base map was prepared for the City in conjunction with this plan. It then became possible to attach property records from the assessor's database to corresponding parcels on the



Development along West Haven's shoreline.

Photo Credit: City of West Haven
Economic Development Corporation

Today, West Haven continues to grow into a diverse community accommodating a broad distribution of land uses. West Haven has become an attractive city in which to live, and offers convenient access to jobs, shopping, and transportation.

West Haven is primarily a residential community with 80% of its land developed

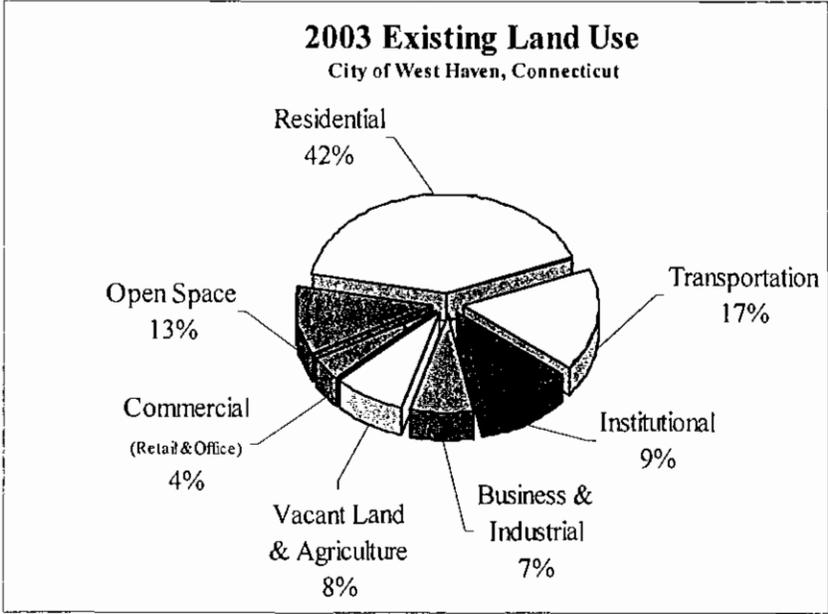
Nearly half of the city's land is used for various residential activities, and it is reasonable to expect that the primary land use in the city will remain residential, as land is developed and redeveloped to accommodate expected population growth.

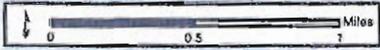
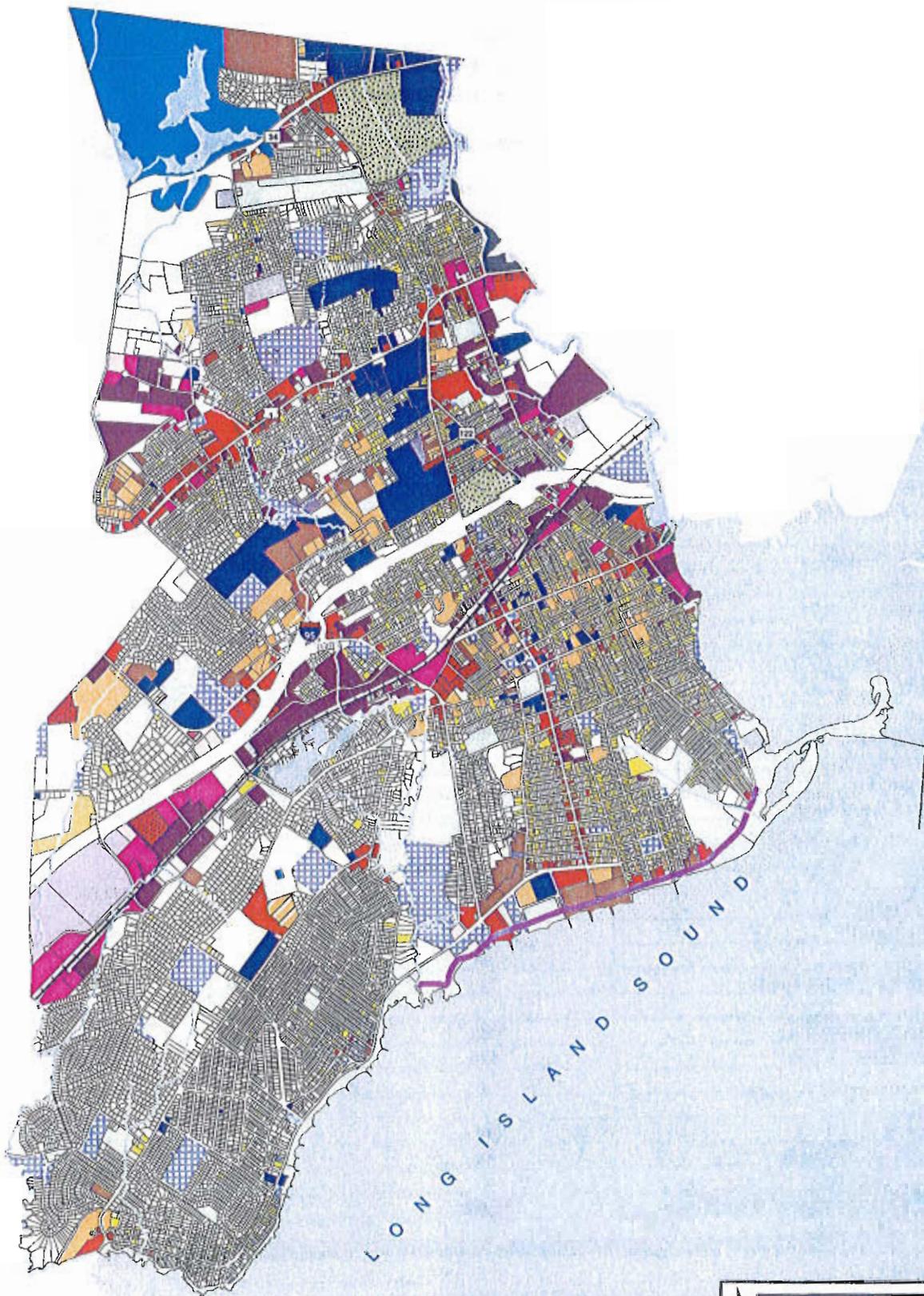
map. Using this technique, the current land use of each parcel was inventoried and categorized as depicted on the "Existing Land Use" map.

West Haven is primarily a residential community with 80% of its land developed. Table 1 displays the total acreage of each land use subcategory found within the City. The top three land use categories are Single Family Residential at 31.5%, Transportation at 16.8%, and Open Space at 12.5%. In total, approximately 79% of the land in West Haven is in a developed category, while 21% is categorized as Open Space or Vacant Land. The open space category represents land used for active and passive recreation and illustrates areas generally protected from future development. At 12.5% of the City's land area it does not meet the State's goal of 20% for open space. For a city of West Haven's size and maturity a relatively small percentage of land (11.4%) is in commercial, business or industrial use. Because such uses are located adjacent to the main transportation corridors, the City is often perceived as being much more commercially developed than it actually is.

Figure 1 illustrates the categorical distribution of major land uses in West Haven. This chart makes it clear that nearly half of the city's land is used for various residential activities. While the city experienced its first population decrease during the 1990s, new population estimates released by the State project a 5% population increase by 2025. It is reasonable to expect that the primary land use in the city will remain residential, as land is developed and redeveloped to accommodate expected population growth. New housing will most likely be built on remaining vacant land that is residentially zoned, as well as infill development. For planning purposes, it is helpful to understand how much development the vacant land in the city can accommodate. To accomplish this task, the following section includes a development potential analysis.

Figure 1





SOURCE
PARCEL MAP
CITY OF WEST HAVEN ENGINEERING
DEPARTMENT (2003)

LAND USE DATA
CITY OF WEST HAVEN ASSESSORS
DEPARTMENT (2003)

THIS MAP WAS DEVELOPED FOR USE
AS A PLANNING DOCUMENT.
DELINEATIONS MAYNOT BE EXACT.



Residential

- Single Family
- Two Family
- 3-5 Family
- Multi-Family (5+ Units)
- Condominium
- Mobile Home
- Nursing/Group Home

Non-Residential

- Retail Trade
- Automotive
- Business Office
- Professional Office
- Light Industrial
- Manufacturing
- Warehouse
- Heavy Commercial

Open Land

- State / Federal Land
- Public Open Space
- Private Open Space
- Commercial Recreation
- Public Facilities & Lands
- Private Institutional
- Utility
- Traffic Islands & Railroads

- Water Company
- Agriculture
- Cemetery
- Private Vacant Land

Utilities & Facilities

- Easement (Boardwalk)
- Railroad

CITY OF WEST HAVEN
PLAN OF CONSERVATION
& DEVELOPMENT



EXISTING LAND USE

**Table 1
Existing Land Use Distribution: 2003
City of West Haven, Connecticut**

<u>Category</u>	<u>Number of Parcels</u>	<u>Area in Acres</u>	<u>% of Total</u>
Residential	12,380	2,927	41.5%
Single Family	10172	2225	31.5%
Two Family	1428	254	3.6%
3-5 Family	575	97	1.4%
Multi-Family (5+ Units)	140	183	2.6%
Condominiums	49	148	2.1%
Nursing / Group Home	14	12	0.2%
Mobile Homes	2	9	0.1%
Commercial	421	274	3.9%
Professional/Financial Office	25	10	0.1%
Retail Trade	264	175	2.5%
Automotive	131	83	1.2%
Commercial Recreation	1	6	0.1%
Business & Industrial	322	527	7.5%
Business Office	101	42	0.6%
Light Industrial	5	85	1.2%
Warehouse	153	267	3.8%
Heavy Commercial	1	1	0.0%
Manufacturing	62	131	1.9%
Institutional	300	664	9.4%
Public Institutional*	154	323	4.6%
Private Institutional	123	304	4.3%
State/Federal Owned Land	4	2	0.0%
Utility	19	35	0.5%
Open Space	80	889	12.6%
Public Open Space**	61	453	6.4%
Private Open Space***	1	13	0.2%
Cemeteries	10	145	2.0%
Watershed (RWA Owned Land)	8	279	4.0%
Vacant Land & Agriculture	912	586	8.3%
Private Vacant Land	910	567	8.0%
Agriculture	2	20	0.3%
Transportation	46	1,185	16.8%
Roads, Parking and Railroads	46	1185	16.8%
TOTAL ACREAGE: City of West Haven	14,461	7,053	100.0%

*Includes town facilities (public schools, police station, fire station, public works, etc.) as well as other town owned property not otherwise classified

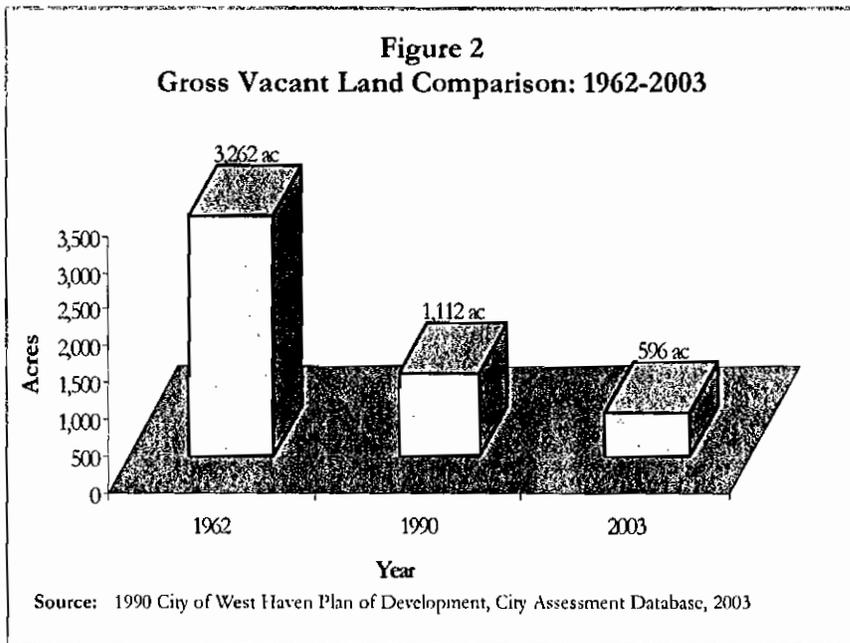
**Includes town owned parks & recreation areas, state owned parks & recreation areas, etc.

***Includes passive open space owned by Yale University

Source: City of West Haven, 2003, Compiled by HMA, Inc.

The land use inventory reveals that West Haven has a very limited amount of raw vacant land remaining. The steady reduction of vacant land in West Haven can be traced as far back as the early 1960's. The 1990 Plan of Development reported that in 1962, the City contained approximately 3,262 acres of vacant land or (45.5 % of the City) and by 1990 the City contained only 1,112 acres of vacant land or (16% of the City). The 40-year trend in declining vacant land is illustrated in Figure 2 below. With just under 600 acres of vacant land left in the city (8.4% of total land area), limited development can be expected to occur on raw, vacant sites. This trend clearly highlights the fact that reuse and/or redevelopment of existing property will play an increasing important role in West Haven's future. The distribution of the City's remaining vacant land is illustrated on the map titled "Vacant and Agricultural Land".

With just under 600 acres of vacant land left in the city (8.4% of total land area), limited development can be expected to occur on raw, vacant sites.



Much of West Haven's future development will result from infill development and redevelopment projects.

C. ANALYSIS OF DEVELOPMENT CAPACITY

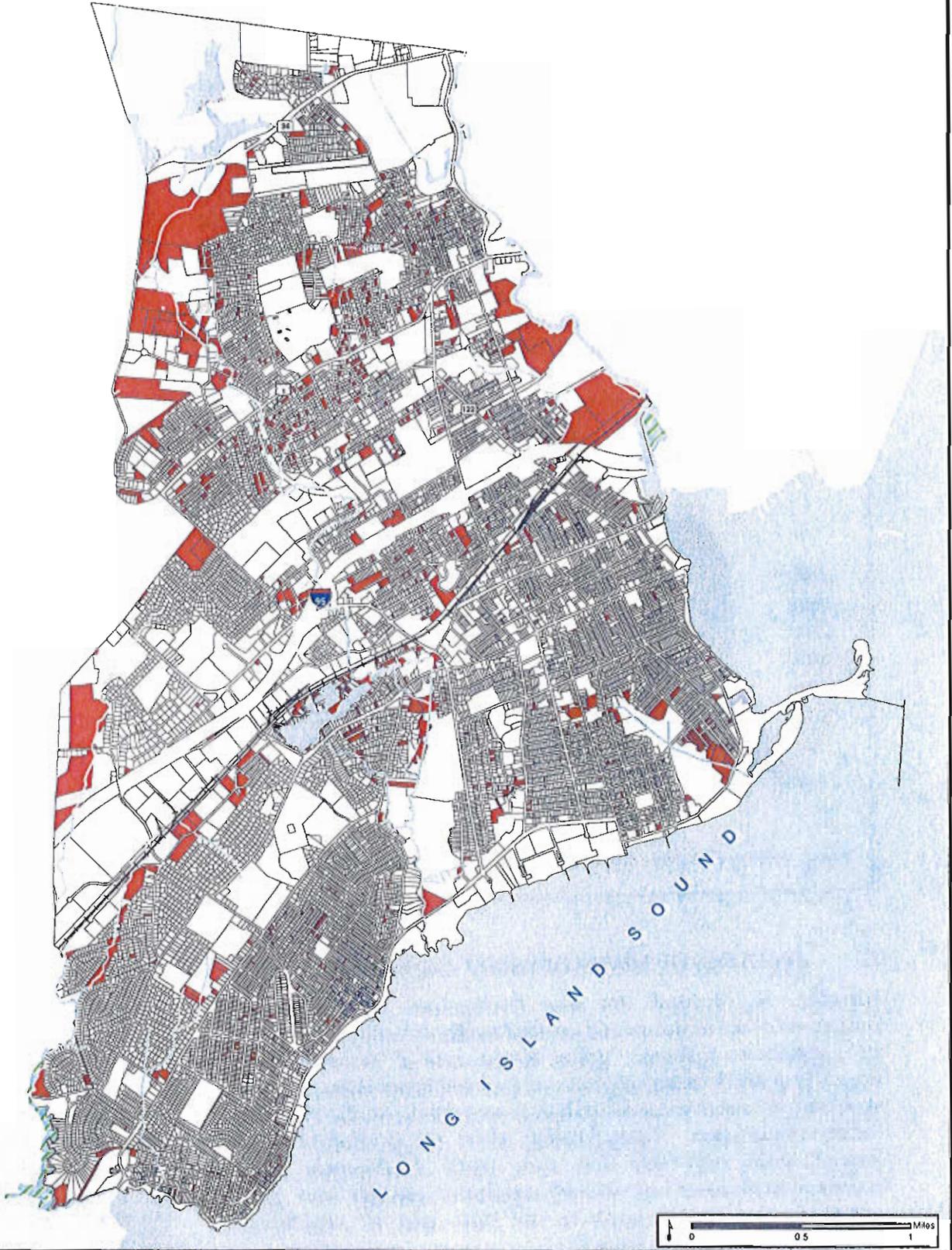
Balancing the demands for new development with the physical constraints of the landscape and existing regulatory controls can prove to be a significant challenge. Once factors such as availability of the necessary public facilities, adequacy of road and utility infrastructure and protection of valuable natural resources are considered, the balance gets further complicated. Understanding where the developable land is located within the City and how much development can be accommodated based on existing regulatory controls and physical constraints on the landscape is the first step in establishing a development plan for the future.

This section includes an assessment of the development potential for the City. This analysis reviews the physical capacity of privately owned vacant residential and non-residential zoned land to support new or



West Haven Gateway from New Haven

Photo Credit: City of West Haven Economic Development Corporation



SOURCE
 PARCEL MAP
 CITY OF WEST HAVEN ENGINEERING
 DEPARTMENT (2003)

VACANT & AGRICULTURAL LAND
 CITY OF WEST HAVEN ASSESSORS
 DEPARTMENT (2003)

THIS MAP WAS DEVELOPED FOR USE
 AS A PLANNING DOCUMENT.
 DELINEATIONS MAYNOT BE EXACT



LEGEND

- Agriculture Land
- Vacant Land

CITY OF WEST HAVEN
 PLAN OF CONSERVATION
 & DEVELOPMENT



**VACANT &
 AGRICULTURAL LAND**

expanded growth. This growth is expressed in terms of total acreage of vacant land zoned for residential and non-residential use. For the purposes of this analysis, the limited amount of agricultural lands remaining in West Haven is included as potentially developable land.

Land Analysis

As illustrated in Table 1, 8.3% of the City is classified as vacant or agricultural land. Visualizing the distribution of these vacant and agricultural parcels is important in understanding *where* future development can be accommodated. By combining the zoning boundaries with the vacant and agricultural land through overlays, one can better understand *what* type of development can be produced under existing regulations. The map titled “*Vacant and Agricultural Land*” shows spatially where future development might occur.

8.4% of the City is classified as vacant or agricultural land. Visualizing the distribution of these vacant and agricultural parcels is important in understanding where future development can be accommodated.

Residential Development Capacity

To calculate the development capacity of land currently zoned residential, the capacity of each parcel to accommodate new development was assessed based on the presence of development constraints. Development constraints are defined here as wetlands, steep slopes of 15% or more, and the 100-year floodplain. Areas that contain development constraints were subtracted out from the gross land area, yielding a net developable area. The results of this analysis are summarized in Table 2.

**Table 2
Residential Development Potential**

Zone	Gross Vacant & Agricultural Land (Acres)	Net Buildable Land (Acres)
R-1	19	12
R-2	147	76
R-3	35	29
R-4	5	5
R-5	6	6
RPD ¹	51	17
RCPD ¹	8	6
SPD ¹	2	2
Subtotal	273	153

Source: HMA Development Potential Calculation, City Assessment Database, 2003; City of West Haven Zoning Map, 1995

¹ Mixed-use zone also allows commercial development



SOURCE:
 PARCEL MAP
 CITY OF WEST HAVEN ENGINEERING
 DEPARTMENT (2003)
 ZONING:
 CITY OF WEST HAVEN, PLANNING DEPARTMENT, 2003
 LAND USE DATA
 CITY OF WEST HAVEN
 ASSESSORS DEPARTMENT 2003

LEGEND

 Vacant Land Zoned For Non-Residential Use

CITY OF WEST HAVEN
 PLAN OF CONSERVATION
 & DEVELOPMENT



**VACANT LAND ZONED FOR
 NON-RESIDENTIAL USE**

THIS MAP WAS DEVELOPED FOR USE
 AS A PLANNING DOCUMENT.
 DELINEATIONS MAYNOT BE EXACT.

 HARRALL-MICHALOWSKI
 ASSOCIATES, INCORPORATED
 1000 N. WASHINGTON ST.
 WEST HAVEN, CT 06515

It is important to note that due to the many variables involved in land development, these numbers are speculative as the factors that permit land to be developed change. One important factor is the possibility of the City changing regulations on the development of land. These changes could manifest in zoning changes, which could place more or less restriction on the buildable area of a parcel. In addition, vacant land can be purchased for open space, further reducing the inventory of developable land. In summary, the development potential totals given here indicate a relative order of magnitude estimate and are subject to change.

Accurately specifying development potential for the future is a difficult task, given that changes in the regulation of development, such as zoning changes, could place more or less restriction on the buildable area of a parcel than currently exists.

Non-Residential Development Potential

When describing non-residential development capacity, the distribution of the remaining vacant land within these zones is an important factor in citywide planning. In West Haven, it becomes increasingly important due to the limited amount of remaining developable vacant land zoned for non-residential use. Therefore, for purposes of this POCD Update, non-residential development capacity is evaluated by the distribution of the remaining vacant parcels zoned for non-residential use. This distribution is illustrated on the map titled “*Vacant Land Zoned for Non-Residential Use*” and is tabulated in Table 3.

**Table 3
Non-Residential Development Potential**

Zone	Gross Vacant Land (Acres)	Net Buildable Land (Acres)
CB	3	2
NB	10	7
RB	32	13
LM	16	11
HM	0	0
RPD ¹	51	17
CPD	22	22
RCPD ¹	8	6
IPD	238	67
SPD ¹	2	2
Subtotal	382	147

Source: HMA Development Potential Calculation, City Assessment Database, 2003; City of West Haven Zoning Map, 1995

¹ Mixed-use zone also allows residential development

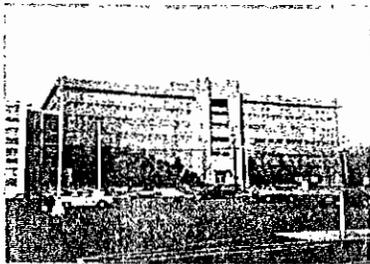
The locational attributes of easy access and infrastructure remain important to the continued viability of the non-residential zones in West Haven.



Acorn Campus Site Plan
Photo Credit: Acorn Group



Vacant Land Along West River
Photo Credit: City of West Haven
Economic Development Corporation



Former Armstrong Buildings

The distribution of non-residentially zoned vacant land is heavily concentrated (over 90%) north of I-95. Much of this land is clustered in two industrial (IPD) zones: one located just south of the Derby Turnpike in the northwest quadrant of the City, and the other is located east of Front Avenue between I-95 and Boston Post Road. These areas have certain locational attributes that result in viable business locations. In the area around Derby Turnpike (Route 34), development has just recently commenced on a new business park (Acorn Technology Campus). Studies have shown that the life cycle of commercial buildings continues to shrink with 25 to 40 years a current range. As buildings become obsolete they will be adapted to new uses or replaced by contemporary structures. The locational attributes of easy access and infrastructure remain important to the continued viability of the non-residential zones in West Haven. The remaining vacant land in these zones will play a role in reshaping parcels to accommodate expansions of existing business or the creation of new development sites. It is in the City's interest to remain flexible in its regulations so that the ever-changing building forms required by business can be accommodated while respecting neighborhood values.

D. INFILL, REDEVELOPMENT, and TRANSIT ORIENTED DEVELOPMENT

A good example of how redevelopment could contribute significantly to West Haven's commercial and residential inventory is highlighted in the recently completed transit oriented development plan (TOD)³. As stated in the plan, the former Armstrong buildings located within the study area contain over 1,000,000 square feet of manufacturing, warehousing and office space, much of which is currently vacant or underutilized. Based on the recommended concept in the TOD, if this space is redeveloped, it could contribute up to a 1,000,000 square feet of revitalized building space to the City's inventory. This potential development dwarfs the estimates of future building space from the vacant land remaining in the City's inventory. Whereas it is impractical to attempt to identify and estimate the development potential of all the possible redevelopment sites in the City, it is important to highlight the impact that this process has on the development potential of a community. The areas abovementioned are projects currently being considered. However, it is expected that additional sites will be considered and acted on over the estimated 10-year life of this Plan of Conservation and Development.

In addition to the transit oriented development plan, the City has completed a Master Development Plan for the West River Project Area, which calls for a coordinated redevelopment strategy. This redevelopment strategy includes the following:

- The redevelopment of vacant land and underutilized waterfront property into attractive commercial office, retail and recreational areas;

³Planning for West Haven's Train Station, Concept Master Plan for Transit Oriented Development, Prepared for the West Haven Economic Development Corporation, Harrall-Michalowski Associates, Inc. June 2002.

- Infrastructure improvements to help stabilize the surrounding residential neighborhoods;
- Streetscape and landscaping improvements to create an attractive gateway into West Haven while restoring public access and views to the waterfront.

In addition to privately owned vacant land, the City of West Haven has acquired land for the purposes of creating redevelopment opportunities. An example of this is the Sawmill Road redevelopment area. This redevelopment project currently includes a total of 22 acres in the vicinity of I-95 Exit 42. Seventeen acres are located on the north side of Sawmill Road and five acres are located on the south side of Sawmill Road, backing up to I-95. This area is proposed for major retail development, capitalizing on the access and visibility of I-95.

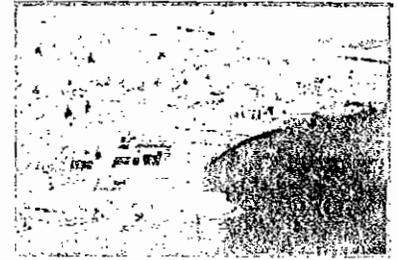
While there are many advantages to infill and redevelopment activities, there are also physical and market constraints that often encourage the development of raw vacant land before the redevelopment of a brownfield site. Many recycled sites may possess some level of contamination, which can be costly to remediate while requiring continued monitoring of pollutant levels. Additionally, the construction costs associated with redeveloping a site are typically higher than the cost of building a project on raw vacant land. These are only some of the factors that may discourage a potential developer from choosing redevelopment over new development.

To address West Haven's future tax base concerns, the City must strike a balance between reusing practical sites for more intense business uses and carefully developing the few remaining parcels of vacant land over time. The city can employ innovative financing strategies and pursue state and federal subsidies to help cover the additional costs associated with redevelopment, while administering strict site plan review to ensure that new developments will result in positive contributions for both the physical and fiscal environment of West Haven.

E. COMMUNITY PRIDE IN WEST HAVEN

One common theme reiterated throughout this document is the element of community pride in West Haven. In this case, community pride is defined as the sense of pride that residents and visitors in West Haven have towards the community as a whole. Community pride can take many different forms and lead to a variety of impacts throughout the city. While community pride affects almost every topic of this study, discussing it together with development patterns and trends provides an appropriate frame of reference early on that may help reveal the role of community pride in subsequent chapters.

During the public participation process of this Plan update, several citizens voiced their opinions on how a diminished level of community pride is responsible for a trashy and unkempt appearance in certain areas of the city. One specific example of how a shortage of community pride



West River Crossing

Photo Credit: City of West Haven
Economic Development Corporation



Development Site - Sawmill Road

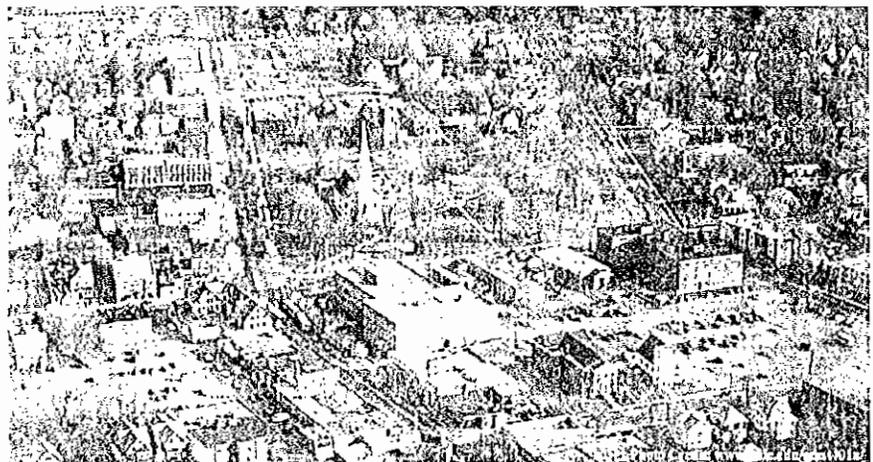
Photo Credit: City of West Haven
Economic Development Corporation

has an impact on the city's physical environment is the tendency for people to litter. Litter can often be found in areas near downtown, in Allingtown, along certain commercial corridors, and at roadside locations abutting undeveloped land. Citizens who do have pride in their community have voiced their frustration with such acts of carelessness, and are requesting the city take action.

Acknowledging the limited resources and jurisdiction that the city's public works department has to keep the city's public appearance in order, it should be noted that the city government can only do so much. While the city does impose fines for littering violations, this ordinance can be very difficult to enforce. It may be more effective for the city to use its limited resources to establish a program that fosters civic pride among its citizens.

Aside from public property such as streets, sidewalks, and parks, there is much private property visible from public right of ways. Individual owners exclusively maintain much of this private property, which makes it difficult to ensure that properties have an appearance that positively contributes to the overall image of the city. While anti-bligh actions can be taken against violating properties, there may be a much more effective solution – that being an increase in the level of pride in the community.

This Plan update addresses many items, ranging from the condition of housing and parks and open space, to the situation surrounding community facilities and the transportation network. Each of these items is certainly to be affected, in some way, by this intangible element called community pride. While reviewing the plan, it may be worthwhile to consider some potential connections between the level of pride in West Haven and the community's current state. Perhaps it may be even more valuable to contemplate what sort of immediate improvements could be made across the city by establishing a greater sense of pride in the community today. The remaining challenge would be to find effective ways of increasing this pride, one step at a time.



The West Haven Green

III. POPULATION AND EMPLOYMENT TRENDS

A. INTRODUCTION

The understanding of demographic and socio-economic trends, characteristics and forecasts is crucial to the Plan of Conservation and Development process. This information provides the background by which future changes and development within a municipality can be anticipated and planned for. This section of the plan provides key demographic characteristics and trends for West Haven and the surrounding region.

B. POPULATION CHARACTERISTICS

With the exception of the 1990s, West Haven has witnessed population growth every decade since the 1930s, illustrated in Table 4 and Figure 3. Like many of New Haven's suburbs, West Haven experienced its greatest percentage growth between the 1950 and 1970 Census, growing from 32,010 to 52,851 in those two decades. Population growth during the 1950s and 1960s corresponds with the national trend of migration from central cities to surrounding suburbs following World War II and the trend toward larger family sizes and the baby boom. During the 1970s and 1980s, West Haven grew slowly to a peak population of 54,021 in 1990. According to 2000 Census figures, the population declined during the 1990s at a rate of -3.1%, resulting in a population of 52,360. This figure makes West Haven the 16th largest City in Connecticut.

West Haven has witnessed population growth every decade between 1930 and 1990, and experienced its greatest percentage growth between the 1950 and 1970 Census, growing from 32,010 to 52,851 in those two decades.

Table 5 compares population change of the City with the adjacent communities of New Haven, Orange, and Milford. Regional growth and migration trends are evident, as suburbanization has occurred and central cities lose population. The explosive growth of Connecticut's first- and second-ring suburbs during the 1950s and 1960s is reflected in the large population change due to net migration that occurred in West Haven during those years.

Figure 3

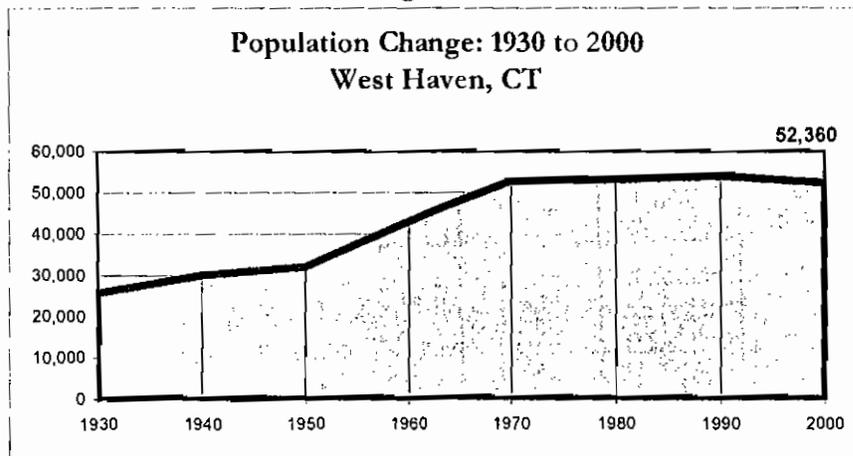


Table 4
Population Change: 1930- 2000
West Haven, CT

Census	Population	% Change
1930	25,808	---
1940	30,021	16.3
1950	32,010	6.6
1960	43,002	34.3
1970	52,851	22.9
1980	53,184	0.6
1990	54,021	1.6
2000	52,360	-3.1

Table 5
Comparison of Population Change: 1950 to 2000
 West Haven and Surrounding Communities

	1950 Census	1960 Census	1970 Census	1980 Census	1990 Census	2000 Census	%Change 50 - 00	%Change 90 - 00
WEST HAVEN	32,010	43,002	52,851	53,184	54,021	52,360	63.6	-3.1
Milford	26,870	41,662	50,858	50,898	49,938	52,305	94.7	4.7
New Haven	164,443	152,048	137,707	126,109	130,474	123,626	-24.8	-5.5
Orange	3,032	8,547	13,524	13,237	12,830	13,233	336.4	3.1
New Haven County	545,784	660,315	744,948	761,337	804,219	824,008	51	2.5

Source: U.S. Bureau of the Census

From the 1970s to the present, however, a substantial out-migration from West Haven has occurred. By the 1990s, in fact, the out-migration from West Haven increased to over 4,000 people for the decade. The natural increase in the population, while still significant, was unable to cover the loss through out-migration. Thus, West Haven's population decreased for the first time in its history.

Population Projections

The State of Connecticut Department of Transportation has recently released a series of new population projections based upon the 2000 Census, summarized in Table 6 below. These projections extend from the baseline Census data for the year 2000 to the year 2025. According to ConnDOT's projections, the City will experience a 5.4% population increase between the 2000 Census and 2025. Over the 25-year period, ConnDOT estimates the West Haven will gain 2,840 residents.

Table 6
Comparison of Population Projections: 2000 to 2025
 West Haven and Surrounding Communities

	Actual 2000 Census	2010 Projected	2020 Projected	2025 Projected	Projected Change 2000 - 2025
WEST HAVEN	52,360	53,400	54,600	55,200	5.4
Milford	52,305	52,870	53,510	53,830	2.9
New Haven	123,626	129,830	137,000	140,620	13.7
Orange	13,233	13,240	13,240	13,240	0

Figure 4

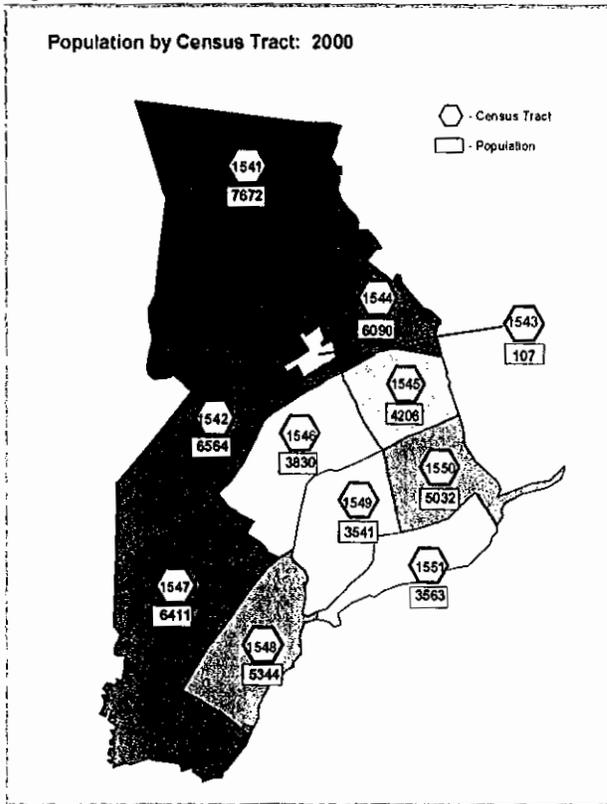
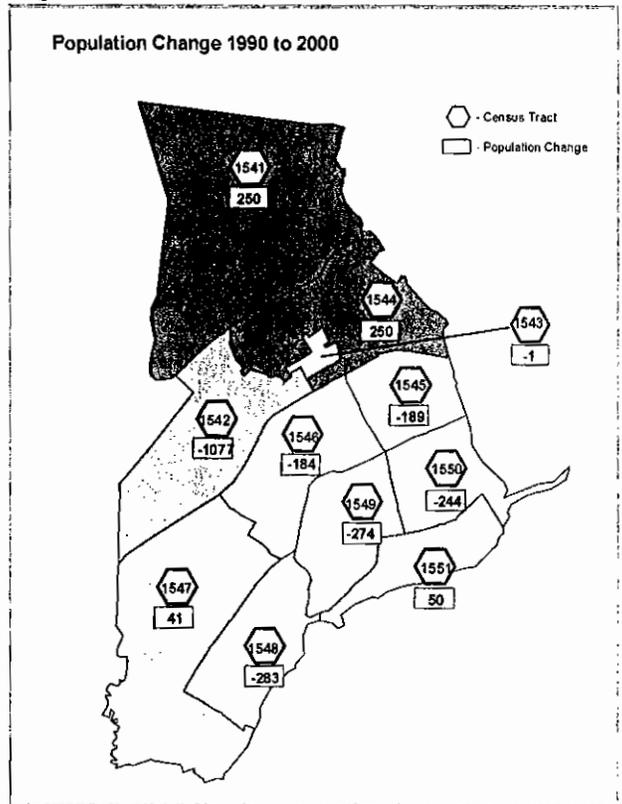


Figure 5



Looking with detail at recent trends in West Haven, only four out of the eleven Census Tracts in West Haven gained population between 1990 and 2000. As illustrated in the Figures 4 and 5 above, Tract 1541 experienced the greatest population increase during the 1990s (+250), and was the most populous tract in the City in 2000. This tract encompasses all areas of West Haven north of Route 1. Tract 1542, comprising the portion of West Haven between Route 1 and I-95, west of the VA Medical Center, witnessed the greatest decrease in population (-1,077). This decrease can largely be attributed to the demolition of hundreds of apartments in the Sawmill Road area, and the former population relocating elsewhere. The tract with the smallest population is 1543, constituting the VA Medical Center itself, with 107 residents.

During the 1990s, West Haven witnessed an increase in its population in areas north of Interstate 95, along the shore near Savin Rock, and near the Milford border, while population elsewhere decreased in numbers.

C. AGE CHARACTERISTICS

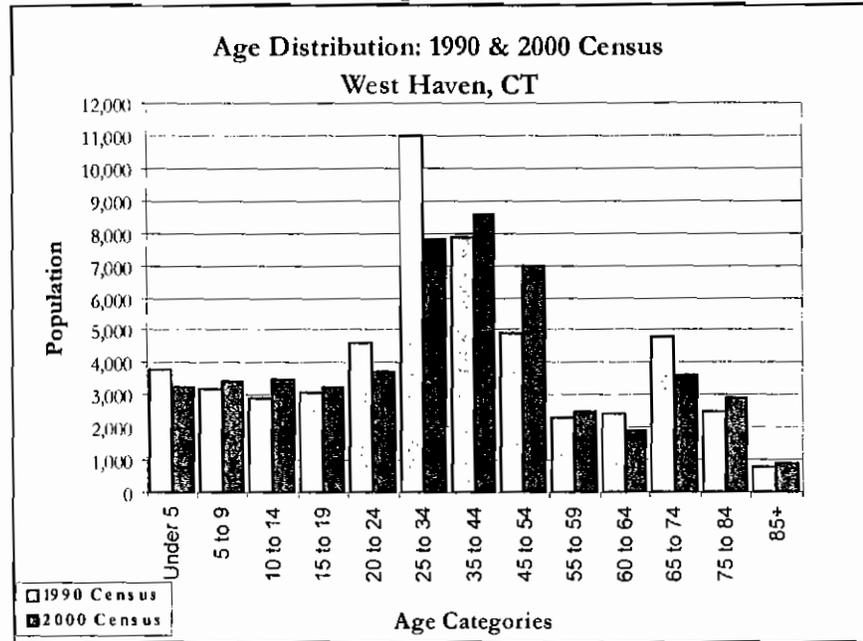
Similar to most communities in the State, West Haven's population aged between the 1990 and the 2000 Census. As illustrated in Figure 6, over 44% of the City's population is currently in the 25 to 34, 35 to 44 and 45 to 54 year age cohorts. Although between the 1990 and the 2000 Census the City experienced a significant loss in persons between the ages of 25 and 34, it still remains one of West Haven's most populous age categories. The increase of population in the 45 to 54 years of age category partially offset the decline in the 25 to 34 years of age category.

Pre-School aged population declined significantly between the two censuses. However, the elementary and middle school-aged population

(ages 5 to 14) increased by 847 children. High school-aged population also increased between the two censuses by 190 persons. From a planning perspective, the increase in the elementary and middle school-aged population impacts school enrollment, park and recreation facility planning and youth services planning.

Population between 60 to 74 years of age experienced a steep decline, while population over 75 years of age increased. Changes in population over 65 years of age impact planning for senior facilities and support services.

Figure 6



Source: U.S. Bureau of the Census

Historical trends and the age characteristics of West Haven's population may indicate that older residents are moving out of West Haven at a steady rate, perhaps to places such as Milford and Orange.

West Haven's median age in 2000 (36.4) was slightly lower than the State's and the County's, as well as being substantially lower than both Orange and Milford. West Haven's percentage of persons under 18 was lower than the State and the County, but interestingly was not the lowest percentage in the immediate region. The City's elderly population percentage declined slightly between 1990 and 2000, and is now second only to New Haven as the lowest percentage in the immediate region. Historical trends and the age characteristics of West Haven's population may indicate that older residents are moving out of West Haven at a steady rate, perhaps to places such as Milford and Orange.

The median age in the City has increased by over 7 years since 1970. The number of school age children has dropped dramatically from its 1970 peak of 13,058; the number of children between the ages of birth and four years, also dropped by 1,236 or 27% from the 1970s. The number of adults has increased significantly between 1960 and 2000, with the greatest increase taking place in the over 65 population. The elderly population in West Haven grew by 73% during these 40 years.

Figure 7

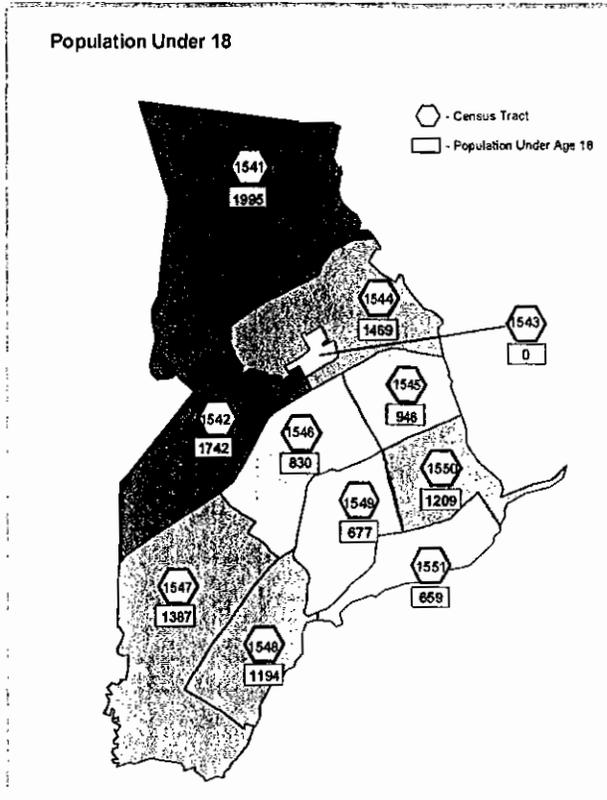
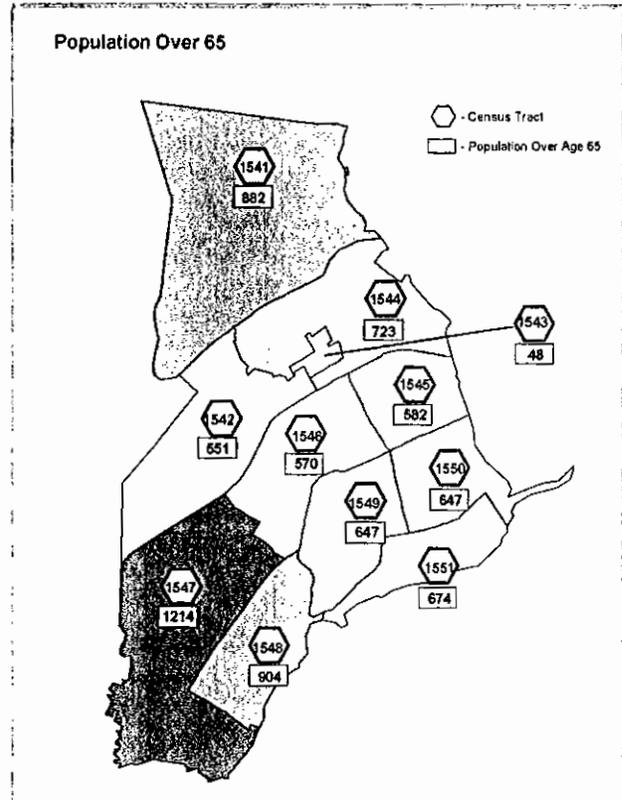


Figure 8



Within West Haven there are individual census tracts and areas that have higher concentrations of elderly population and higher concentrations of persons under 18. The categories “Under 18” and “Over 65” represent two major age cohorts from a planning perspective. This planning often includes the provision of facilities such as schools, playgrounds, and senior centers; programs; and services targeted toward the City’s youth and elderly populations. Figures 7 and 8 above depict the areas where higher concentrations of these specific populations reside.

D. RACIAL AND ETHNIC CHARACTERISTICS

As shown in Table 7, the racial and ethnic characteristics of West Haven’s population changed noticeably between the 1990 and 2000 Census. In 1990 the White population comprised 84.1% of the total population; by 2000, the White population comprised ten percentage points less at 74.1%. While overall population in the City decreased by only -3.1% between 1990 and 2000, the White population decreased by -14.6%. The Other Race population saw both the largest percentage increase, nearly doubling its 1990 population. The Hispanic population had the largest numeric increase, and also saw a sizable percentage gain, jumping 146.7% during the decade. The Asian and Black populations experienced substantial gains of 41.3% and 27.1%, respectively, while the Native American categories saw a minute increase. For the first time, the 2000 Census established a category of two or more races to recognize multi-racial populations in the country; 2.8% of the City’s population reported that they were multi-racial in the 2000 Census.

While West Haven’s population figures are remaining relatively steady, the City’s population is becoming more diversified. This trend will likely have many planning implications for the City over the course of the next decade.

Table 7
Race and Hispanic Origin: 1990 to 2000
 West Haven, Connecticut

	1990 Census	% 1990 Population	2000 Census**	% 2000 Population	Numeric Change	% Change
White	45,443	84.1	38,824	74.1	-6,619	-14.6
Black	6,713	12.4	8,530	16.3	1,817	27.1
American Indian, Eskimo or Aleut	125	0.2	128	0.2	3	2.4
Asian or Pacific Islander	1,098	2	1,552	3	454	41.3
Other Race	642	1.2	1,867	3.6	1,225	190.8
Two or More Races*	N/A	N/A	1,459	2.8	N/A	N/A
Hispanic Origin**	1,928	3.6	4,757	9.1	2,829	146.7
Total Population	54,021		52,360		-1,661	-3.1

Source: U.S. Bureau of the Census

Notes:

- * The 2000 Census now includes a category for multi-racial persons of two or more races.
- ** Hispanic Origin populations may be of any race
- *** Due to changes in the reporting categories between the 1990 Census and the 2000 Census, direct comparisons are not possible

E. HOUSEHOLD CHARACTERISTICS

Between the 1990 and the 2000 Census, the City of West Haven lost 194 households (-0.9%). Average household size dropped from 2.48 persons per household to 2.42 persons per household, illustrated in Table 8. Drops in average household size are consistent with recent regional and national trends. Household sizes have decreased as a result of an increase in single person households, an increase in divorce and separations, the tendency for young professionals to delay marriage and families, and an increase in the number of elderly who remain in their own homes as opposed to residing with family. Average household size in West Haven is lower than all of its neighboring communities except New Haven, and is also lower than New Haven County and the State.

Drops in average household size in West Haven are consistent with recent regional and national trends. Household sizes have decreased as a result of an increase in single person households, an increase in divorce and separations, the tendency for young professionals to delay marriage and families, and an increase in the number of elderly who remain in their own homes as opposed to residing with family.

Table 8
Trends in Households & Household Sizes: 1990 to 2000
 West Haven and Surrounding Communities

	Population in Households 1990 Census	Households 1990 Census	Average Household Size 1990	Population in Households 2000 Census	Households 2000 Census	Average Household Size 2000
WEST HAVEN	52,695	21,284	2.48	51,101	21,090	2.42
Milford	49,386	18,851	2.62	51,768	20,900	2.48
New Haven	118,129	48,986	2.41	113,027	47,094	2.4
Orange	12,738	4,421	2.88	13,120	4,739	2.77
New Haven County	778,494	304,730	2.55	796,334	319,040	2.5
Connecticut	3,185,949	1,230,479	2.59	3,297,626	1,301,670	2.53

Source: U.S. Bureau of the Census

Figure 9

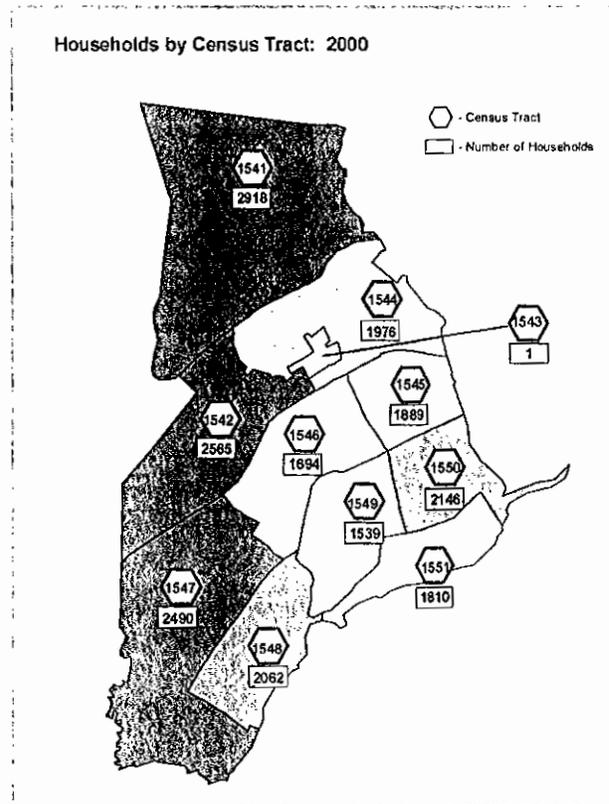
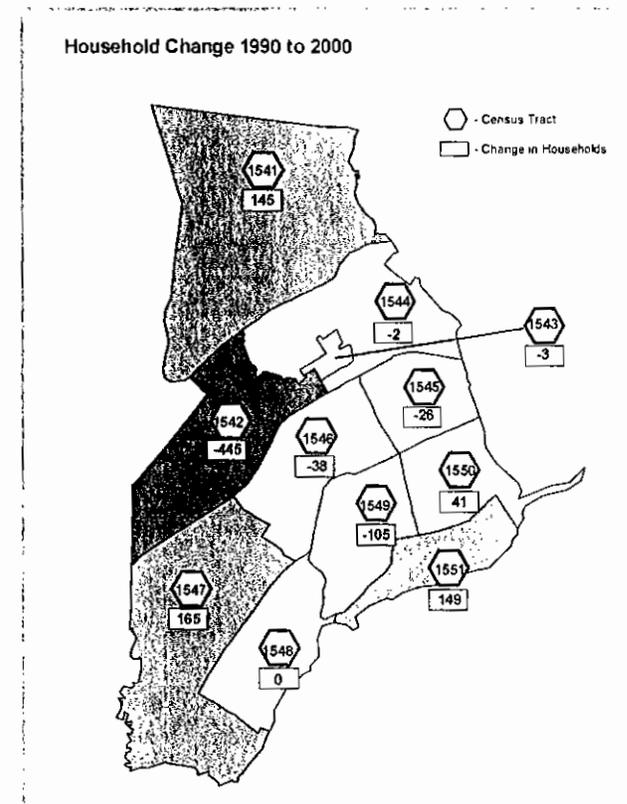


Figure 10



As depicted in Figures 9 and 10, West Haven's census tracts experienced a variety of increases and decreases in their respective number of households. Tract 1547 experienced the greatest increase in households, gaining 165 households during the decade. Tract 1542 experienced the largest decrease in households, losing 445 households. This loss is likely attributable to the demolition of several large apartment complexes along Sawmill Road.

According to 2000 Census figures, of the 21,090 households in West Haven, 62.2% are family households containing one or more related individuals and 37.8% are non-family households. As shown in Table 9 below, 6,014 households in West Haven are family households with children under the age of 18. Of these 6,014 family households with children, 3,739 or 62.2% are married couple families; 1,859 or 30.9% are single mother families; and it can be assumed that the remaining 416 or 6.9% are single father families or children living with other family members besides their parents.

Table 9
Households by Household Type: West Haven, CT 2000

Household Type	Number of Households	% of Households
Family Household	13,123	62.2
With Own Children Under 18	6,014	28.5
Married Couple Family	8,838	41.9
With Own Children Under 18	3,739	17.7
Female Householder, no husband present	3,290	15.6
With Own Children Under 18	1,859	8.8
Non-Family Household	7,967	37.8
Householder Living Alone	6,542	31
Householder 65 years and over	2,256	10.7
Households with individuals under 18	6,692	31.7
Households with individuals 65 years and over	5,366	25.4
Total Households	21,090	

Source: U.S. Bureau of the Census

Non-family households comprised 37.8% of all households in the City according to the 2000 Census, and include individuals living alone or households that contain one or more non-related individuals. They do not include people living in group quarter situations. Of the 7,967 non-family households enumerated by the 2000 Census, 6,542 were single person households, comprising 31.0% of the City's total households. Elderly individuals living alone made up 2,256 of the 6,542 single person households. This figure is important because many of these households will vacate their homes due to health or age-related reasons. Oftentimes,

this turnover of units becomes an important resource for new families and households moving to a community.

F. DEMOGRAPHIC FINDINGS AND IMPLICATIONS

In terms of planning for the next 10 years and beyond, several population, housing and employment trends in West Haven have future implications. These include:

- The City of West Haven experienced its first population decrease between the 1990 Census and the 2000 Census that was unanticipated in terms of State demographic population forecasting. New population estimates released by the Connecticut Department of Transportation and based upon the 2000 Census project a gradual population increase of over 5% for West Haven over the next twenty-five years.
- The City's population is rapidly aging, with a median age in 2000 of 36.4 years. While the population of West Haven decreased by 1,661 people over the past decade, the number of people ages 45 and older increased by 1,233, indicating that a substantial amount of West Haven's population consists of older adults remaining in the City. This increase in the older age cohorts has future planning implications for senior facilities and support services as well as potential supportive housing needs.
- Elementary and middle school aged populations increased by 847 children between the two census periods, while the high school aged population grew by 190 students. The changes in the numbers and concentrations of these school-aged populations has implications for school planning, park and recreational planning and planning for facilities and services for the City's youth.
- The greatest decline in West Haven's population during the 1990s was in the 25 to 34-age cohort, which decreased by over 3,200 people. Steps need to be taken to determine why so many younger adults are leaving the City and to develop strategies that will help retain this important segment of the population.
- The growth in population between 45 to 59 years of age, thought to be those age cohorts reaching retirement, may impact housing turnover, the demand for alternative housing situations and the demand for City services and programs. These changes are likely to emerge over the next ten years.
- The relatively low average household size of 2.48 persons in West Haven is reflective of the large number of singles and elderly in the City, which in turn is attributable to a housing stock that is almost 45% renter-occupied.

The projected gradual population increase of 5% for West Haven over the next 25 years reflects an expected continuation of the stable population trends exhibited during the past few decades.

A substantial amount of West Haven's population consists of older adults aging in place, which has future planning implications for senior facilities and support services and housing needs.

The relatively low average household size of 2.48 persons in West Haven is reflective of the large number of singles and elderly in the City, which in turn is attributable to a housing stock that is almost 45% renter-occupied.

- West Haven's history is defined by a stretch of intense and rapid population and development growth, followed by a period of demographic stability and recent decline. While the current demographic data, trends and projections indicate that West Haven's population will likely remain relatively stable for the next decade, planning for additional growth and development and taking steps to prevent further population loss before it occurs is the most proactive approach. The balance between development, resource and service needs, and location of new growth and redevelopment areas, are key parts of the long-range planning strategy.

IV. NATURAL RESOURCES

A. INTRODUCTION

The quality of life in a community is largely influenced by the quality, quantity and distribution of its environmental resources. The protection of West Haven's natural resources is an important component to the Plan of Conservation and Development, and helps to preserve the City's community character and essential natural systems, while improving the quality of life for all of West Haven's residents. This section describes the significant natural resources that comprise West Haven's natural landscape.

The quality of life in a community is largely influenced by the quality, quantity and distribution of its environmental resources.

B. WATERSHEDS

Several waterways are located within the City of West Haven including the West, Oyster, and Cove rivers. These waterways are fed by a network of tributaries and are best defined by the watersheds that supply them. Rivers, streams, lakes, ponds, wetlands and floodplains are the components of the watershed that contain the attributes to support a variety of aquatic and terrestrial plant and animal life, attenuate flood conditions, and provide the residents of the region with a plentitude of potable drinking water. The management of these watersheds in a sustainable manner is critical to ensure that the attributes they contain and the benefits they provide will be around for years to come.

Of the two subregional watersheds within the city, the South Central Shoreline Watershed drains nearly 8.7 square miles, whereas the West River Watershed drains the remaining 2.3 square miles. These watershed areas are illustrated on the map titled "*Subregional Watersheds*".

West River & South Central Shoreline Watersheds

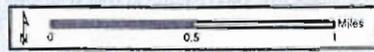
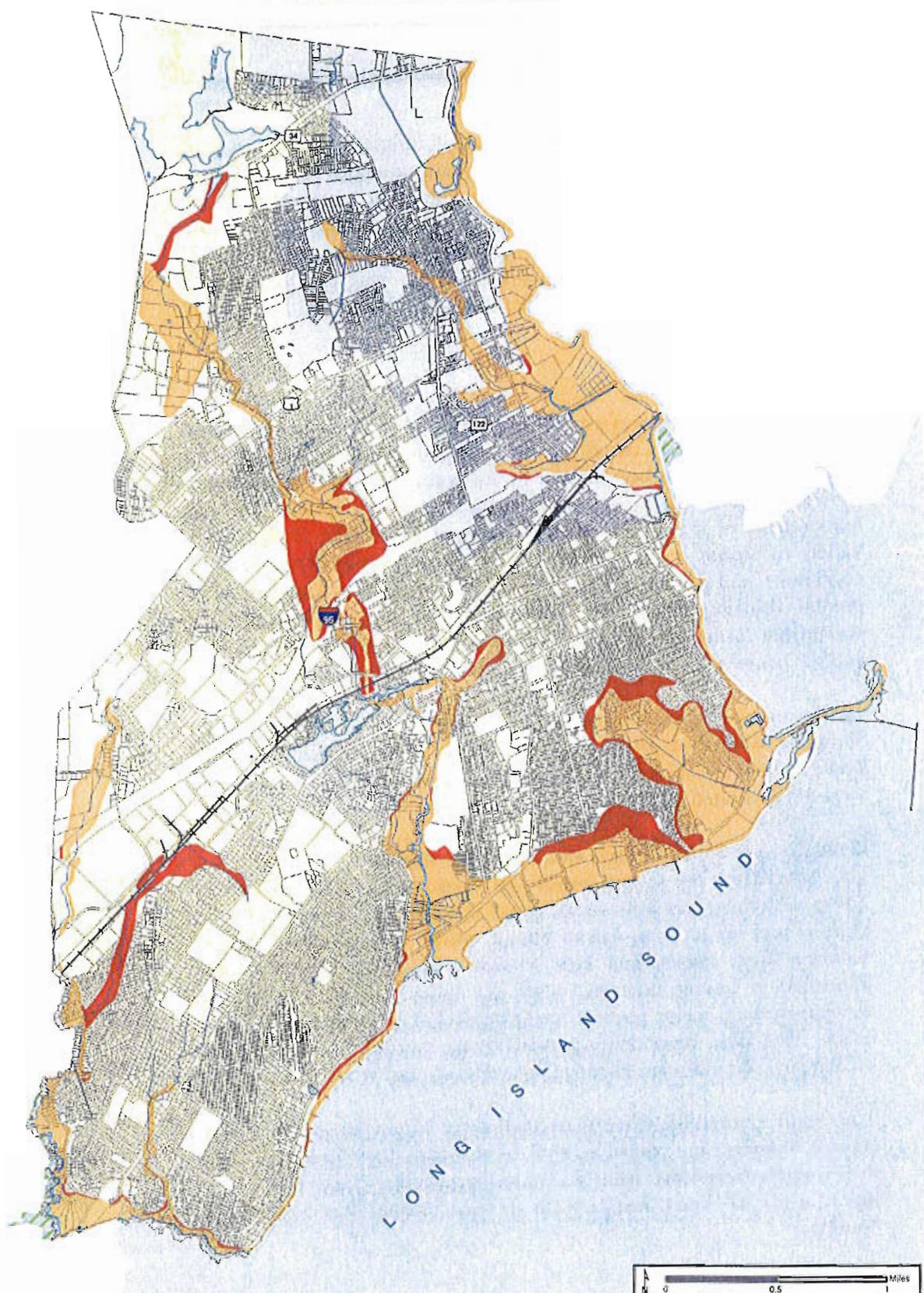
The West River has its headwaters just north of Lake Bethany, in the Town of Bethany and flows south almost seventeen miles to New Haven Harbor and on to Long Island Sound, where it forms the boundary between West Haven and New Haven. The lower section of this watershed is heavily urbanized while the upper watershed is sparsely developed, with major portions being protected as public water supply lands. The West River drains sections of the surrounding communities of Bethany, Woodbridge, Hamden, New Haven, and West Haven.

The sound management of the watersheds located in West Haven is critical to ensure that the attributes they contain and the benefits they provide will be around for years to come.

The South Central Shoreline Watershed is the largest watershed in West Haven, draining approximately 80% of the city's total land area. The major watercourses that drain this watershed are the Oyster River, Cove River, and Old Field Creek, which all flow directly into Long Island Sound.

C. SOILS

The soils covering the landscape of West Haven are a complex mixture with varying degrees of slope, depth, composition, texture, permeability,



LEGEND

- SOUTH CENTRAL SHORELINE WATERSHED
- WEST RIVER WATERSHED
- FEMA 100 YEAR FLOOD ZONE
- FEMA 500 YEAR FLOOD ZONE

CITY OF WEST HAVEN
 PLAN OF CONSERVATION
 & DEVELOPMENT



**SUBREGIONAL
 WATERSHEDS**

SOURCE
 WATERSHEDS
 CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION
 ENVIRONMENTAL AND GEOGRAPHIC INFORMATION CENTER
 HARTFORD, CONNECTICUT

THIS MAP WAS DEVELOPED FOR USE AS A
 PLANNING DOCUMENT. DELINEATIONS MAY
 NOT BE EXACT.



and fertility. According to the Natural Resource Conservation Service (NRCS) Detailed Soil Survey, West Haven is made up of 44 different soil types. While each individual classification has unique characteristics, there are particular attributes of certain soils classifications that are of particular interest due to their distinct environmental sensitivity. These include wetland and steep slope soils.

Wetland Soils

Soils that are classified by the NRCS as Poorly Drained, Very Poorly Drained, Alluvial / Floodplain or any combination of these are by definition classified as a wetland and protected under the City's Inland Wetlands regulations. In West Haven, 6% of its land consists of wetland-designated soils, as illustrated in the "*Steep Slope & Wetland Soils*" map.

Wetlands are important for a variety of reasons including:

- Wetlands are among the most biologically productive natural ecosystems in the world;
- Wetlands provide habitat that is critical to a variety of plant and animal species, including threatened and endangered species;
- Wetlands often function like natural sponges, storing water (floodwater or surface water) and slowly releasing it thus reducing the likelihood of flood damage to personal property or agriculture by controlling the rate and volume of runoff;
- Wetlands help improve water quality by intercepting surface runoff and removing or retaining its nutrients, processing organic wastes and reducing sediment before it reaches open water;
- Wetlands provide outdoor recreational opportunities (i.e., wildlife viewing/photography, nature study);

Unique wetland types are those found on alluvial and floodplain soils. Due to the excessive permeability of the soil, these areas are very susceptible to rapid infiltration of pollutants. Pollution infiltration can have devastating effects on groundwater drinking supplies.

Tidal Wetlands

Another unique wetland type is the tidal marsh. Tidal wetlands make up nearly 25% of West Haven's total wetlands. Some of the most notable tidal wetland areas lie along Cove, West, and Oyster Rivers. These areas maintain high nutrient and biological productivity that form the base of the food web in Long Island Sound. Tidal wetlands also improve water quality by trapping sediments, reducing turbidity, breaking down toxic and heavy metals, and buffering storm surges and absorbing wave energy. They also provide a multitude of recreational activities, and provide a valuable component of coastal open space.



Tidal Wetland near Old Field Creek

In West Haven, over 387 acres have been identified as areas with steep slope soils, accounting for 6% of the city's land.

Steep Slope Soils

The identification of areas with steep slopes is important due to the affect they have on development. While the stability of a slope is dependant on many variables including vegetative cover and the underlying geology, as a general rule it can be expected that slopes greater than 15% pose significant constraints to development due to the difficulty of building foundations and siting septic systems. In addition, these areas pose additional hazards such as increased erosion, surface runoff, siltation, and flooding. Therefore, identifying areas of steep slopes is an important component to the natural resource inventory. In West Haven, over 387 acres have been identified as areas with steep slope soils, accounting for 6% of the city's land. These areas are illustrated on the map titled "*Steep Slope & Wetland Soils.*"

D AQUIFERS

West Haven is mainly comprised of two types of aquifers: bedrock-till formations and stratified drift formations. Bedrock-till aquifers, found throughout city, are comprised of many different rock types (including till) and can yield as much as 10 gallons of water per minute. Stratified drift aquifers, in contrast, are comprised of layered deposits of sand, gravel, silt and clay and are located primarily in river and stream beds. Stratified drift aquifers can yield millions of gallons per day wherever deep saturated deposits of porous materials are located. These high yield conditions have the capacity to be developed into municipal water supplies.

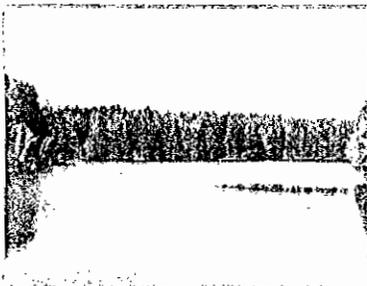
Groundwater Quality

As of 2003, no aquifers with the potential to function as high yield sources of potable water supply have been identified in West Haven. Even though the City's groundwater is not utilized as a source for drinking water, the quality of potable water is relevant to this planning study.

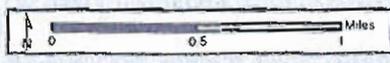
Land use patterns and human activity affect groundwater quality. Pollutants will tend to move within the natural flow regime of the groundwater through the underlying soil and bedrock. The many potential sources of groundwater pollution include leaks and spillage of petroleum products, improper waste disposal, septic systems, agricultural practices, and road salt application. A sustainable planning strategy should reduce, to the extent possible, the ongoing pollution of the City's groundwater for potential future uses.

E. FOREST LAND

The trees and forested areas of West Haven are important components to the city's character. Forests provide multiple benefits to the city including improvement of the community's appearance, enhancing energy efficiency and air quality, while providing habitat for wildlife and outdoor recreational opportunities. Fragmentation of forested tracts can



Coniferous Forest Along the Maltby Lakes



LEGEND

-  TIDAL MARSH SOILS
-  WETLAND SOILS
-  SOILS WITH SLOPE IN EXCESS OF 15%

SOURCE:
 USDA, NATURAL RESOURCE CONSERVATION SERVICE (NRCS)
 CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION
 ENVIRONMENTAL AND GEOGRAPHIC INFORMATION CENTER
 HARTFORD, CONNECTICUT

*ONLY SOIL TYPES WITH A MINIMUM SLOPE OF 15% HAVE BEEN DEPICTED ON THIS MAP. OTHER SOIL TYPES WITH A MINIMUM SLOPE OF LESS THAN 15% AND A MAXIMUM SLOPE OF GREATER THAN 15% MAY EXIST. THIS MAP WAS DEVELOPED FOR USE AS A PLANNING DOCUMENT. DELINEATIONS MAY NOT BE EXACT.

 HARRAL, MICHALOWSKI ASSOCIATES, INC.

**CITY OF WEST HAVEN
 PLAN OF CONSERVATION
 & DEVELOPMENT**



**STEEP SLOPE &
 WETLAND SOILS**

There are 740 acres of deciduous and nearly 75 acres of coniferous forests within West Haven, with the largest concentrations of both deciduous and coniferous forests located in the northwestern region of the city, surrounding the Maltby Lakes.

have a devastating effect on wildlife habitat, timber production and water quality. There are 740 acres of deciduous and nearly 75 acres of coniferous forests within West Haven. The largest concentrations of both deciduous and coniferous forests are located in the northwestern region of the city, surrounding the Maltby Lakes.

The land surrounding Maltby Lakes comprises 124 acres of unfragmented deciduous forest and an additional 50 acres of coniferous forest. Other unfragmented forestlands exist throughout the city and may play an important role in the West Haven's open space strategy. However, forests that are held in private ownership are susceptible to changes in land use, and may have a substantial effect on the overall landscape of the city over time.

F. WILDLIFE HABITAT AND LISTED SPECIES

Despite the common perception of West Haven as a widely developed suburban community, portions of the city support a wide variety of plant and animal habitats. The combination of varied topography, forested tracts, abundant rivers, streams, lakes, ponds, and wetlands provides exceptional habitat for a variety of plants and animals. The following describes some of the specialized habitats that warrant special attention.

Endangered, Threatened, and Special Concern Species

In Connecticut, the protection of unique biological communities is held to a high standard. In support of this, the Connecticut DEP has inventoried sites across the state that contain habitats of endangered, threatened, and special concern species. These habitat areas are perceived as unique and receive special protection status from the state. The state has identified these sites in a special survey entitled "The Connecticut Natural Diversity Database", which is a centralized inventory of these unique habitat locations and represents the findings of many years worth of biological surveys.

The Natural Diversity Database breaks down the sites into the following taxonomic groups: mammals, birds, reptiles, amphibians, fish, invertebrates and plants. Within these groups, the species are further categorized as being endangered, threatened, or special concern.

The locations of sites within the city identified by the Connecticut Natural Diversity Database are illustrated on the Natural Resource Protection Plan as unique habitat areas. In addition to generalizing the exact location of these sites by delineating generous "blobs", information identifying the category of species that can be found at a specific site is not released to the public, as a means to protect these unique and fragile resources.⁴



A Piping Plover at a West Haven Beach

⁴ The CTDEP identifies all special species that may be found in at least one unique habitat area in a given county, in their document titled, "A County Report of Connecticut's Endangered, Threatened, and Special Concern Species."

Wildlife and Riparian Corridors

Wildlife corridors are contiguous segments of land that link animal habitat areas via likely routes of travel. Riparian corridors are undisturbed, naturally vegetated areas contiguous with and parallel to river and stream networks. Both of these corridor types often include undeveloped and partially developed areas that are either publicly or privately owned, and are illustrated in the map titled “*Significant Habitat and State Listed Species.*”

The protection of wildlife corridors is necessary to prevent localized isolation and possible extinction of sensitive plant and animal populations.

The protection of wildlife corridors is necessary to prevent localized isolation and possible extinction of sensitive plant and animal populations. Often, the biological integrity of a species is dependent on the interconnectivity of wildlife habitat to ensure a diversity of species. No formal inventory of wildlife migration routes is used to identify existing wildlife corridors in Connecticut. However, educated inferences of wildlife migration patterns, based on appropriate variables, can provide a logical first step towards wildlife corridor protection planning.

Similar to wildlife corridors, riparian corridors can provide many benefits, such as protecting our water resources, stabilizing stream banks, and improving wildlife habitat by providing travel corridors and improving aquatic habitat. Examples of potential riparian corridors in West Haven include the Oyster River, Cover River, West River, and Old Field Creek corridors. The recommended buffer width of these corridors varies depending on the targeted purpose of the buffer. The general buffer recommendation advocated by the CT Department of Environmental Protection is a minimum of 50 feet from the stream bank edge.

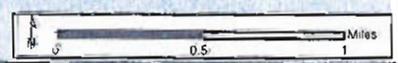
G. NATURAL RESOURCES GOALS & OBJECTIVES

GOAL:

Promote the conservation and preservation of natural resources as part of future development activity.

OBJECTIVES:

- Improve and protect water quality by promoting land use and development regulations that respect watercourses and wetlands.
- Protect flood prone areas in the city through the use of floodplain protection measures.
- Consider expanding upon the minimum 50-foot non-disturbance buffer distance from all wetlands and watercourses within the Wetlands Regulations.



- LEGEND**
-  NATURAL DIVERSITY DATABASE LISTED SPECIES
 -  POTENTIAL WILDLIFE CORRIDORS
 -  POTENTIAL RIPARIAN CORRIDORS

SOURCE:
CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION
ENVIRONMENTAL AND GEOGRAPHIC INFORMATION CENTER
HARTFORD, CONNECTICUT

THE MAP DATA PRESENTED ON THIS MAP IS
NOT TO BE USED AS AN ACCURATE SURVEY
AND IS SUBJECT TO CHANGE

THIS MAP WAS DEVELOPED FOR USE AS A
PLANNING DOCUMENT. DELINEATIONS MAY
NOT BE EXACT.

 HARKALL-MICHALOWSKI
ASSOCIATES, INCORPORATED
MAP 000000001 04/01/2002

CITY OF WEST HAVEN
PLAN OF CONSERVATION
& DEVELOPMENT



**SIGNIFICANT HABITAT &
STATE LISTED SPECIES**



The Lower Cove River

Page intentionally left blank.

V. COASTAL RESOURCES

A. INTRODUCTION

West Haven possesses significant coastal resources that will influence the City's future. Established in 1980, the Connecticut Coastal Management Act (CMA) includes policies, standards, and procedures to guide local decisions concerning Connecticut's coast, and enables municipalities to establish local programs of their own. West Haven has been active in the State Program since its first Coastal Management Program in 1982, which was later updated in 1991. These programs have protected the City's coastal resources, including high quality public sandy beaches, tidal flats, and tidal wetland systems. Drawing upon the earlier programs, this update should be considered an important component of the City's overall Coastal Management Program and its Plan of Conservation and Development.

B. COASTAL LAND & WATER RESOURCES

Long Island Sound's coastal waters are a complex system of discrete water masses and substrates, which form a large estuary that is an unusual semi-enclosed, northeast-southwest oriented basin with restricted passages to the ocean at each end. As defined by the CMA, the coastal waters of the Sound include the sound itself, along with its "harbors, embayments, tidal rivers, streams, and creeks, which contain a salinity concentration of at least 5 ppt under low flow stream conditions." Areas that fall under the Coastal Area Management (CAM) program are illustrated on the map titled "*Coastal Resources*."

Water Quality

The Coastal Management Area of West Haven is primarily drained by the Oyster River, Cove River, West River, and to a lesser extent Old Field Creek. Of the three major rivers, the West River has the largest drainage basin that includes sections of five municipalities. These rivers directly influence the water quality of the City's coastal waters.

Water pollution includes point source and nonpoint source (NPS) contamination. The City's largest point source facility is its sewage treatment facility along First Avenue near Sandy Point. This plant has experienced problems with sanitary sewer overflows that stem from pump station failures, sewer line leakage and breakage, and lack of capacity. The City is currently updating its Wastewater Management Plan, which shall provide suggestions for necessary improvements.

NPS pollution is more difficult to identify, regulate, and control. Run-off from impervious surfaces picks-up contaminants as it sheetflows and either directly or gradually enters coastal waters. The most common NPS pollutants in West Haven include sediments, nutrients, toxic substances, petroleum products, and pathogenic microorganisms.



Savin Rock Beaches

Photo Credit: City of West Haven
Economic Development Corporation



West River Area

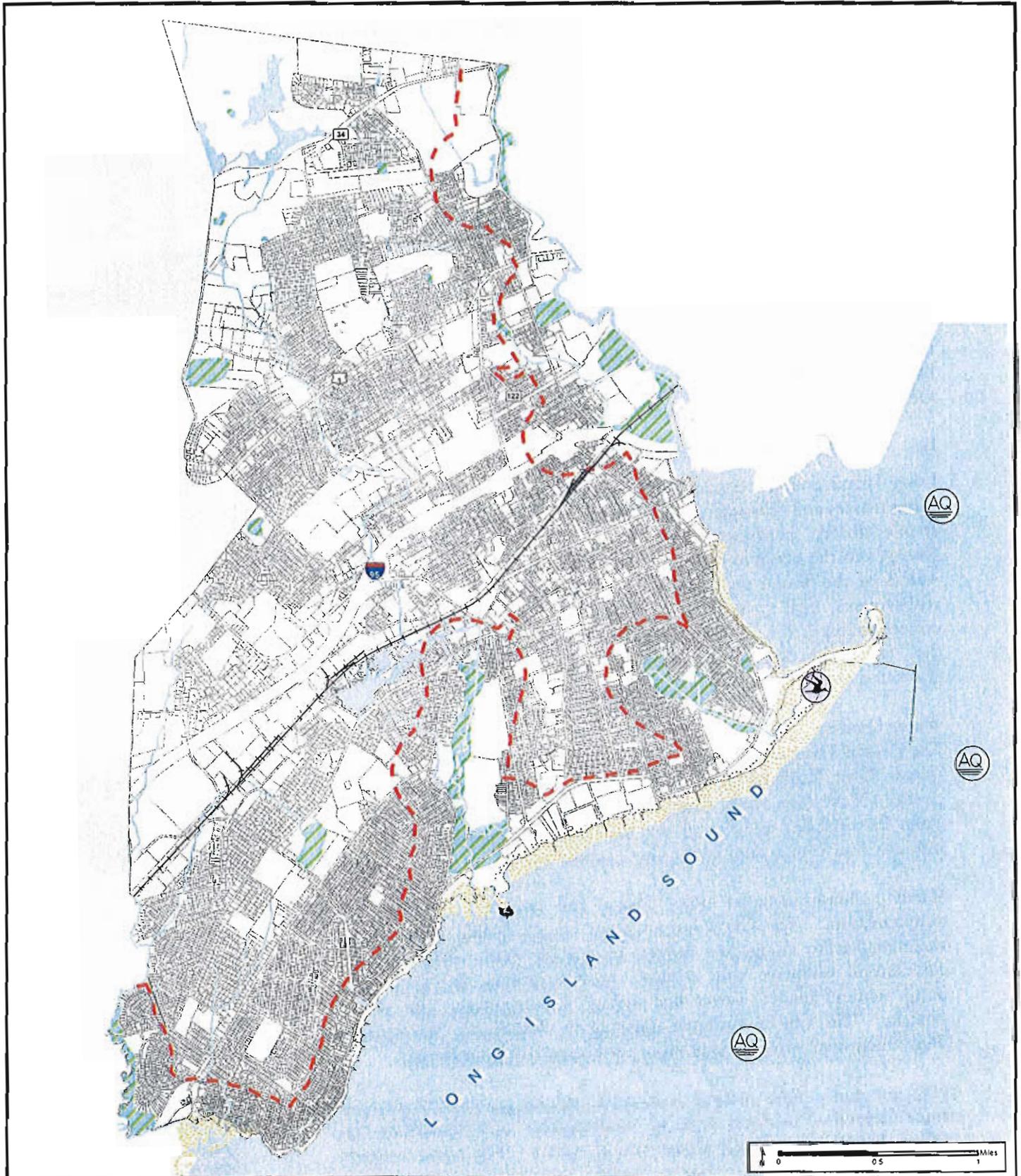
Photo Credit: City of West Haven
Economic Development Corporation



Bradley Point and Cove River

Photo Credit: City of West Haven
Economic Development Corporation

Nonpoint source pollution (NPS) is a significant source of pollution in the coastal waters of West Haven. In comparison to point source pollution, NPS pollution is more difficult to identify, regulate, and control.



SOURCE:
NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION
(NOAA) ENVIRONMENTAL SENSITIVITY INDEX DATA (2001)

CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION
ENVIRONMENTAL AND GEOGRAPHIC INFORMATION CENTER
HARTFORD, CONNECTICUT

ACKNOWLEDGEMENTS
FUNDING PROVIDED BY A GRANT THROUGH THE DEPARTMENT OF
ENVIRONMENTAL PROTECTION OFFICE OF LONG ISLAND SOUND
PROGRAMS, MADE AVAILABLE BY THE COASTAL ZONE MANAGEMENT
ACT OF 1972, AS AMENDED, ADMINISTERED BY THE OFFICE OF
OCEAN AND COASTAL RESOURCES MANAGEMENT, NATIONAL
OCEANIC AND ATMOSPHERIC ADMINISTRATION

THIS MAP WAS DEVELOPED FOR USE AS A
PLANNING DOCUMENT. DELINEATIONS MAY
NOT BE EXACT.



LEGEND

-  INTERTIDAL FLATS
-  COASTAL AREA MANAGEMENT (CAM) BOUNDARY
-  WETLANDS
-  ROCKY SHOREFRONT
-  BEACHES

-  NESTING SITES FOR SHOREBIRDS
-  SHELLFISH CONCENTRATION AREAS

CITY OF WEST HAVEN

PLAN OF CONSERVATION
& DEVELOPMENT



COASTAL RESOURCES

According to the Connecticut General Statutes, communities along Long Island Sound must give special consideration to the protection and restoration of the estuary's ecosystem. Section 8-23, pertaining to Plans of Conservation and Development, requires that coastal communities maintain a Plan that is designed to reduce contaminants and improve the water quality in Long Island Sound. Specific recommendations found throughout this chapter and in the Action Agenda are designed to protect West Haven's coastal resources, thereby meeting this objective.

Numerous regional, state, and federal programs exist that can help direct the City's efforts at water quality management. These programs are comprehensive, often covering a range of strategies aimed at curbing the negative impact of nonpoint source pollution including: best management practices; monitoring and assessment techniques; demonstration projects; technical assistance; public education and involvement; and watershed management. The Connecticut Department of Environmental Protection has recently established a Nonpoint Source Management Program. This program provides a framework to help coastal communities enhance their efforts at addressing storm water runoff and containing harmful contaminants. West Haven officials should review this program as a starting point in protecting the coastal resources.

The DEP has established the goal of "SB" for West Haven's coastal water quality. Unfortunately, the quality of the area's coastal waters does not yet meet this goal. Challenges to reducing pollution are immense, involving complex land use patterns across broad areas and municipal and private wastewater and storm water treatment systems.

Tidal Wetlands

Tidal wetlands are "areas which border on or lie beneath tidal waters and whose surface is at or below an elevation of one foot above local extreme high water," and are capable of growing particular plant species. They improve water quality by trapping sediments, reducing turbidity, breaking down toxics and heavy metals, locking in excess nutrients, buffering storm surges and absorbing wave energy. Notable areas are found along the Oyster River; near the former landfills; and along the Cove and West Rivers. The restoration of the Old Field Creek salt marsh is currently underway, and will encourage vegetation, migratory birds, and fish communities to gradually return to a healthier habitat area.

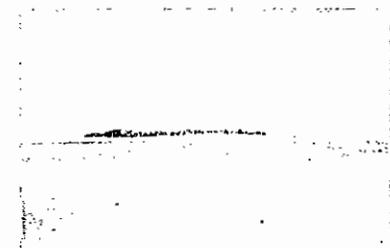
Rocky Shorefronts

Rocky shorefronts are outcroppings of bedrock, boulders, and cobbles that are highly resistant to weathering and form the interface between terrestrial and aquatic environments. These areas serve as feeding and refuge areas for various coastal species, and also provide scenic vistas and recreational opportunities for climbing and observing wildlife. Areas classified as rocky shorefront in West Haven include: Bradley Point, Savin Rock, and the area between the two beaches at Oyster River Beach, and are illustrated in the map titled "Coastal Resources".



Tidal Wetlands near Sandy Point

Notable tidal wetland areas are located along the Oyster River near the City of Milford, adjacent to the former landfills along the West River, and along the Cove and West Rivers.



Tidal Flats near Bradley Point

Intertidal Flats

Intertidal flats are sheltered areas of fine-grained sands and muds that are exposed at low tide, often forming transition zones between estuarine embayments and tidal wetlands. They offer highly productive habitats that play a key role in the estuarine food web, and provide exceptional opportunity for wildlife observation. These areas, illustrated in the map titled "*Coastal Resources*," are protected by the prohibition of activities that may cause erosion or degrade the habitat.

Beaches and Dunes

The CMA defines beaches and dunes as "moderately sloping dynamic areas abutting coastal waters that consist of water worked sands, gravels, and cobbles." West Haven's shoreline includes a 1.5-mile long multi-use boardwalk that links several public beaches. The City's waterfront has become a major open space corridor, anchoring the southern edge of an interconnected, citywide system of open spaces, parks and recreational areas, making the waterfront readily accessible to the public.

There are eleven named municipal public beaches that collectively yield over 3 miles of public beachfront in the City. The locations of these beaches are depicted on the "Existing Parks & Open Space" map. The December 2003 Coastal Resources and Considerations memorandum includes a summary of the existing conditions of the City's beaches regarding erosion related issues.

Shellfish Concentration Areas

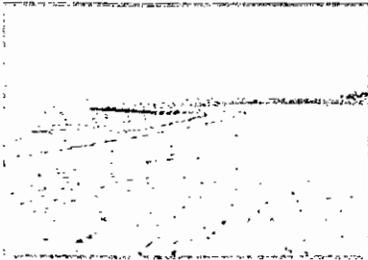
Shellfish concentration areas provide habitat for shellfish, provide sources of food for marine life, afford economic opportunities for aquaculture, and provide employment through this industry. Most shellfish concentrations in West Haven waters are beds of eastern oysters or hard-shell clams, illustrated in the "*Coastal Resources*" map. Due to poor water quality, all the shellfish beds in the West Haven area are closed to recreational and direct commercial harvest.

Modified Bluffs and Escarpments

Bluffs and escarpments are naturally eroding shore lands often marked by cliffs that have substantial slopes. These areas are a significant sediment source for other features such as beaches and dunes. The largest area of modified bluffs and escarpments consists of seawalls between South Street and Annawon Avenue and protects the neighborhoods located seaward of Ocean Avenue. Other areas with such features include Savin Rock and Bradley Point.

Riparian Corridors

The major riparian corridors in the City include the West River, the Old Field Creek tidal estuary, the Cove River, the Oyster River, and all related tributaries and water bodies. These corridors form a north/south oriented network that links the City's shoreline greenways, open space, and associated recreational resources. Riparian corridors help protect the



South Street Beach with Erosion Control Structure



West Haven Boardwalk

water quality in Long Island Sound and are often effective in attenuating runoff and reducing erosion.

C. COASTAL HAZARD AREAS

Coastal hazard areas (CHA) include lands inundated or eroded during coastal storms, and are designated as either A-zone or V-zones. During 100-year floods, A-zones are subject to still water flooding and V-zones are subject to direct actions by waves of three feet or greater in height.

Much of West Haven's coastal area is found within coastal hazard areas, including land east of Front Street and between Clifton Street and Mix Avenue near the West River. CHAs are also found east of First Avenue and Water Street, near Old Field Creek including Morse Park and Chamber of Commerce Park, and along Beach Street. The properties seaward of Captain Thomas Boulevard are also within the CHA, which extends inland along the Cove River, and encompasses a large area east of Platt Avenue, including the West Haven High School Campus and much of Painter Park. Southwest of the Cove River, the CHA includes beaches seaward of Ocean Avenue extending to the area around South Street. The residential neighborhoods west of South Street nearest the shoreline and along Ruby Road and the Oyster River are also within the hazard area. The coastal hazard areas are shown on the map titled "*FEMA Floodzones*".

D. ISSUES, OPPORTUNITIES, AND CONSTRAINTS IN THE COASTAL AREAS OF WEST HAVEN

West Haven's shorefront can be classified among three different coastal planning areas. The resources within these planning areas share similar qualities that may be spread over a wide portion of the City's coastline. The discussion below briefly describes these areas and the various pressures they face.

The Long Island Sound Shorefront

West Haven's municipally owned beachfront serves as a model of public access to the waterfront. Sandy beaches typify most of this area, while modified bluffs and escarpments characterize the southernmost shorefront. The Savin Rock redevelopment area is also located along the shorefront, separated from the sandy beaches by the multi-use walk/bike path. Ocean Avenue, Captain Thomas Boulevard, and Beach Street represent the main vehicular thoroughfares providing access to the area. As a district, the West Haven beachfront represents one of the most attractive waterfront destinations in the region. With this widespread attraction, the shorefront is constantly facing a multitude of pressures.

This highly valued area constantly faces pressure from various sources, while offering distinct opportunities. The ongoing problem of shoreline erosion continues to be an issue, and has led to recent sand



SOURCE: PARCEL MAP:
CITY OF WEST HAVEN ENGINEERING DEPARTMENT (2003)

FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)
CITY OF WEST HAVEN FLOODPLAIN
(JUNE 1996)

*NOTE: 100 YEAR FLOOD ZONES HAVE BASE ELEVATIONS
AS FOLLOWS:
A8 ZONES - EL. 11', 12'

REFER TO FIRM FLOOD INSURANCE RATE
MAP COMMUNITY PANEL NUMBER 050092
FOR LOCATIONS OF ZONE SEGMENTS

Legend

100 - Year FEMA Floodzone*



500 - Year FEMA Floodzone

CITY OF WEST HAVEN
PLAN OF CONSERVATION
& DEVELOPMENT



FEMA Floodzones

THIS MAP WAS DEVELOPED FOR USE
AS A PLANNING DOCUMENT
DELINEATIONS MAY NOT BE EXACT

TARRALL-MICHALOWSKI
ASSOCIATES, INCORPORATED
DESIGN ARCHITECTS

ACKNOWLEDGEMENTS
FUNDING PROVIDED BY A GRANT THROUGH THE DEPARTMENT OF
ENVIRONMENTAL PROTECTION OFFICE OF LONG ISLAND SOUND
PROGRAMS, MADE AVAILABLE BY THE COASTAL ZONE MANAGEMENT
ACT OF 1972, AS AMENDED, ADMINISTERED BY THE OFFICE OF
OCEAN AND COASTAL RESOURCES MANAGEMENT, NATIONAL
OCEANIC AND ATMOSPHERIC ADMINISTRATION

replenishment efforts executed by the Army Corps of Engineers. The area's popularity as a waterfront destination has also resulted in increased desirability of development, particularly near Savin Rock.

In light of the upcoming expiration of the waterfront redevelopment plan for the Savin Rock area in early 2006, the City should begin formulating a specific strategy for managing future land uses in this area. Public input should be incorporated into the planning process from the beginning, to ensure that the community's concerns are acknowledged and addressed throughout the process. It should be noted that the current zoning regulations for the land encompassing the redevelopment area are actually more restrictive than the redevelopment plan itself, which should result in greater discretion for any changes in future land use in the waterfront area.

The potential for development must be balanced with the preservation and sustainability of the coastal resources. In addition, the waterfront attracts great pedestrian activity, and enhancements to improve traffic and pedestrian safety in the area should be pursued. Improvements can also be made to improve and secure public and visual access to the beach, to ensure that this amenity remains easily accessible to all city residents.

Oyster River, Cove River, and Old Field Creek Tidal Estuaries and Riparian Corridors

The land adjacent to these three watercourses encompasses a wide variety of land use and ownership types, making the task of planning for the sustainability of these resources a challenging one. The water quality of these rivers ultimately flows into and influences the water quality of Long Island Sound. A great difficulty in planning for this area is that the quality of these corridors is ultimately a result of countless individual decisions made by private and public landowners. An effective approach for this planning area must have large-scale and small-scale perspectives.

The presence of wetlands regulations currently prevents the further encroachment of development into areas unsuitable for building. Uncontrolled storm water may carry contaminants from impervious surfaces into watercourse areas, thereby compromising the water quality via nonpoint source pollution. Without any specific storm water regulations, the City is at a slight disadvantage in addressing this issue. Roadside dumping has been a persistent problem in West Haven throughout the past several coastal planning periods, and remains in some low-lying undeveloped areas where no barriers deter such activity. Public access could be improved to some areas to capitalize upon greater recreation potential, and providing continuous sidewalks to link watercourse areas where feasible can increase pedestrian safety.

The West River Crossing proposal may serve as a model for future redevelopment in the city, encompassing a high-quality design and rich mixture of land uses that capitalize upon its distinct locational attributes.

West River Corridor

The West River coastal planning area encompasses the land north of Elm Street, east of Front Avenue and Forest Road, and has historically

accommodated heavy industrial and manufacturing activities. This riverfront environment is distinguished from other city rivers due to the intensity of industrial land uses in the area and the resulting negative environmental impacts. The West River and its water quality are directly impacted by land use patterns in multiple jurisdictions, making the task of planning for the enhancement and sustainability of this resource a regional objective. The West River Crossing proposal may serve as a model for future redevelopment in the area, encompassing a high-quality design and rich mixture of land uses.

The heavy industrial activities have resulted in environmental quality issues, making the monitoring and remediation of this area a high priority for the future. In areas appropriate for development, public and private redevelopment efforts would result in a greatly enhanced environment, and could follow the model provided by the West River Crossing project. Future planning efforts should secure optimal waterfront lands for only water-dependent activities, and public access to the waterfront should be considered as an appropriate alternative where water-dependent activities are not feasible. There is potential to reserve substantial land for open space and recreation purposes, including the former landfill properties.

E. COASTAL RESOURCES GOALS & OBJECTIVES

GOAL:

Implement land use policies that effectively protect and responsibly manage the coastal resource areas of West Haven.

OBJECTIVES:

- Future development at locations with direct frontage on coastal waters should be dominated by water-dependent uses. Water-related uses should be relegated to locations separated by a road, other land and/or public beach.
- The City's land use regulations should offer greater protection of sensitive coastal resources.
- Recreational marine uses along the City's waterfront, especially along the West River, should be maintained and preserved into the future, and should be protected from any potential negative impacts associated with redevelopment in waterfront areas.
- Areas with zoning and land use inconsistencies should be assessed for the suitability of current zoning classifications.
- Development should be discouraged in areas that are unsuitable due to recurrent flooding, unique aesthetic qualities, or characteristics of wetlands.

Future development at locations with direct frontage on coastal waters should be dominated by water-dependent uses.

Areas with zoning and land use inconsistencies should be assessed for the suitability of current zoning classifications.

Residential stability should be supported via protective zoning in transition areas and landscaped buffers.

- Residential stability should be supported via protective zoning in transition areas and landscaped buffers.
- Neighborhood improvement should be recognized and promoted. Several areas stand to benefit most from enhancement efforts.
- Physical and visual access to the waterfront should be maintained and enhanced where possible.
- Locations that have conflicting or mixed land used should be identified and ameliorated.
- The character of existing neighborhood commercial areas should be preserved, with improvements encouraged in areas, which have exhibited significant physical deterioration.
- Large retail and commercial development should be limited to those areas that can adequately support the parking and traffic circulation needs generated by such development, to areas that do not economically threaten other retail and commercial areas in close proximity, or threaten the stability and integrity of adjacent residential neighborhoods.
- Commercial and industrial areas adjacent to residential areas and sensitive coastal resources should require lot sizes which are adequate for appropriate parking, loading, turning and landscaping buffers necessary to such development.
- Both visual and physical access to the water from adjacent residential neighborhoods must be maintained through easements and limitations on height and siting of buildings.
- Priority should be given to water dependent uses in the waterfront area; and to encourage future non-water dependent industrial and commercial uses to locate inland; maintain existing water-dependent uses.
- Future non-water-dependent industrial and heavy commercial uses on the waterfront that have adverse impacts on water quality should be discouraged. For water-dependent uses that pose the potential for adverse impacts, efforts should be made to minimize those impacts.

Physical and visual access to the waterfront should be maintained and enhanced where possible. The City should consider revising its zoning regulations to mandate public access along the waterfront for most non-residential, non-water-dependent uses.

Large retail and commercial development should be limited to those areas that can adequately support the parking and traffic circulation needs generated by such development, to areas that do not economically threaten other retail and commercial areas in close proximity, or threaten the stability and integrity of adjacent residential neighborhoods.

GOAL:

Effectively plan for the necessary public and capital improvements to ensure the continued protection of the City's coastal resources.

OBJECTIVES:

Improvement of the City's sanitary sewer system is essential to the overall economic climate of the City, the water quality of the Sound, and public enjoyment of the City's coastal resources, and should be a City priority.

Revise zoning regulations to include a section on Storm Water Management. Such regulations have been successfully employed in surrounding communities to effectively address water quality concerns.

Continue the non-structural rehabilitation of West Haven's beachfront through beach nourishment, dune reestablishment and natural vegetation plantings, and mitigate shorefront erosion problems by non-structural means where possible.

- Improvement of the City's sanitary sewer system should be a City priority. This is essential to the overall economic climate of the City, the water quality of the Sound, and public enjoyment of the City's coastal resources.
- Recommendations made in the Master Drainage Plan that are consistent with coastal policies should be implemented.
- Pursue and implement a comprehensive Flood Control Study along the entire Cove River corridor that identifies the most critical places for improvement and recommends potential solutions.
- Control of upland storm water run-off should be improved to preserve water quality and wetland habitats in the lowlands.
- Existing and potential pollution problems should be identified; steps to correct them should be implemented.
- Additional outdoor and underground storage that degrades the environment should be prohibited.
- Dumping should be discouraged by using barriers and by increasing supervision and regulations.
- Existing drainage channels and devices should be improved and maintained.
- Drainage improvements to reduce erosion from run-off and pollution from nonpoint sources should be implemented within the coastal management area and adjacent upland areas.
- Continue the non-structural rehabilitation of West Haven's beachfront through beach nourishment, dune reestablishment and natural vegetation plantings, and mitigate shorefront erosion problems by non-structural means where possible.
- Shorefront development in coastal hazard areas should be discouraged when such development would require major structural erosion or flood hazard protection.
- Safe, pedestrian traffic should be provided and enhanced along the shorefront.
- Considerations should be given to improving accessibility to coastal resources as a part of highway, bridge, drainage and other municipal improvements.

GOAL:

Plan for and implement improvements and enhancements to the City's parks and open space network that balance public use and preservation of coastal resources.

OBJECTIVES:

- Enhance and maintain City owned beaches and waterfront areas as an invaluable environmental and recreational resource.
- Enhance and maintain City parks and open space lying within the coastal management areas.
- Encourage public access to coastal waters by expansion, development, and effective utilization of City owned facilities within coastal area while simultaneously protecting the coastal resources in an ecologically friendly manner.
- Public access for recreational marine activities, fishing and boating should be expanded.
- Wetland areas should be recognized as areas vital for flood control, aesthetic quality, flood control, aesthetic quality, food sources and wildlife habitat and measures to protect and enhance them should be taken.
- Develop functional recreational, greenway and open space linkages between West Haven neighborhoods, parks, schools and other municipal properties using the riparian corridors to the extent feasible and linking to the beachfront boardwalk as the spine of the system.

Public access for recreational marine activities, fishing and boating should be expanded.



The West Haven Shoreline

VI. OPEN SPACE AND RECREATION

A. INTRODUCTION

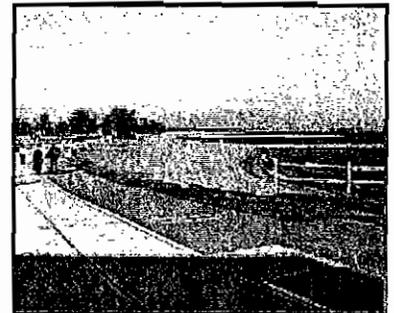
The quality, quantity and variety of parks and open spaces are important attributes that help define and strengthen the character of West Haven. In addition to facilities dedicated to active recreation, a variety of natural “passive” open spaces add to the character of the City and provide a resource where people can connect with elements of nature. The benefits of parks and open space are multifaceted in that they provide opportunities for social interaction and healthful activities, preserve natural features and environments and enhance community character, positively affecting property values and the marketability of the community.

Recreational activities in West Haven have evolved over the years to the point where organized sports and formal recreation programs are the focus of both adolescent and adult active recreation. The increasingly high participation and longer length and variety of sport seasons require dedicated facilities, an important consideration when creating capital improvement plans for the community. In addition, providing opportunities for informal recreation (i.e. walking, jogging, skating, biking) is important to meet the growing needs of the community. Greenways or linear trails, such as West Haven’s Beachfront Boardwalk provide this opportunity. When properly planned, greenways and the City’s system of sidewalks can link existing parks and open space areas with neighborhoods and community facilities, including schools, and provide an interconnected network serving City residents.

West Haven’s network of parks and open space provides benefits as community gathering places, fostering social interaction in an attractive environment. On another level, these community assets can benefit property values and the marketability of the City. As consistently demonstrated in the real estate market, people are willing to pay more money for a home in close proximity to parks and open space than a similar home that does not offer this amenity.⁵

The park and open space resources found in West Haven are generally in good condition with some facilities in need of improvement. A majority of the City’s open space, parks and recreational facilities are concentrated in the southern half of the City, south of I-95. This distribution reflects the City’s historical development patterns, with more City residents living south of I-95, resulting in a higher demand for neighborhood parks, schools and other active recreation facilities. As residential development expanded into northern West Haven, a number of parks, recreational facilities and open spaces resources have been developed and preserved. The existing inventory of parks and open spaces can be considered one of West Haven’s important assets as they provide green focal points to

West Haven’s network of parks and open space provide benefits to the community beyond a place to recreate.



Beachfront Boardwalk

As consistently demonstrated in the real estate market, people are willing to pay more money for a home in close proximity to parks and open space than a similar home that does not offer this amenity.¹



A Neighborhood Park

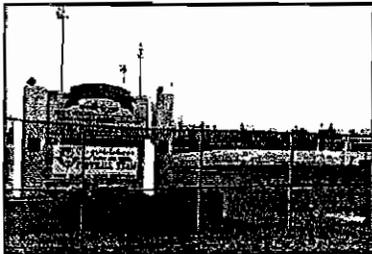
⁵ Crompton, John L., Parks and Economic Development, American Planning Association, Planning Advisory Service Report Number 502, November 2001.

While the City's existing inventory of parks and open space resources provides a wide array of recreational opportunities, there is potential for improvement to meet the changing needs of the community.

the City's neighborhoods and provide recreational opportunities for City residents. While the City's existing inventory of parks and open space resources provides a wide array of recreational opportunities, there is potential for improvement to meet the changing needs of the community. This section of the POCD summarizes the existing recreation and open space resources in West Haven and recommends improvements to maintain an attractive system that fulfills future community needs.

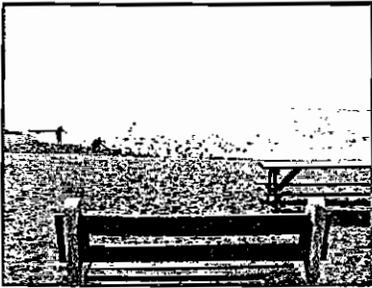
B. EXISTING PARKS AND OPEN SPACE

Open space is often described as land used for agriculture, parks, natural areas, forests, camping, fishing, wetland preservation, wildlife habitat, reservoirs, hunting, golfing, boating, swimming, snowmobiling, historic and scenic preservation. Based on this description, the map titled "Existing Parks and Open Space" is attached to illustrate the location of active and passive recreational facilities and open space areas. The active recreation facilities consist of parks, playgrounds, playing fields and school yards, while passive areas include West Haven's beaches and boardwalk, protected natural areas, flood control property and other open space areas. The inventory also includes cemeteries as passive open space.



High School Athletic Complex

In addition to City owned property, the "Existing Recreation and Open Space" map shows lands held for by the South Central Regional Water Authority. These lands are likely to remain as open space and continue to support the recreation, conservation and preservation objectives as set forth in this plan.

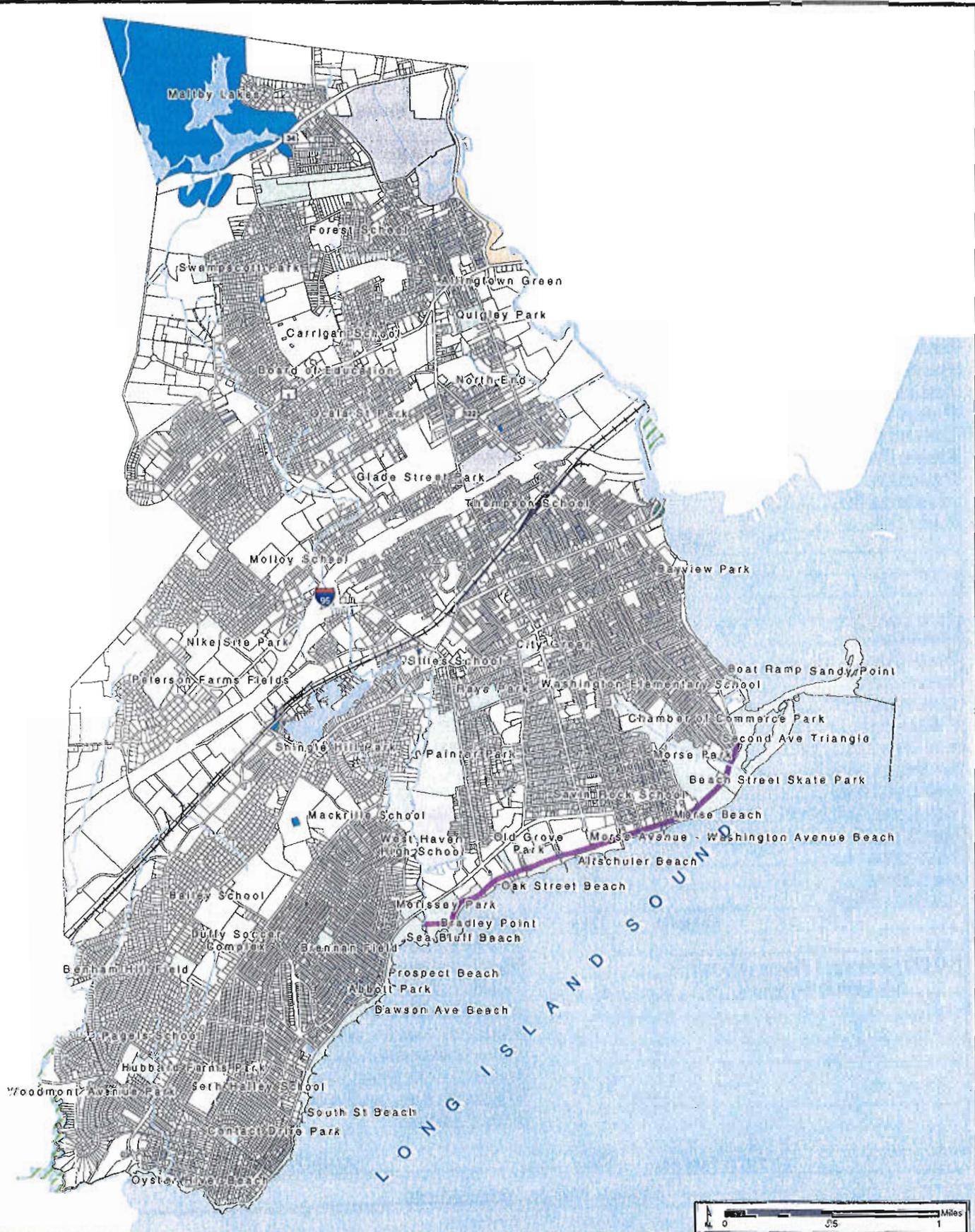


Oyster River Beach

West Haven also has a history of conserving, protecting and utilizing its unique waterfront resources. As a result the City has been able to develop the most extensive municipal system of public beaches in Connecticut and has added to the enjoyment of this resource through the development of West Haven's beautiful beachfront boardwalk. This system represents one of the most popular greenway facilities in Connecticut.

Existing Parks and Open Space Inventory

The inventory of parks, recreation and open space resources in West Haven totals approximately 1,067 acres or 15% of the City's total land area. The land included in the inventory is summarized in Table 10 and is categorized based on whether it is used primarily for active or passive recreation. In addition to the brief synopsis below, the detailed Parks, Recreation & Open Space Report prepared as part of the Plan of Conservation and Development update process contains a complete description, status, and recommendation for each park in the system.



LEGEND

-  Boardwalk
-  Cemeteries
-  Private Open Space
-  State / Federal Land
-  Municipal Ownership
-  Commercial Recreation
-  South Central Regional Water Authority
-  Public Schools With Playgrounds

SOURCE:
PARCEL MAP
CITY OF WEST HAVEN ENGINEERING
DEPARTMENT (2003)

LAND USE DATA:
CITY OF WEST HAVEN ASSESSORS
DEPARTMENT (2003)

THIS MAP WAS DEVELOPED FOR USE
AS A PLANNING DOCUMENT
DELINEATIONS MAYNOT BE EXACT



CITY OF WEST HAVEN
PLAN OF CONSERVATION
& DEVELOPMENT



**EXISTING PARKS
& OPEN SPACE**

Table 10
City Of West Haven
Parks, Recreation & Open Space Inventory

Active Open Space		Passive Open Space	
<u>Public Ownership</u>	<u>Acres</u>	<u>Public Ownership</u>	<u>Acres</u>
Benham Hill Field	7.2	City of West Haven	
Boat Ramp	0.7	Allingtown Green	0.5
Brennan Field	3.8	Bayview Place Park	2.1
Chamber of Commerce Park	20.6	City Green	5.3
Contact Drive Park	2.7	Hubbard Farms Park	7.4
Duffy Soccer Complex	11.9	Morrissey Park	3.7
Glade Street Park	3.5	Old Grove Park	6.2
Morse Park (and Beach St. Skate Park)	29.4	Raye Park	7.8
Nike Site Park	18.4	Second Ave Triangle	1.2
North End Park	2.6	Shingle Hill Park	4.2
Ocala Street Playground	0.3	Woodmont Ave Park	1.8
Peterson Farms Fields	14.1	Other Open Space (6)	163.1
Quigley Park	7.1	Subtotal	203.3
Swampscott Park	5.9	Municipal Beaches	
Warley Field	N/A	Altschuler Beach	
Subtotal	128.2	Bradley Point	
		Dawson Ave Beach	
		Morse Beach	
		Morse Ave - Washington Ave Beach	
		Oak Street Beach	
<u>Public School (2)</u>		Oyster River Beach	
Forest School	11.9	Prospect Beach	
Carrigan School	35.2	Sandy Point	
Thompson School	2.2	Sea Bluff Beach	
Molloy School	9.9	South Street Beach	
Stiles School	2.7	Subtotal	153.2
Washington School	3.8	<u>Private Ownership</u>	
Savin Rock School	3.4	Yale University	12.8
West Haven High School	44.9	South Central Regional Water Authority	279
Macille School	15.5	Subtotal	291.8
Bailey School	17.4	<u>Cemeteries</u>	
Pagels School	7.6	Beth El-Keser Israel	0.3
Seth Halley School	17	Bikur Congregation Cemetery	0.1
Subtotal	171.5	Catholic Cemetery Assoc. Cemetery	70.23
NOTE: City-owned Playgrounds exist at each Elementary School		City of New Haven Cemetery	25.3
		Jewish Community Cemetery	0.4
		Keser Congregational Cemetery	0.7
		Oak Grove Association Cemetery	20.8
		Workmen's Assoc. Inc. Cemetery	1.1
		Shalom Cemetery	0.5
		Subtotal	119.43
ACTIVE TOTAL	299.7	PASSIVE TOTAL	767.7
GRAND TOTAL 1067.4 ACRES			
Source: City of West Haven, Parks and Recreation Department; HMA Field Survey			
(1) Acreage represents total area for municipal schools buildings, fields, and playgrounds			

Active Recreation Facility Overview

Active recreational facilities are defined as areas that accommodate organized sporting activities such as baseball, basketball, soccer or tennis and schools. These facilities may also provide playscapes for younger children. Together these parks, playing fields and schools total approximately 300 acres of public recreation area. While most facilities are owned and maintained by the City, several privately held facilities also exist within the City boundaries. Most of these facilities are associated with private schools such as the University of New Haven and Notre Dame High School.



Morse Park Playground

West Haven's system of parks and recreation has as its foundation a network of small neighborhood and school-associated recreational facilities. These facilities provide an infusion of needed recreational space into residential neighborhoods, while also serving as important links in the overall parks and open space system. Reinforcing this existing foundation should receive top priority to ensure that maximum use can be made of each facility. If proper attention is not paid to the local foundation of the parks system, not only will individual neighborhoods lack sufficient recreational resources, but also the entire city-wide open space network will be weakened. Maintaining and improving options for active recreation, as well as passive recreation is an important component of the parks and open space plan.

West Haven's system of parks and recreation has as its foundation a network of small neighborhood and school-associated recreational facilities.

Passive Recreation Facility Overview

Passive recreational facilities are areas that provide low impact recreation such as hiking or picnicking with minimal development or improvements. If improvements have been made they typically include little more than park benches or picnic areas. Some areas included in this inventory function as natural conservation areas, such as water company land and marshland and are generally left as natural, undeveloped open space.



Hubbard Farms Nature and Education Center

In West Haven, passive recreation and open space areas total approximately 767 acres or 11% of the City's total land area. Much of the land within this open space inventory (57%) is owned and maintained by entities other than the City of West Haven, including 279 acres owned by the South Central Regional Water Authority in the northern area of the City. West Haven's inventory of passive recreation and open space is illustrated on the map titled "Existing Parks and Open Space" and summarized in Table 10. It is important to note that while it is reasonable to expect city-owned land to remain as open space well into the future, privately held land included in the inventory of passive recreation and open space is not necessarily protected in perpetuity.



Recent Open Space Acquisition at the Cove River

C. FUTURE OPEN SPACE SYSTEM

In looking to the future, it will be important to maintain and add to parks and open space resources that are adequate in extent, strategic in location and equitable in distribution to meet the active and passive needs of City residents.

The City of West Haven offers a diverse park and open space system to its current residents. The quantity and quality of West Haven's beachfront resources are unique and represent exceptional recreational opportunities for residents. In looking to the future, it will be important to maintain and add to parks and open space resources that are adequate in extent, strategic in location and equitable in distribution to meet the active and passive needs of City residents. The future of existing parks and open spaces will depend in part on the efficient use and regular maintenance of existing resources, in addition to strategic additions the City's current inventory.

Criteria for future open space acquisition

An important component of the open space plan is identifying locations to focus future open space protection efforts. In order to become proactive in implementing such a policy, it is necessary to develop criteria from which to identify whether a site that becomes available for acquisition possesses unique natural resource characteristics that will enhance the City's overall open space network or will provide a significant benefit to City residents in the provision of needed recreational resources. The following is a list of key objectives that can be utilized in focusing future open space protection efforts:

- Priority open space will link existing parks and open spaces together to form interconnected greenways;
- Open space will preserve natural drainage areas including waterways and surrounding wetlands, marshes and floodplains;
- Open space will protect unique and significant natural features including "critical or threatened habitats."

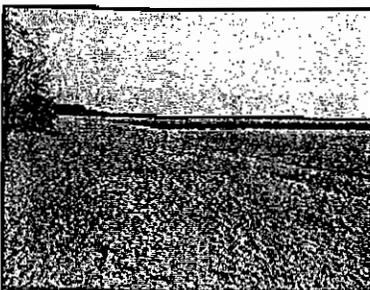
General places within the City of West Haven that may meet the above criteria and therefore should be targeted areas within the future parks and open space network are summarized below, and highlighted in the map titled "*Proposed Parks and Open Space Plan*".

1. Linkage and Expansion of Existing Open Space (Greenways):

While current City parks and recreation facilities offer residents many opportunities for active and passive recreation, West Haven should look toward the future to identify and prioritize potential expansion of park and open space resources, while also looking to create linkages that provide desirable connections among them. West Haven's waterfront can be viewed as a major open space corridor, anchoring the southern edge of an interconnected, citywide system of open spaces, parks and recreational areas. The City's beaches and the 1.5-mile boardwalk from Bradley Point to Captains Galley combine to offer 3 miles of open space greenway along this beautiful shorefront corridor.



Old Field Creek Marshes



West Haven's Waterfront



SOURCE
PARCEL MAP
CITY OF WEST HAVEN ENGINEERING
DEPARTMENT (2003)

LAND USE DATA
CITY OF WEST HAVEN ASSESSORS
DEPARTMENT (2003)

THIS MAP WAS DEVELOPED FOR USE
AS A PLANNING DOCUMENT.
DELINEATIONS MAYNOT BE EXACT.

HARRALL-MICHALOWSKI
ASSOCIATES, INC. INCORPORATED

LEGEND

- | | | | |
|-------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------|
|  | Municipal Ownership |  | Watercourse Corridor |
|  | Public Schools
With Playgrounds |  | Focus Areas |
|  | Desirable Open Space |  | Commercial Recreation |
|  | Cemeteries |  | South Central Regional
Water Authority |
|  | Marsh and Tidal Estuary |  | Private Open Space |
| | | | Existing Boardwalk |

CITY OF WEST HAVEN
PLAN OF CONSERVATION
& DEVELOPMENT



**PROPOSED PARKS
& OPEN SPACE PLAN**



Cove River Corridor



Tidal Wetland near Old Field Creek

The City has a wonderful opportunity to develop, over time, an integrated system of open spaces, parks and recreational facilities linked by a network of greenways.



Maltby Lakes Property

2. Riparian Corridor Protection

As described in the section on Environmental Considerations, several rivers and their associated tidal estuaries, wetlands and flood plains are located within the City of West Haven. They include: the West River, including the Spring Street salt marsh; the Old Field Creek tidal estuary; the Cove River, with its extensive tidal estuary, upland wetlands, tributaries and Phipps Lake; and the Oyster River, including an extensive tidal estuary. The watersheds of these rivers drain most of the City's land area.

The protection of land directly adjacent to the City's watercourses, including associated tidal estuaries, salt marshes, upland wetlands and floodplains, is an important focus of the City's future open space plan. Continued implementation of the City's wetland and floodplain regulations to ensure that the watercourses are properly protected from development and storm water runoff is recommended. In addition, protection or acquisition of parcels adjacent to watercourses susceptible to flooding or parcels that contain important natural resources will help preserve the City's riparian habitats and water quality.

The protection of riparian corridors is an important component to the implementation of future open space protection efforts. These corridors, and their associated tributaries and waterbodies, form a north/south network that link with the City's shorefront open space and recreation resources. The City has a wonderful opportunity to develop, over time, an integrated system of open spaces, parks and recreational facilities linked by a network of greenways. Riparian corridors offer the potential to form important links within this interconnected system of greenways that could extend from the most northern areas of the City, southward to Long Island Sound.

3. Regional Water Authority Owned Property

The protection of property owned by the South Central Regional Water Authority should be considered a priority if these lands are offered for sale. As has happened in the past in West Haven, the RWA could decide to divest lands in the Maltby Lakes area that it considers to be excess to its operations. If this were to happen, the City should evaluate the protection of these properties based on the above-mentioned criteria.

4. Unique Habitat Protection

The protection of areas in West Haven identified as possessing unique habitat areas, potential wildlife corridors and potential riparian corridors would help ensure that species that depend on these resources are not threatened by intense development or incompatible land uses. In the Connecticut Natural Diversity Database, the Connecticut DEP has identified sites in the City that contain habitats of endangered, threatened, and special concern species. Some of these areas fall within

existing protected lands. These natural resources are assets that contribute to the character and uniqueness of the City and care should be taken towards the further protection of important habitat areas.

D. IMPLEMENTATION TOOLS & TECHNIQUES

Because it is difficult to predict when property will become available for incorporation into the open space inventory, the City must be prepared to respond quickly when property becomes available, particularly land identified as a priority open space parcel.

Open Space Task Force

The City has designated the West Haven Conservation and Open Space Commission to better prepare the City for future land acquisition opportunities. A primary task of this commission is to develop a strategy to fund future open space acquisitions. *Report #28: Municipal Open Space Planning*, released in Spring 2000 by the Capitol Region Council of Governments serves as a solid reference by outlining key factors a community should consider in order to maximize its funding opportunities.

A primary duty of the Conservation and Open Space Commission is to develop a strategy to fund future open space acquisitions.

Non-Regulatory Tools

Once adequate funding is secured, the City or collaborating agencies can pursue a range of non-regulatory tools to protect open space, which usually involve some level of ownership status. The following are examples of commonly used techniques to protect land at the local level:

- **Fee Simple Purchase** – Involves the outright purchase of land.
- **Easement** – A partial interest in property conveyed by the landowner to the City or a non-profit land trust organization, with specific restrictions on land development or access privileges.
- **Land Trust** – Private, non-profit organizations that acquire land or easements for conservation or recreational purposes. The Land Trust of West Haven has been active in the City since its founding in 1991.

Local efforts consistent with the above strategies can be supplemented by The Connecticut Department of Environmental Protection's Open Space and Watershed Land Acquisition Grant Program- (CGS § 7-131d to 7-131k). This provides financial assistance to municipalities or non-profit land conservation organizations to acquire land for open space. This grant program provides matching grants for up to 65% of the properties fair market value. It is recommended that the City continue to leverage its status as a DEP designated "Distressed Community" in its applications to this grant program to acquire future open space.

The City should continue to leverage its status as a DEP designated "Distressed Community" in its applications to the Connecticut Department of Environmental Protection's Open Space and Watershed Land Acquisition Grant Program grant program to acquire future open space.

Regulatory Tools

Where funding alone is inadequate to secure desirable open space areas, the City of West Haven can utilize land use regulations as a means of

Through its land use regulations, the City of West Haven has the ability to implement regulatory controls to protect natural features and to establish open space.

managing a landowner's use of property. The City of West Haven has an opportunity to implement regulatory controls to protect natural features or to establish open space. Examples of regulatory tools include the following:

- **Coastal Area Management Regulations** – The City's Planning and Zoning Commission administers the implementation of Coastal Area Management regulations.
- **Inland Wetland Regulations** – The City's Inland Wetland's Agency regulates activities on wetland soils within West Haven.
- **Soil Erosion and Control** – The City's Planning and Zoning Commission administers soil erosion and sedimentation regulations.
- **Flood Hazard Area Regulations** – The City's Flood Hazard Regulations utilize the Flood Insurance Rate Maps.
- **Natural Resources Removal, Filling & Grading** – The City's Land Use Regulations include provisions regulating the grading, filling or removal of other materials.
- **Open Space and Public Facilities District:** – The City's Land Use Regulations include the Open Space and Public Facilities District, for the regulation of open space, public parks, playgrounds, playfields, walkways, trails, beaches, boating, fishing and required accessory uses. Plans and specifications for these areas are subject to review by the Planning and Zoning Commission. Recreation facilities must have the approval of the Board of Parks Commissioners and any structure or facility placed within 25 feet of a watercourse, body of water or wetland requires the approval of the Inland Wetlands Agency.

E. PARKS AND OPEN SPACE GOALS & OBJECTIVES

GOAL:

Encourage the improved use, maintenance and improvement of the City's existing parks, recreation and open space system to maximize their value and utility.

OBJECTIVES:

- Continue the efficient utilization of existing parks and recreation facilities, including extended hours and creative scheduling.
- Strengthen the existing cooperative relationship between Parks and Recreation and the School Board to maximize the use of all municipal recreational resources to the benefit of West Haven's residents.
- Wherever possible, existing parks and open space should be linked together to form interconnected greenways.

Strengthen the existing cooperative relationship between Parks and Recreation and the School Board to maximize the use of all municipal recreational resources to the benefit of West Haven's residents.

- Encourage greenways linking neighborhoods, public facilities and employment areas to existing open space areas as a focus for recreational activity.
- Maximize appropriate accessibility to open space resources.

GOAL:

Achieve immediate open space conservation objectives in the City by concentrating planning efforts and resources on the productive and managed use of prioritized focus areas, rather than thinly distributing resources across parcels scattered across the City.

OBJECTIVES:

- Focus Conservation and Open Space Committee resources on the protection, conservation, and managed use of open space lands surrounding the Old Field Creek tidal estuary.
- As a second priority, focus Conservation and Open Space Committee resources on the protection, conservation, and managed use of open space lands in the vicinity of the former United Illuminating lands between Plainfield Avenue and Forest Road.
- As a long-term objective, explore the additional protection of land in the Cover River corridor area, and develop appropriate managed use strategies to balance public access with resource preservation.
- Assign the effective and efficient management of open space parcels to appropriate agencies that have the necessary capacity and organization.

Achieve immediate open space conservation objectives in the City by concentrating efforts and resources on the productive and managed use of prioritized focus areas. Focus on the Old Field Creek area and former United Illuminating lands in northern Allingtown as first priorities, while maintaining a long-term outlook on the protection and managed use of the Cove River corridor area.

GOAL:

Over the long-term, add to West Haven's open space and recreation system as resources and opportunities permit, to ensure they are adequate in extent, strategic in location and equitable in distribution to meet the active and passive recreation needs of residents, as well as the protection of important natural resources.

OBJECTIVES:

- Parcels for open space and or recreational use should be acquired in neighborhoods presently lacking such facilities.
- Implement the development of a park of approximately 20 acres in size, to serve the Allingtown neighborhood. This park would include a full range of recreational facilities, as recommended in West Haven's 1990 Plan of Development.

Implement the development of a park with a full range of recreational facilities approximately 20 acres in size, to serve the Allingtown neighborhood.

Implement improvements to the West River Community Park, in concert with the City of New Haven, to create an attractive shared gateway between these two cities along Route 1.

Implement the West Haven portion of the Harborside Trail for New Haven Harbor, as proposed by the South Central Regional Council of Governments.

- Establish a fund dedicated to the acquisition and protection of open space.
- Develop functional recreational, greenway and open space linkages between the Allingtown neighborhood and the West River corridor, and provide waterfront access to the river for pedestrians. This access could occur via a path, esplanade, or boardwalk that would minimize any negative impacts to the river's banks and water quality.
- Implement improvements to the West River Community Park, in concert with the City of New Haven, to create an attractive shared gateway between these two cities along Route 1.
- Implement West Haven's portion of the Harborside Trail for New Haven Harbor, as proposed by the South Central Regional Council of Governments.
- Protect and restore the Oyster River tidal estuary in concert with the City of Milford and private conservation organizations.
- Work with conservation and Audubon organizations to protect known birding areas along West Haven's shore front, including the West River, Sandy Point-Old Field Creek tidal estuary, Cove River tidal estuary and the Oyster River tidal estuary. Promote "eco-tourism" that is based this important resource.
- Promote traffic calming activities along West Haven's shorefront to benefit pedestrians.
- Market West Haven's shorefront open space system and recreational opportunities as major quality of life amenities for the City.

VII. HISTORIC RESOURCES

A. EXISTING CONDITIONS

Often, the connection to the past is just as important to a community as its vision for the future. The history of West Haven is uniquely tied to its geography and topography, colonial history, and role in the Industrial Revolution. Like many other communities in the region West Haven has been subject to the same development pressures and has lost many historical resources in the process over the years. This inventory of historical resources should be consulted as part of future development efforts to ensure the preservation of these features.

The National Register of Historic Places is a comprehensive inventory of buildings, structures, sites, areas, and objects significant in American history, architecture, archaeology and culture that is maintained by the National Park Service (NPS). Unlike a National Historic Landmark, the National Register is more encompassing and is the official list of the nation's cultural and historic properties, which includes places listed in the National Park System, National Historic Landmarks and properties that are of national, state and local significance.

There are five (5) places in West Haven listed on the National Register of Historic Places. The identified historic properties are identified in Table 11:

Table 11
Listing of National Register of Historic Places
West Haven, Connecticut; 2003

Resource Name	Address/Description	Year Listed
American Mills Web Shop	114 – 152 Boston Post Road	1983
Old West Haven High School	278 Main Street	1985
Union School	174 Center Street	1987
Ward-Heitman House	227 Elm Street	2003
West Haven Green Historic District	Roughly along Main, Campbell, Church, and Savin Streets	2000

Source: National Park Service, National Register of Historic Places

In addition to the places listed on the National Register of Historic Places there are also several places not listed on the National Register but listed on the Connecticut State Register of Historic Places. The State Register of Historic Places is an official listing of properties and sites important to the historical development of Connecticut. It uses the same criteria as the National Register except that the special considerations are not applicable. The Connecticut Historical Commission (CHC) is the responsible state organization for preparing, adopting and maintaining



Ward-Heitman House

standards for the State Register of Historic Places. The Office of Historic Preservation shall nominate potential historic structures and landmarks and if determined eligible the CHC will designate and list these property on the State Register of Historic Places. Detailed architectural information on the structures in the state inventory is recorded on the historical resources inventory sheets provided by the CHC.

The structures identified in Table 12 are located on the State Register of Historic Places but not on the National Register of Historic Places.

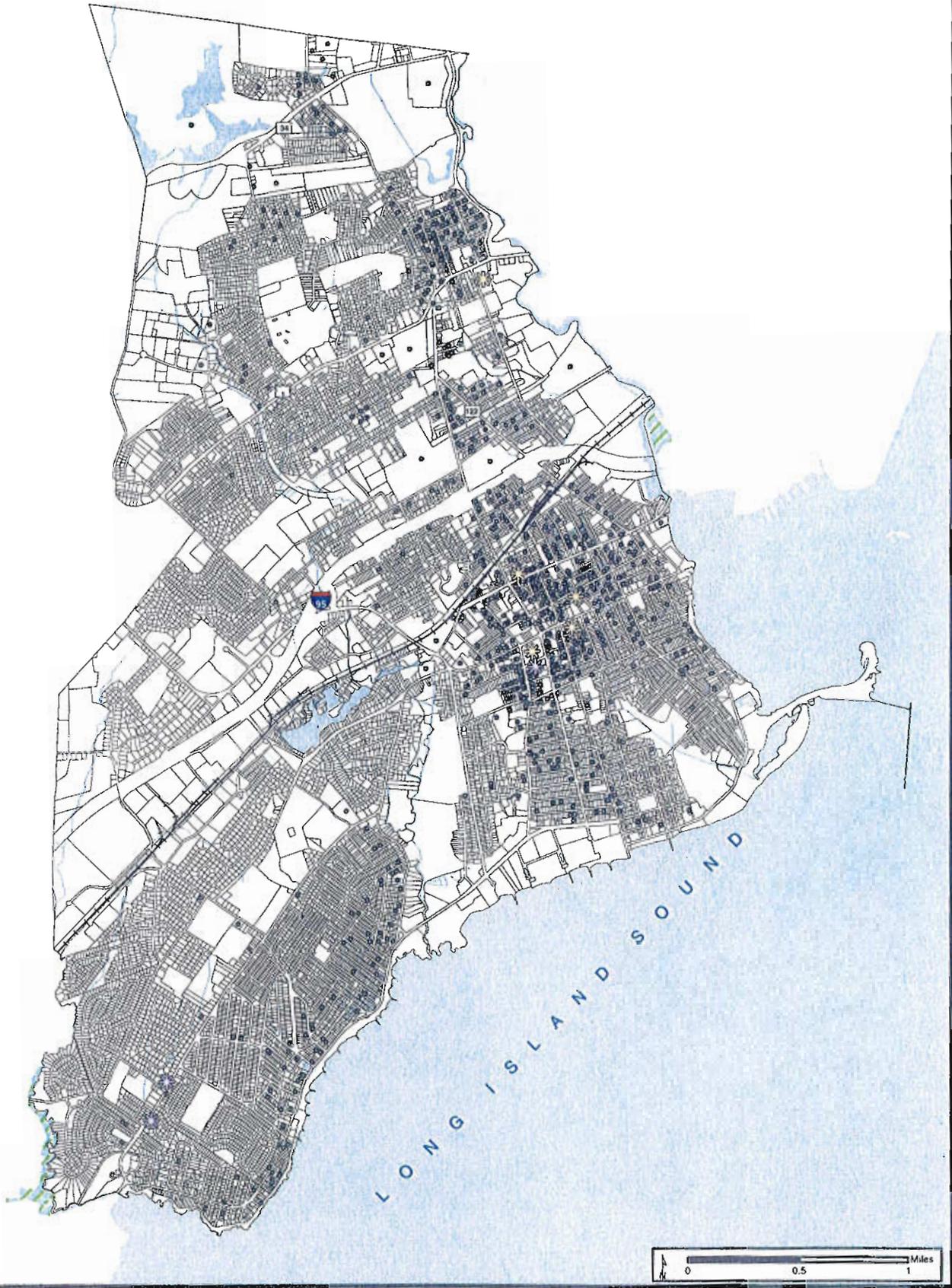
Table 12
Connecticut State Register of Historic Places Listings
West Haven, Connecticut

Historic Resource Name	Address/Description
Captain Clark House	On East Side of Jones Hill Road Facing northwest, about midway between junctions with Woodmont Road and Contact Drive.
Merwin-Hubbard House	1 Hubbard Road
Christ Episcopal Church	28 Church Street

Source: Connecticut Historical Commission

The Office of Community Development in West Haven maintains a listing and inventory of over 860 places of local significance that spans two centuries of West Haven’s architectural history. Detailed information pertaining to the structures and places in the local inventory is recorded on historical Resources Inventory sheets provided by the State of Connecticut Historical Commission and housed in the City’s Office of Community Development.

The City inventory of historic structures has been mapped in a Geographic Information Systems (GIS) database as illustrated on the map titled “*Historic Resources*”. To avoid losing additional City history, this inventory of historic resources should be consulted as part of future development and redevelopment efforts in order to identify potential impacts on such resources and the potential for preservation or need for mitigating actions.



LEGEND

-  National Register of Historic Places
-  State Register of Historic Places
-  Local Register of Historic Places

SOURCE:
HISTORICAL PLACES
HISTORICAL INVENTORY LIST WAS
PROVIDED BY THE STATE OF CONNECTICUT
HISTORICAL COMMISSION AND THE CITY OF
WEST HAVEN'S OFFICE OF COMMUNITY
DEVELOPMENT.

THIS MAP WAS DEVELOPED FOR USE
AS A PLANNING DOCUMENT.
DELINEATIONS MAY NOT BE EXACT

 HARRALL-NICHALOWSKI
ASSOCIATES INCORPORATED
www.hnsinc.com

CITY OF WEST HAVEN
PLAN OF CONSERVATION
& DEVELOPMENT



Historical Resources

B. HISTORIC RESOURCES GOALS & OBJECTIVES

GOAL:

Recognize, preserve, and promote the historic and cultural resources in the City of West Haven.

OBJECTIVES:

- Preserve historic buildings through promoting adaptive reuse and use of historic tax districts.
- Reference the City inventory of historic structures and open spaces as part of development permitting and redevelopment planning in order to identify any potential for preservation or need for mitigating actions.
- Encourage the organization of interested persons and groups to assist the West Haven Historical Society in the documentation and preservation of West Haven's historic resources.
- Explore potential mechanisms that the City can employ to receive and store significant architectural artifacts from the demolition of older structures and reuse of these building elements into other structures where appropriate.
- Support educational activities that celebrate and highlight the historical aspects of West Haven's built and unbuilt environment.

VIII. COMMUNITY FACILITIES AND UTILITIES

A. INTRODUCTION

An important component to West Haven's Plan of Conservation and Development is reviewing the distribution, availability, condition and capacity of the City's community facilities, utilities and infrastructure to meet the current and projected needs of the city. This section presents an overview of the current inventory of West Haven's community facilities and municipal infrastructure and identifies proposed facility and infrastructure improvements needed to accommodate forecasted residential and non-residential growth or to resolve existing infrastructure issues and problem areas.

B. PUBLIC HEALTH AND SAFETY FACILITIES

Police Protection

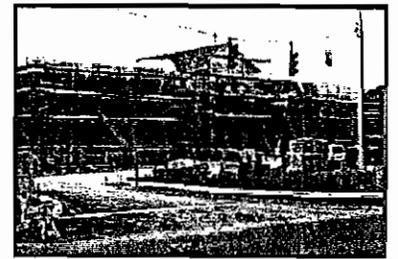
The West Haven Police Department is responsible for the enforcement of all laws, ordinances and regulations governing the criminal and motor vehicle codes and the protection of all citizens. The Police Department provides full-time police protection, complete with the latest in crime prevention computer systems and a state-of-the-art computerized radio communications center to serve all emergency agencies. The Department includes a Traffic Division, which maintains traffic signs and signals; Tactical Unit and SWAT Team; K-9 Unit; Identification and Crime Scene Unit; Crime Prevention Unit; Public Service Unit; and a Bike Patrol Unit. The City has an Emergency "911" system that was installed in 1971 and upgraded in 1994. A staff of 131 professionals, including a Chief of Police, a Deputy Chief and a supporting staff of 22 detectives, 63 patrol personnel, 16 civilians, 4 Captains, 15 Sergeants, and 5 Lieutenants, comprises the Department.

Planned departmental capital improvements include the construction of a new police headquarters, which is currently under construction on Sawmill Road near York Street. The space vacated by the Department will provide an opportunity for the City general government operations to adjust its offices within City Hall.

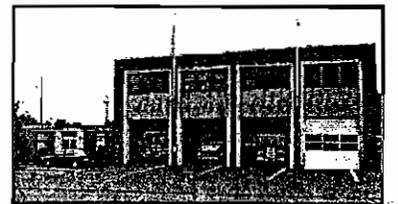
Fire Protection

Three separate fire districts, each of which is a subdivision authorized by the State to levy its own taxes to support operations, provide fire protection services for West Haven. The three districts are known as the Center, West Shore and Allingtown Fire Districts. Each District is professionally staffed, supported by volunteer fire companies and operate fire stations within the City.

Maintaining three separate fire districts is somewhat unusual for a municipality of West Haven's size. While the districts cooperate with each other in responding to emergency situations, some duplication of



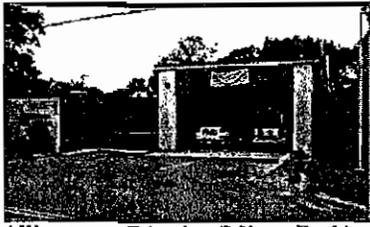
New Police Station (Sawmill Road)



Center District Fire Station



West Shore District Fire Station



Allingtown District (Minor Park)
Fire Station

The City Health Department provides services to residents that help prevent illness and promote healthy lifestyles, and include: environmental health monitoring, health promotion and education, communicable disease surveillance and prevention and screening and immunization.

manpower and facilities may exist among the three departments. A study was conducted almost 25 years ago that addressed duplication of services, although it was never fully implemented. If undertaken, a new study of fire protection services could determine ways in which duplication among districts can be reduced or eliminated, and greater efficiencies and service coverages could be achieved.

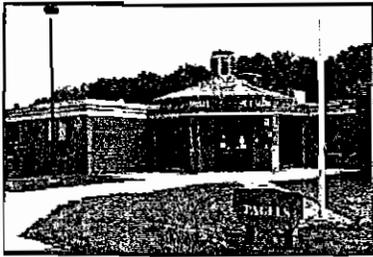
Public Health

The City of West Haven is one of only 26 cities in the State that employ a full-time health department. The City Health Department provides services to residents that help prevent illness and promote healthy lifestyles. Services include environmental health monitoring, health promotion and education, communicable disease surveillance and prevention and screening and immunization. In addition to the Director of Public Health, the Department staff includes nurses that are responsible for providing a series of preventative and clinical programs including a free monthly childhood immunization clinic, free weekly sexually transmitted disease clinic and general health testing and screening. In addition, sanitarians provide water quality testing for the City beaches and public pools, inspect restaurant and food service facilities and inspect and approve septic system and well permits.

C. CULTURAL AND ADMINISTRATIVE FACILITIES

Public school system

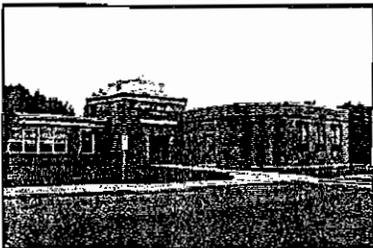
The West Haven School District consists of nine elementary schools for pupils in grades K/PK - 5, two middle schools for pupils in grades 6-8 and one senior high school for pupils in grades 9-12. These facilities are listed below in Table 13 and identified on the map titled "*Community Facilities.*"



Pagels Elementary School

Student Enrollment

Current public school enrollment (2001-02) is 7,362 pupils. School Readiness Enrollment (PK) was 39, Elementary enrollment (PK-5) was 3,671; middle school enrollment (6-8) was 1,927 and high school enrollment (9-12) was 1,725. Total school enrollment is about 800 pupils higher today than it was in 1990. Elementary school enrollment peaked in 1995-96 with 4,028 pupils and then entered a declining trend in the last half of the 1990's while middle school and high school enrollments have increased slightly since the mid 1990s. West Haven's enrollment trends and statistics are illustrated in the following tables.



Mackrille Elementary School

Table 13
West Haven Public School Enrollment and Pupil Station Capacity

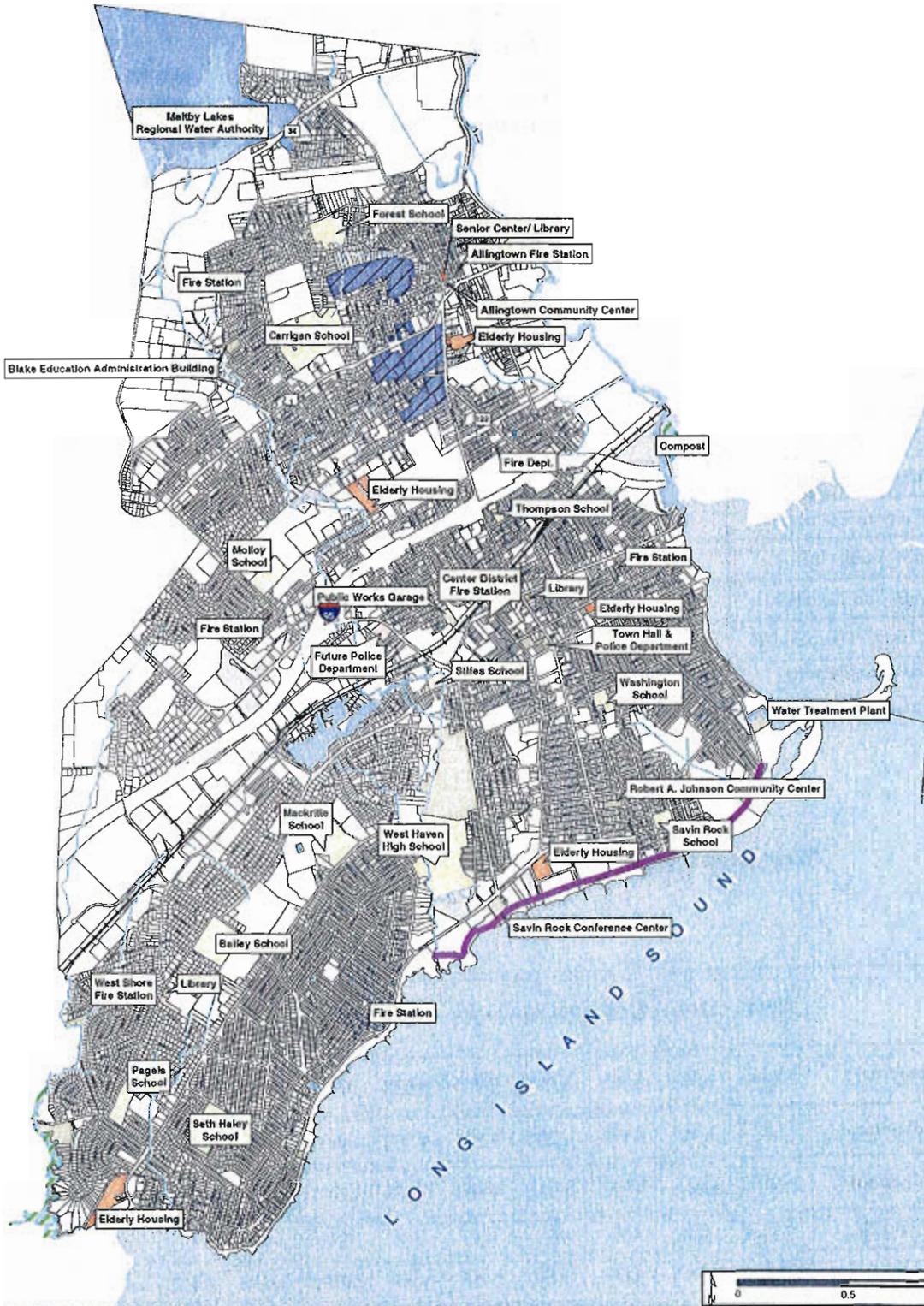
School	Grades Served	Date of Construction, (Additions and/or Remodeling)	Number of Classrooms: Permanent/ Portable	2001/02 Enrollment	Design Capacity
School Readiness Program	PK	NA	NA	39	NA
Forest Elementary	K-5	1971	30/4	564	700
Haley Elementary	K-5	1952 (1954)	19/4	502	530
Mackrille Elementary	PK-5	1954 (1988)	19/0	404	440
Molloy Elementary	K-5	1963	17/0	251	430
Pagels Elementary	PK-5	1954 (1958, 2001)	28/0	359	555
Savin Rock Elementary	K-5	1976	27/0	521	750
Stiles Elementary	K-5	1930	12/0	215	315
Thompson Elementary	K-5	1925	22/0	434	530
Washington Elementary	K-5	1909 (1966, 1988)	24/0	421	630
Bailey Middle School	6-8	1957	48/0	902	910
Carrigan Middle School	6-8	1969	50/0	1,025	1,200
West Haven High School	9-12	1963	132/0	<u>1,725</u>	<u>2,170</u>
Total Enrollment				7,362	9,160

Source: Connecticut State Department of Education

Table 14
West Haven Historical Public School Enrollment: 1990-1 to 2001-02

	90/91	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02
Elementary	3,465	3,686	3,744	3,855	3,969	4,028	3,962	4,009	3,984	3,891	3,789	3,710
Middle School	1,527	1,543	1,559	1,405	1,529	1,592	1,638	1,738	1,756	1,776	1,825	1,927
High School	1,391	1,584	1,488	1,410	1,509	1,588	1,584	1,661	1,603	1,639	1,652	1,725
Special Ed.	155	135	133	348	133	100	121	38	*	*	*	*
Total	6,538	6,948	6,924	7,018	7,140	7,308	7,305	7,446	7,343	7,306	7,266	7,362

Source: Board of Education; Connecticut State Department of Education
* Special education students included in grade totals



- LEGEND**
- Community Facilities & Services
 - Elderly Housing
 - Public Safety
 - Public Schools & Libraries
 - Other Municipal Property
 - Private School
 - SCC Regional Water Authority

CITY OF WEST HAVEN
 PLAN OF CONSERVATION
 & DEVELOPMENT



Community Facilities

SOURCE
 PARCEL MAP-
 CITY OF WEST HAVEN ENGINEERING
 DEPARTMENT (2003)

COMMUNITY FACILITIES
 HMA FIELD SURVEY (2003)

THIS MAP WAS DEVELOPED FOR USE
 AS A PLANNING DOCUMENT.
 DELINEATIONS MAY NOT BE EXACT

HARRALL-NICHOLSON
 ASSOCIATES, INCORPORATED
 1000 STATE STREET
 WEST HAVEN, CT 06410

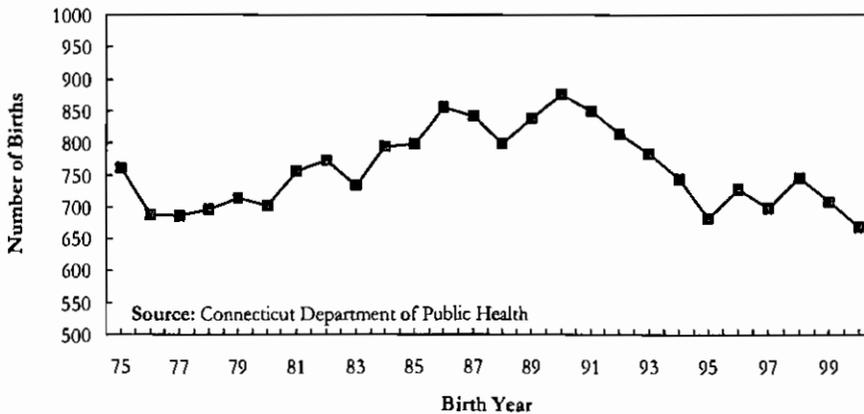
Design Capacity

The design capacity of the City’s public school facilities is 9,160 pupils. When considering school capacity, the terms “optimal or operational capacities” are often utilized. These terms reflect the fact that students and class sizes do not come in equal increments. For school facility usage and planning purposes, approximately 85 percent of total design capacity is utilized to estimate optimal capacity. In addition, elementary schools often feature either “traditional” or open space classrooms, which can affect space utilization. Based on 2001-02 enrollment figures, West Haven school system as a whole is currently operating at approximately 80 percent total design capacity with some individual schools operating above estimated optimal capacity and approaching design capacity.

Birth Trends and Projections

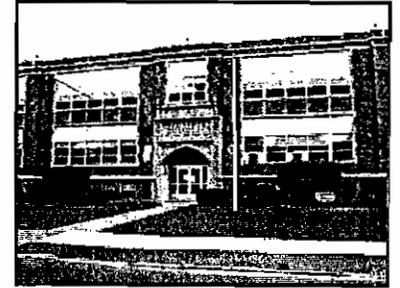
Birth trends and projections are used to plan for school enrollment. As depicted in Figure 11, resident births in the City reached their peak in the early 1990s with a record high of 875 births in 1990. Children born in this birth year are now middle school-aged students. Resident births declined significantly in the period between 1990 and 1995 in which a 25% decrease in the birth rate was experienced. The declining trend witnessed in the late 1990s has continued into the early 2000s. In fact the year 2000 experienced the lowest birth rate in 25 years with 668 births. The relatively low birth rates experienced during the last few years will undoubtedly have an impact on future enrollment in West Haven’s public schools.

Figure 11
Resident Births: 1975-2000
 West Haven, Connecticut

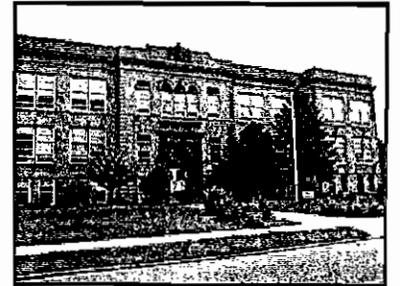


Future Enrollment Projections

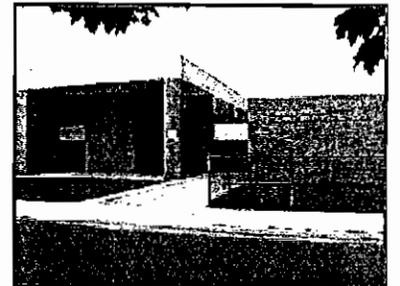
Future enrollment projections prepared by the Connecticut State Department of Education show a decline of approximately 10% in overall enrollment to the 2010-11 school year. The following table shows the projected enrollment in comparison with historical trends.



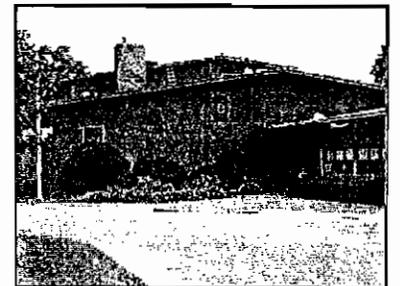
Thompson Elementary School



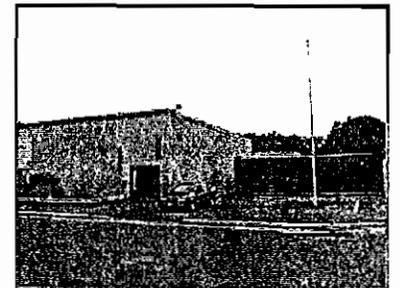
Washington Elementary School



Savin Rock Elementary School



Molloy Elementary School



Forest Elementary School

Table 15
West Haven Historical and Projected Public School Enrollment

Year	Elementary School	Middle School	High School	Special Education	Total Enrollment
1990-91	3,465	1,527	1,391	155	6,538
1991-92	3,686	1,543	1,584	135	6,948
1992-93	3,744	1,559	1,488	133	6,924
1993-94	3,855	1,405	1,410	348	7,018
1994-95	3,969	1,529	1,509	133	7,140
1995-96	4,028	1,592	1,588	100	7,308
1996-97	3,962	1,638	1,584	121	7,305
1997-98	4,009	1,738	1,661	38	7,446
1998-99	3,984	1,756	1,603	*	7,343
1999-00	3,891	1,776	1,639	*	7,306
2000-01	3,789	1,825	1,652	*	7,266
2001-02	3,710	1,927	1,725	*	7,362
2010/11**	3,444	1,598	1,485	*	6,527

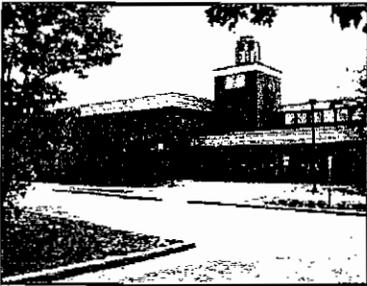
Source: Connecticut State Department of Education (Table dated 4/30/01)

* Special education students included in grade totals

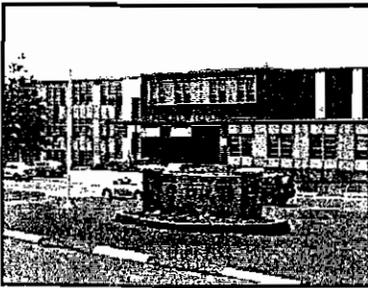
** Projected by the State Department of Education



Carrigan Middle School



Bailey Middle School



West Haven High School

Future Public School Facility Plans And Considerations

A primary concern of the Plan of Conservation and Development is the expected adequacy of school facilities to serve the long-term (10 to 20 years) needs of the population. Although short-range (0 to 5 years) needs are important, they are subject to temporary fluctuations often addressed by temporary solutions. The Board of Education normally handles short-term needs, subject to budgetary constraints, while the long range needs typically involve the Planning and Zoning Commission as well as the Board of Education. The Plan of Conservation and Development should address whether additional school sites will be needed to adequately serve the needs of an expanded population.

West Haven has not had to concern itself with new schools for some time, as public school enrollment has remained relatively stable since the early 1990s. In fact enrollment in the 2001-02 school year was 18% lower than it was in 1974-75 school year. Since the 1974-75 school year, five elementary schools have been closed (Colonial Park, First Avenue, Noble, Union, and Lincoln), while one new school (Savin Rock) was constructed to service the area previously served by Noble School. As schools continue to age (currently 6 schools exceed 50-years in age) and new program demands are implemented, renovation or replacement of aging facilities will need to be considered.

Public Library System

The West Haven Public Library System provides residents with educational, recreational and reference services from one newly renovated and expanded main library and two branch libraries. The Main Library, located at the corner of Campbell Avenue and Elm Street serves

As schools continue to age (currently 6 schools exceed 50-years in age) and new program demands are implemented, renovation or replacement of aging facilities will need to be considered.

as the central library. Branch locations include Ora Mason Branch Library, located at 260 Benham Hill Road and the Louis J Piantino Branch Library, located at 1 Forest Road. The library system also offers a bookmobile service.

West Haven's first public library opened in 1909 with 1,550 registered borrowers, 1,337 volumes and an annual book circulation of 19,734. Today, the library system includes a collection of over 166,000 items and an annual circulation of over 267,000. The library system offers internet access for the public and several electronic databases including online access to the catalogs of over 200 libraries within the State. The system also provides a variety of educational programs for residents of all ages as well as museum passes, which offer discount admission to many popular Connecticut attractions.



Main Library – Elm Street

Public Housing

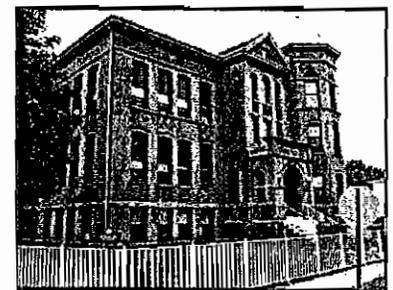
The City of West Haven's Housing Authority directly addresses the issue of local affordable housing, and is aided by the programs and efforts of its Community Development Administration. Currently, the West Haven Housing Authority operates 617 housing units, and oversees an additional 1,009 Section 8 units.⁶ The waiting list for public housing units was closed in 2002 and has approximately 150 people on it, most of whom are waiting for elderly units or units with disabled accommodations to open up.



John Prete Elderly Housing

The West Haven Housing Authority and the Human Resource Department address the supportive housing/service needs of the elderly, frail elderly and disabled. Currently, elderly and disabled individuals occupy 517 of the 617 rental units (83.8%) managed by the Housing Authority. The City is continuing to meet the needs of these populations through CDBG and other funding sources to address handicapped accessibility requirements, rehabilitation of elderly units, and the expansion of affordable housing options.

According to the City's 2002-2003 P.Y. 28 Annual Action Plan, West Haven's public housing stock is generally in good condition. Just over 25% of the City's entire housing stock was produced prior to 1940. However, the Annual Action Plan notes that a growing problem within the city is a lack of routine maintenance on residential properties. The City's Planning and Development Department enforces West Haven's property maintenance ordinance in an effort to address this problem.

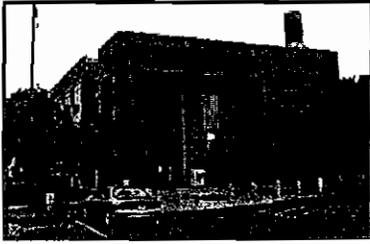


Union School Elderly Housing

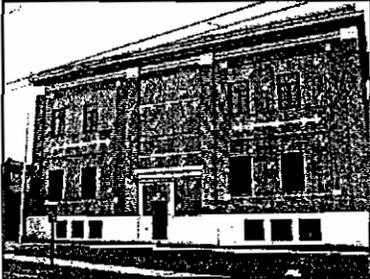
Senior Citizen Centers

The City of West Haven maintains two senior centers; one located at the Johnson Community Center and the other located at 1 Forest Road in Allingtown. The centers provide many services to the City's elderly population including free income tax preparation; free bus/trolley transportation service; social and recreational activities including day and

⁶ Source: HUD.

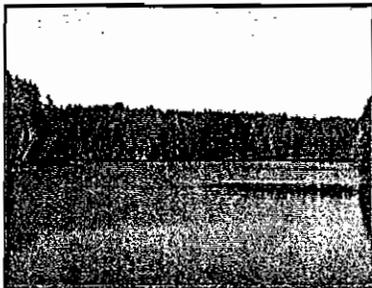


Allingtown Community Center



Johnson Community Center

With an expected surplus of approximately 1.13 MGD by 2006, West Haven's percentage share of the regional water system's safe yield is not expected to pose a major constraint to future development in the City.



Maltby Lakes

overnight trips; and adult day center catering to frail and handicapped elderly; and five nutrition sites including both Senior Centers and Surfside, Morrissey Manor and John Prete Senior Housing.

The role of senior centers has been changing over the years. In the past, centers were primarily social and recreation places. While it still serves this function, the West Haven Senior Centers have also become a base for the provision of social services to senior citizens.

Community Centers

The City of West Haven operates two community centers. The Allingtown Community Center located in the same building as the Louis Piantino Branch Library (1 Forest Road) offers meeting space at a convenient location to the general public. The Robert A. Johnson Community Center, located on Noble Street, offers adult day care and other senior citizen support services.

D. UTILITIES AND INFRASTRUCTURE

Public Water Supply

The South Central Regional Water Authority (RWA) serves almost all the City of West Haven. According to the RWA, there are approximately 13,416 service connections in West Haven serving 100% of the City's population. The system's water is of good quality and plentiful supply.

Public water supply for West Haven residents comes from a mix of sources including Lake Gaillard, located in North Branford and the West River. The RWA's water supply infrastructure within the City of West Haven includes 150 miles of main water lines, 829 hydrants, 5 storage tanks and 2 pumping facilities. RWA owns three surface water reservoirs (Maltby Lakes) in West Haven, however they are currently not active public water supplies.

As of 2001, the City's average daily demand for public water was 6.68 million gallons per day (MGD)⁷. Projections made by the RWA suggest that demand will increase slightly by 2006 to 6.92 MGD. West Haven's percentage share of the system's safe yield would be approximately 8.05 MGD if the system distribution ratio remained constant. This estimate is well within the projected demand established by the RWA, and therefore water supply is not expected to pose a major constraint to future development in the City.

The RWA maintains significant land holdings around Maltby Lakes in the northern portion of the City. While these reservoirs are currently inactive, they may be an important future source of public water supply. In order to help maintain a high level of water quality for existing and potential sources of potable water, it is recommended that source protection measures be implemented.

⁷ Table 7-4, Summary of City Population Projections, RWA Water Supply Plan, 2001.

The main pollution danger to surface water reservoirs is from storm water runoff commonly referred to as nonpoint source pollution. While industrial and commercial establishments are the main source of such pollutants, homeowners in the City should be cognizant of the danger of pollution from gas, oil, and detergent cleaners that are dumped into storm sewers. The regular clearance of the storm drainage pipes aids in minimizing both siltation (a major cause of flooding), and pollutants. Existing detention basins are valuable in allowing suspended solids, grease and oil accumulations to settle out before entering surface water sources. Given that West Haven adjoins Long Island Sound, pollution from the storm sewer system is a primary concern.

Sanitary Sewer System

The City is responsible for sanitary sewer operations for its residents and maintains an extensive, but aging sanitary sewer system that currently serves all of the developed areas in West Haven. The City's sanitary sewer infrastructure includes approximately 135 miles of sewer lines and 13 pump stations to carry sewage effluent from an estimated 27,500 residential, commercial, and industrial sewer connections to the West Haven Sewage Treatment Facility located on First Avenue. Since 1993, 10 of the City's pump stations have been totally reconstructed or retrofitted to accommodate current flows.

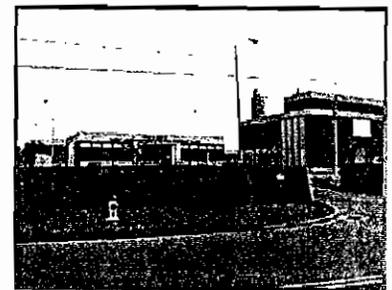
The operational and maintenance responsibilities for the sewage treatment facility have been contracted out to Operations Management International (OMI) under the direction of the Public Works Department. OMI is currently working under a 15-year contract that is set to expire in 2014. The West Haven water treatment facility has a design capacity of 12.5 MDG. Current average daily flows are 7.0 MGD or 56% of design capacity. This includes approximately 350,000 gallons-per-day from the Town of Orange. Over the next decade, average daily flows are not expected to exceed 60% of design capacity (7.5 MDG) and may be mitigated by the combination of continued water conservation by industrial users and infiltration/inflow reduction efforts by the City.

The City is currently updating the 1986 wastewater management plan, which is due for completion in December 2003. This study shall include recommendations for planned capital improvements to the City's sanitary sewer system. In addition, the creation of an entity to take over wastewater management responsibilities for the City has been discussed. While the RWA could provide this service, recent discussions highlight the possibility of New Haven Water Pollution Control Authority (WPCA) creating a regional management authority. The City is currently preparing a feasibility study on this issue.

Storm Sewer System

As a largely developed community, West Haven has an extensive storm water sewer system. A storm water management plan is in place, and guides the City in budgeting funds to clean municipal catch basins and

The main pollution danger to surface water reservoirs is from storm water runoff commonly referred to as nonpoint source pollution. While industrial & commercial establishments are the main source of such pollutants, homeowners in the City should be cognizant of the danger of pollution from gas, oil, and detergent cleaners that are dumped into storm sewers.

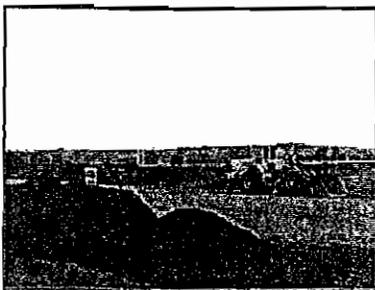


Water Pollution Control Facility

Over the next decade, average daily flows are not expected to exceed 60% of design capacity (7.5 MDG) and may be mitigated by the combination of continued water conservation by industrial users and infiltration/inflow reduction efforts by the City.

The City continues to be proactive in implementing a storm water management program so as to comply with impending Federal Phase II regulations and to protect the water quality of West Haven's watercourses.

To further its actions relating to its storm water management program, the City should review the subdivision, zoning and public improvement standards that relate to stormwater run-off with the goal of limiting the extent of impervious surfaces required and establishing "best management practices" to control run-off and minimize impact on natural and manmade drainage systems.



West Haven Compost Site

pipng. The City is also implementing an innovative catch basin cleaning program with West Haven High School to help educate students on the importance of storm water management. Even with regular maintenance on the City's storm water management infrastructure, problem areas still exist that are prone to flooding or other storm water related issues. These areas are illustrated on the map titled "Drainage Areas of Concern" and should receive priority attention as the City moves forward with its storm water management program.

As early as 2004, the EPA will require municipalities to comply with the Federal Storm Water Phase II regulations. These regulations require municipalities to implement a storm water management program as a means to control polluted runoff from entering the local waterways. This program is intended to reduce the discharge of pollutants to the maximum extent possible⁸, protect water quality, and satisfy the appropriate water quality requirements of the Clean Water Act.

The City has been preparing for implementing the Phase II regulations by attending classes and familiarizing itself with software provided by the EPA. The City continues to be proactive in implementing a storm water management program so as to comply with impending Federal Phase II regulations and to protect the water quality of West Haven's watercourses. The City should also review the subdivision, zoning and public improvement standards that relate to stormwater run-off with the goal of limiting the extent of impervious surfaces required and establishing "best management practices" to control run-off and minimize impact on natural and manmade drainage systems.

Solid Waste Disposal

The City of West Haven disposes between 18,000 and 20,000 tons of solid waste annually at the Bridgeport Resource Recovery Plant operated by Waste Management Company. According to the Bridgeport Resource Recovery Plant Manager, the Bridgeport facility has sufficient capacity to service the City of West Haven for the next 10-years. The City currently does not have a long-term contract at this facility and is paying spot market prices for tipping fees. In August of 2001 a three-year contract for the collection and hauling of the City's solid waste to Bridgeport facility was awarded to Waste Management Company.

The Town has retained the recycling hauler Global Recycling Corporation to provide curbside recycling for residents. State Law and City regulations require all residents to recycle the following items: glass food/beverage containers, metal food/beverage containers, newspapers, corrugated cardboard, leaves, scrap metal, and waste motor oil. Global Recycling also provides fall leaf pick-ups, disposing them at the West Haven Compost site. The South Central Connecticut Regional Water Authority (RWA) organizes the management of household hazardous waste for the City and region it serves.

⁸ As defined by the Federal Environmental Protection Agency



LEGEND

 Drainage Areas of Concern

**CITY OF WEST HAVEN
PLAN OF CONSERVATION
& DEVELOPMENT**



Drainage Areas of Concern

SOURCE
PARCEL MAP
CITY OF WEST HAVEN ENGINEERING
DEPARTMENT (2003)

RAINAGE AREAS OF CONCERN
IDENTIFIED BY THE CITY'S ENGINEERING
DEPARTMENT

THIS MAP WAS DEVELOPED FOR USE
AS A PLANNING DOCUMENT.
DELINEATIONS MAY NOT BE EXACT.

 HARRALL-NICHALOWSKI
ASSOCIATES, INCORPORATED

The City shall continue to provide the high level of services required to maintain the safe & healthy quality of life West Haven residents have come to expect.

E. COMMUNITY FACILITIES GOALS & OBJECTIVES

GOAL:

Continue to provide the high level of services required to maintain the safe & healthy quality of life West Haven residents have come to expect.

OBJECTIVES:

- Continue financial support for and coordination of the operation of police, fire and other emergency services within West Haven.
- Consider actions that that will encourage more West Haven residents to volunteer for fire and emergency service activities.
- Coordinate City mapping among all departments that utilize or prepare maps.

GOAL:

Maintain an efficient order of municipal services and an adequate array of community facilities in good condition to meet changing needs of the community.

OBJECTIVES:

- Encourage and support the continued maintenance and renovation of existing public buildings and grounds.
- Design for the reconstruction of City Hall and accomplish the abatement of asbestos in the vacated police facility.
- Establish infrastructure and facilities priorities and implement through capital budgeting process.
- Expand building and land inventory information on the conditions and needs of all City-owned property to facilitate management and budget planning.
- Continue to coordinate school facilities planning with City facilities planning.
- Evaluate facility needs for programs serving senior citizens for the next ten years and develop an expansion plan if necessary.
- Evaluate the creation of additional public housing units for the elderly and disabled.

To keep prepared for constantly changing student enrollment patterns, the City and Board of Education should continue to coordinate school facilities planning with City facilities planning.

GOAL:

Continue to maintain adequate and efficient public utility services and infrastructure capable of handling new growth and development in the City.

OBJECTIVES (Public Water Supply):

- Review and revise surface and groundwater protection standards in the general review of zoning regulations.
- Review and enhance the regulatory standards for best management practices (BMP) in the general review of zoning regulations to avoid significant adverse impacts on water quality.

The City should review and enhance surface and groundwater protection standards and best management practices (BMP) standards to avoid significant adverse impacts on water quality.

OBJECTIVES (Sanitary Sewer System):

- Support funding for State mandated sewage treatment facility upgrades.
- Support a continuing, systematic program to locate and eliminate sources of infiltration/inflow into the City's sewer system.
- Support funding for the renovation/replacement of sewer pumping stations and add new ones as necessary.
- Design engineering solutions to sanitary sewer system deficiencies.
- Continue to cooperate and support the efforts of City Public Health Department and the DEP to ensure the health and welfare of West Haven Residents.

OBJECTIVES (Storm Sewer System):

- Support funding to bring the City in compliance with Federally mandated Storm Water Phase II regulations.
- Review, update and implement a Citywide storm drainage plan.
- Direct city resources toward conducting a comprehensive Flood Control Study of the entire Cove River Corridor, to identify the greatest problem areas and recommend potential solutions.
- Repair/replace catch basins and culverts as needed.
- Implement regular storm drain cleaning plan.

To maintain a healthy and well-functioning sanitary sewer system, the City should support funding for sewage treatment facility upgrades and the renovation, replacement, or addition of sewer pumping stations.

To reduce potential water pollution across the city, West Haven should review and revise storm water drainage provisions in its zoning regulations to require "best practice" methods be utilized in site design.

- Review and revise storm water drainage provisions in the zoning regulations to require "best practice" methods be utilized in site design.
- Review existing development regulations and standards to determine where requirements for impervious surfaces can be reduced or eliminated.

OBJECTIVES (Solid Waste Management):

- Negotiate a long-term contract for waste disposal services.
- Ensure the efficient use of resources in carrying out the work of the City, reducing waste, recycling wherever possible.
- Develop a plan to reduce unnecessary municipal waste generation.
- Promote recycling by West Haven citizens.

IX. HOUSING AND POPULATION DENSITY

A. INTRODUCTION

As one of the principal land uses within a community, housing affects all residents. The form, layout, condition, and cost of available housing are key to the quality of life within a community. In this section, the plan examines the City's current housing status to help determine what housing needs exist so as to formulate courses of action to address those needs in the coming decade.

The General Statutes for the State of Connecticut Section 8-23 set standards for a municipal Plan of Conservation and Development. The Statute reads, "Such plan shall make provision for the development of housing opportunities, including opportunities for multi-family dwellings, consistent with soil types, terrain, and infrastructure capacity. Such plan shall also promote housing choice and economic diversity in housing, including housing for both low and moderate-income households." These guidelines provide a foundation for the following discussion of housing conditions in West Haven.

B. EXISTING HOUSING CHARACTERISTICS & DEVELOPMENT TRENDS

Existing Housing Characteristics

The 2000 Census recorded 22,336 housing units in the City. As depicted in Table 16, ninety-four point four percent (94.4%) of the housing units were occupied leaving a 5.6% vacancy rate. Of the total 21,090 occupied housing units 55.2 % were owner-occupied and the remaining 44.8% were renter occupied units. According to Census counts, 1,246 housing units were vacant, 745 (59.8%) of which were rental units.

Table 16
Housing Units and Occupancy Characteristics: 2000
West Haven, CT

	Number of Housing Units	% of Housing Units
Total Housing Units	22,336	
Occupied Housing Units	21,090	94.4
Vacant Housing Units	1,246	5.6
Occupied Housing Units	21,090	
Owner-Occupied Housing Units	11,632	55.2
Renter-Occupied Housing Units	9,458	44.8
Vacant Housing Units	1,246	
For Rent	745	59.8
For Sale Only	185	14.8
Rented or Sold, not occupied	93	7.5
For Seasonal, Recreational or Occasional Use	131	10.5



Orange Landing Apartments



Main Street Apartments



Woodmont Road Cape

West Haven's percentage of rental units is greater than nearby communities, with the exception of New Haven. This can be attributed to several factors including the presence of the University of New Haven, large numbers of rental units constructed during the 1960s and 1970s in apartment complexes, and a spill-over effect from New Haven's large rental market.

According to the 2000 Census, only 55.2% of the City's occupied housing units were owner-occupied. West Haven exhibits several areas with greater concentrations of rental-occupied housing units. As depicted in Figure 12, Census Tracts 1544, 1545 and 1550 along the City's eastern boundary; Tracts 1542 and 1546, which include the Saw Mill Road and central West Haven areas; and Census Tract 1551 which includes the Savin Rock/Beach Street area have the highest concentration of renter-occupied housing. These tracts are in stark contrast to Tracts 1547 and 1548 in the southwestern part of the City, where owner-occupied housing accounts for nearly 90% of the occupied units. These two tracts are more similar to neighboring sections of Orange and Milford to the west, than they are to the rest of West Haven.

Figure 12

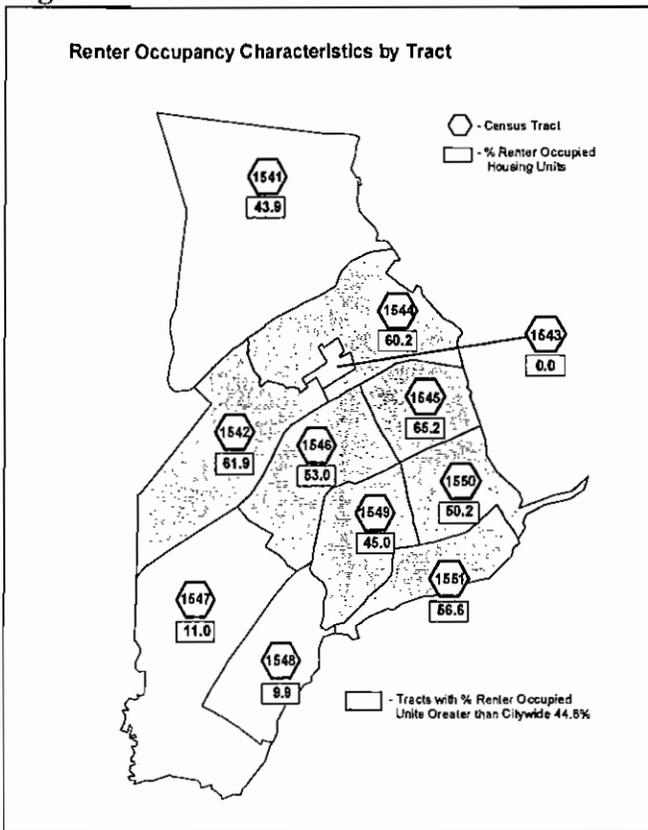
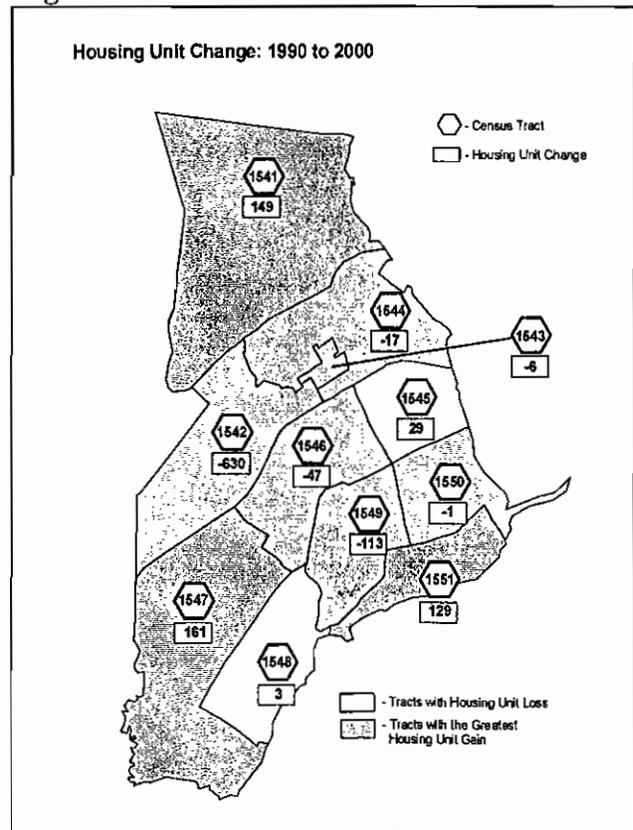


Figure 13

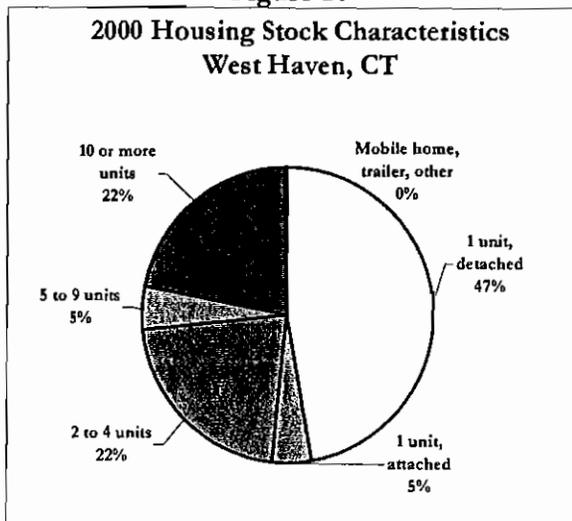


Development Trends

Between the 1990 and 2000 Censuses the City lost 343 housing units – a 1.5% decrease. As Figure 13 illustrates, six (6) Census Tracts lost housing units during the 1990s. These tracts are located along the I-95 corridor, south along Campbell Avenue through Downtown, and east over to Sandy Point. Gains in individual Census Tracts such as 1541, 1547, and 1551 were offset by losses in others over the decade. Census Tract 1547 posted the greatest gain of 161 new housing units. The demolition of hundreds of rental units in the Sawmill Road area accounted for a significant portion of the City’s overall loss in units.

Illustrated in Figure 14, West Haven’s current housing stock of 22,336 units consists of 47.1% single family detached housing; 4.5% single family attached (generally condominium) housing; 26.6% multi-family housing (5 units or more); 21.7% two, three and four family housing, and less than 0.2% mobile home or other.

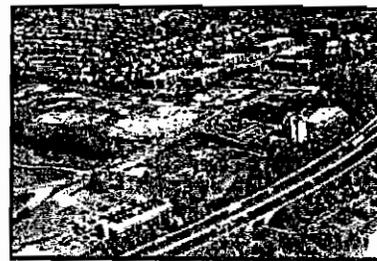
Figure 14



The oldest and most dense housing in West Haven is concentrated in the City’s eastern and central neighborhoods. Neighborhoods to the north and along the western border are generally the least dense.

Of the 935 gross housing units added to West Haven’s stock between 1990 and 2000, two-thirds were in single-family detached form. Of the 1,278 gross units lost during the decade, 57% were in structures with ten or more units. Mobile homes and other nontraditional forms of housing all but disappeared during the 1990s. Multi-family housing stock in smaller configurations of 2 to 4 units or 5 to 9 units increased by 311 housing units over the decade.

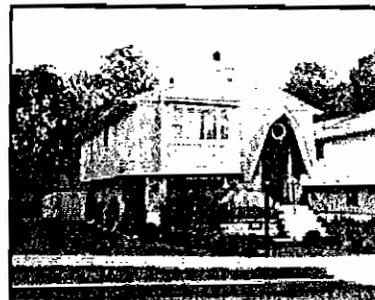
The values in Table 17 quantify the housing unit growth that occurred in the City during the 1990s. As shown by the data, during the 1990s, over 94% of West Haven’s new housing development was single-family detached housing, with no new single-family attached, 3 or 4 unit



Site of Former Sawmill Road Apartments

Photo Credit: City of West Haven Economic Development Corporation

Of the 935 gross housing units added to West Haven’s stock between 1990 and 2000, two-thirds were in single-family detached form.



Modern homes on Jaffrey Street



Older 2-Family Structure

In 1999 and 2000, West Haven's net gain was in the bottom 10% of all towns and cities in the State, partly as a result of the limited land available to accommodate new residential development in the City.

structures or larger multi-family structures being built. The City's net gain in housing was routinely in either the bottom half or bottom quarter of all towns and cities in Connecticut. In 1999 and 2000, West Haven's net gain was in the bottom 10% of all towns and cities in the State, partly a result of the limited land available to accommodate new residential development in the City.

Table 17
Housing Units & Construction Activity Authorized: 1990 to 2000
West Haven, Connecticut

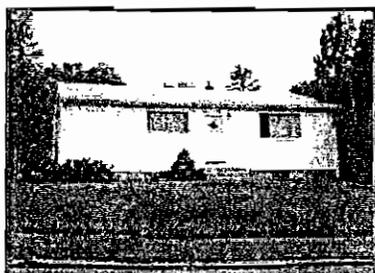
Year	Total Housing Units Authorized	1 Unit Detached	1 Unit Attached	2 Units	3 & 4 Units	5 Units or More	Rank in State by Net Gain
1990	38	32	0	6	0	0	59 th
1991	44	42	0	2	0	0	59 th
1992	29	25	0	4	0	0	92 nd
1993	13	13	0	0	0	0	142 nd
1994	20	20	0	0	0	0	120 th
1995	12	10	0	2	0	0	150 th
1996	NR	NR	NR	NR	NR	NR	na
1997	45	43	*	2	0	0	91 st
1998	51	49	*	2	0	0	84 th
1999	40	38	*	2	0	0	164 th
2000	43	43	*	0	0	0	159 th
Totals	335**	315**	0**	20**	0**	0**	

Source: State of Connecticut Department of Economic and Community Development, "Connecticut Housing Production and Permit Authorized Construction Report".

Note: NR – data Not Reported

* - single-family attached units are no longer a category for reporting

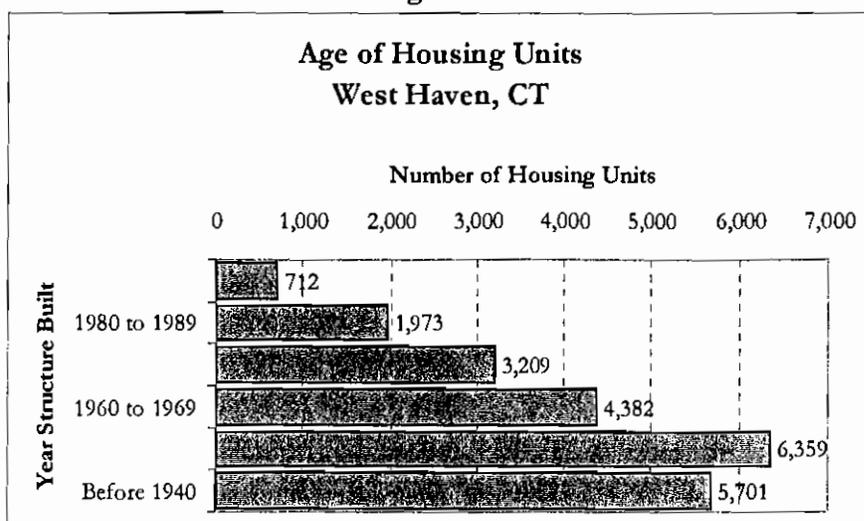
** - total figures do not include numbers for 1996



Post-War Style Ranch Home

One indicator of housing condition and housing variety in a community is the age of the housing stock. The age of housing stock generally affects both aesthetic appeal as well as the availability of a variety of housing types. As shown in Figure 15, West Haven experienced its most dramatic housing growth during the post-war 1940s and 1950s. Over 28% of the City's housing stock was produced during these two decades. Pre-1940s housing comprises just over a quarter of the City's housing stock. Housing produced during the 1960s accounts for 4,382 units or just under 20% of the housing stock. Housing produced during the 1970s is similar at 3,209 units (14.4%), but housing construction slowed down quickly in the 1980s, with only 1,973 (8.8%) units constructed. Only 3.2% of the City's total housing stock was built over the last decade, emphasizing the City's status as nearly built out.

Figure 15



The cost of housing is the result of a variety of factors including, but not limited to: the demand for a specific location, availability of buildable land, and labor and material costs. Other factors usually beyond the control of local governments and independent of housing cost including interest rates, job growth, and local economic conditions collectively influence the cost and availability of housing as well.

Affordability of Housing

The issue of housing affordability is complex and defies simple solutions. The cost of housing is the result of a variety of factors including, but not limited to: the demand for a specific location, availability of buildable land, and labor and material costs. Other factors, such as the age and quality of the existing housing stock as well as the introduction of new product to the market greatly affect the cost of housing. Other factors independent of housing cost including interest rates, job growth, and local economic conditions all work together to influence the cost and availability of housing. Most of these factors are beyond the control of local governments.

The State of Connecticut requires that the issue of affordable housing be addressed in each community's Plan of Conservation and Development. Development over the years in West Haven has resulted in a variety of different housing types and densities. This variety has resulted in housing choice at various price points. The photos throughout this section illustrate the range of housing available in West Haven. The City's housing stock includes 2, 3 and 4 family homes, a variety of rental housing choices, multi-family ownership options, senior housing and single-family housing primarily consisting of modest post-World War II Capes and ranches. Current zoning regulations are flexible in terms of providing a wide range of allowable densities and housing types.

The City of West Haven directly addresses the issue of affordable housing needs locally through the local Housing Authority and the programs and efforts of its Community Development Administration. At present, the West Haven Housing Authority operates 617 housing units, and oversees an additional 1,009 Section 8 units.⁹ The waiting list for public housing units was closed in 2002 and has approximately 150



Trumbull Street Single-Family Home



Washington Avenue Single-Family Home

⁹ Source: HUD.

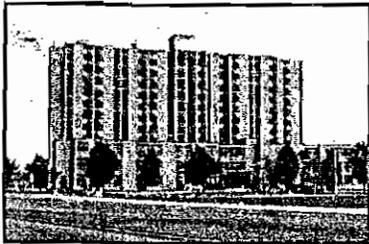
The availability of a significant number of rental units, supportive housing developments and programs offered by the City's Community Development Administration and the West Haven Housing Authority contribute to the provision of decent, safe and affordable housing.

people on it, most of whom are waiting for elderly units or units with disabled accommodations to open up.

According to the 2002-2003 P.Y. 28 Annual Action Plan, the annual supplement to the City of West Haven's Consolidated Plan for Housing and Community Development, West Haven's public housing stock is generally in good condition citywide. As described previously, just over 25% of the City's entire housing stock was produced prior to 1940. However, the Annual Action Plan notes that a growing problem within the city is a lack of routine maintenance in residential properties. The City's Planning and Development Department enforces West Haven's property maintenance ordinance in an effort to address this problem.

A state-level program promotes development of affordable housing, when less than 10% of the dwelling units in a municipality are either: (i) assisted housing, (ii) currently financed by Connecticut Housing Finance Authority mortgages, or (iii) deed restricted to remain affordable. The most recent data from the State Department of Economic and Community Development Affordable Housing Appeals Program puts the number of affordable housing units in West Haven in 2002 at 3,144. This constitutes 14.08% of the estimated number of housing units in the City, and this level exempts the City from the affordable housing appeals procedure. Affordable housing in West Haven is distributed as follows:

Number of Governmentally Assisted Units:	2,400 units
Number of CHFA/FmHA Mortgages	<u>744 units</u>
TOTAL	3,144 units



Surfside Apartments

The availability of a significant number of rental units, supportive housing developments and programs offered by the City's Community Development Administration and the West Haven Housing Authority contribute to the provision of decent, safe and affordable housing. Given the diversity of the housing stock in tenure, size, and price, West Haven is well positioned to meet the housing needs of a diverse group of residents in the coming decade.



Elm Street Apartments

With over 9,400 renter-occupied units, West Haven's median rent in 2000 was \$689. This rent level is lower than the surrounding municipalities with the exception of New Haven. Expectedly, New Haven contains most of the area's rental housing and has a large proportion of its units renting below \$750. West Haven's rental units are generally clustered in the \$500 to \$999 range.

Housing Sales Activity

Housing activity is best described in terms of housing sales within a community. West Haven's median residential sales prices have been below all of the adjacent communities with the exception of New Haven over the past several years. This lower median is most directly related to the variety of housing available in the City, as well as a limited amount of recent residential construction. Housing values in West Haven vary

within neighborhoods and across the City. From a regional perspective, it is not surprising to see West Haven's current median housing price of \$134,900 fall about halfway between those of New Haven (\$105,000) and Milford (\$210,000); West Haven's housing stock shares certain characteristics of both of these cities.

Because of its diversity, West Haven offers housing that is both well above and below the median housing price mentioned above. With a high level of ownership housing available at a variety of price ranges, some of the modestly-priced units for sale are available to low and moderate-income households. To close the affordability gap for those households able to afford monthly mortgage payments and maintenance costs but unable to accumulate the necessary down payment and closing cost resources, the City has used CDBG money to finance a down payment assistance program.

Multi-family housing

Of the approximately 22,336 housing units in West Haven, 26.5 percent are multi-family units (buildings with 5 or more units) and an additional 21.7% of the inventory is in 2 to 4 unit structures. As mentioned earlier, this is a relatively high percentage when compared to other communities of similar size. Most of West Haven's larger multi-family complexes are concentrated in the central part of the City near or along the I-95 corridor. A number of other multi-family developments are scattered around the City, particularly in the southeastern area of West Haven. Most of the 3 to 5 unit structures in West Haven are evenly distributed along the eastern area of the City near New Haven. Two family structures are still found predominantly along this eastern edge, but also have a significant presence in northern West Haven and the beach areas in the southwestern part of the City.

Currently, two-family and three-family housing is a permitted by right in the R-3, R-4 and R-5 zones. Residential Planned Development Districts (RPD), Residential Commercial Planned Districts (RCPD), and Shoreline Planned Development Districts (SPD) all allow multifamily residential uses, as well. Residential apartments located above the ground floor of a building are allowed by Special Permit in the Central Business and Neighborhood Business districts.

Elderly Housing

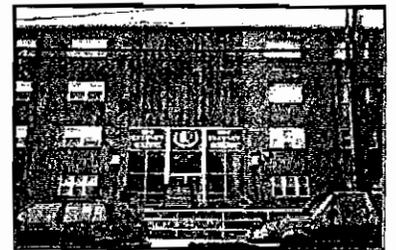
Housing for the elderly is a critical concern for most communities. As a community's population ages, it is important to provide seniors with the option of multi-unit living communities as an alternative to single-family detached homes. This gives the elderly population a chance to remain within the community and not be forced out by escalating housing prices. Housing product for the elderly spans a broad range of types and supporting services. From housing designed to promote mobility e.g., one-level, grab bars, ramps, etc., to provision of medical and support of daily living functions, there are many variations of housing product. The main distinguishing characteristics of the housing types are the level of



**Single Family Home near
Downtown**



Large Homes on Elm Street



The Regency Apartments



**Captain Thomas Boulevard
Condominiums**

Although the elderly population is expected to increase significantly over the next twenty-five years, future demand for housing facilities will also depend upon market conditions, the economy and similar outside forces that cannot be predicted.

medical assistance and the extent of communal facilities provided. The Housing Element of the Plan of Conservation and Development Updated, released August 2003, provides a thorough list of definitions used to describe various types of elderly housing facilities.

The West Haven Housing Authority and the Human Resource Department address the supportive housing/service needs of the elderly, frail elderly and disabled. Currently, elderly and disabled residents occupy 517 of the 617 rental units (83.8%) managed by the Housing Authority. The City is continuing to meet the needs of these populations through CDBG and other funding sources to address handicapped accessibility requirements, rehabilitation of elderly units, and the expansion of affordable housing options.

Today, West Haven has several elderly housing developments/complexes within its borders. These housing options span a range of configurations to address the lifestyle and medical care needs of a wide spectrum of elderly residents. Although the elderly population is expected to increase significantly over the next twenty-five years, future demand will also depend upon market conditions, the economy and similar outside forces that cannot be predicted. Currently, nursing homes, rest homes, convalescent homes and congregate housing are all allowed by Special Permit in residential zones. Nursing homes, rest homes and convalescent homes are also allowed by Special Permit in the Regional Business zone.

Successful infill development projects focus on filling in the gaps with a mix of housing types (as well as other land uses) at densities and design standards that are consistent with the fabric of the surrounding neighborhood.

C. INFILL DEVELOPMENT

Infill development is the process of developing vacant or underutilized parcels within existing urban or suburban areas that are already largely developed. Successful infill development projects focus on filling in the gaps with a mix of housing types (as well as other land uses) at densities and design standards that are consistent with the fabric of the surrounding neighborhood. Attention to the character of surrounding development is an important component for ensuring that new development fits within the context of the existing neighborhood.

It is more difficult to assess the potential for infill development than the development of raw land because it is a much less straightforward process. Current land use patterns indicate that small, privately-held vacant parcels are scattered across West Haven, with small concentrations of lots evident in the vicinity of Boston Post Road (Rt. 1) and the Allingtown section of the City. Larger undeveloped parcels can be found in the area of Route 34 and Dogburn Road along the West Haven-Orange town line, along Saw Mill Road near the I-95 Exit 42 interchange, and along the West River south of Boston Post Road.

Due to the limited amount of vacant land remaining in the City, future housing development will largely be accommodated through infill development. To ensure such development blends with the scale and

appearance of its surroundings innovative approaches to infill development should be considered. Such consideration should take into account the following whenever in-fill projects are proposed:

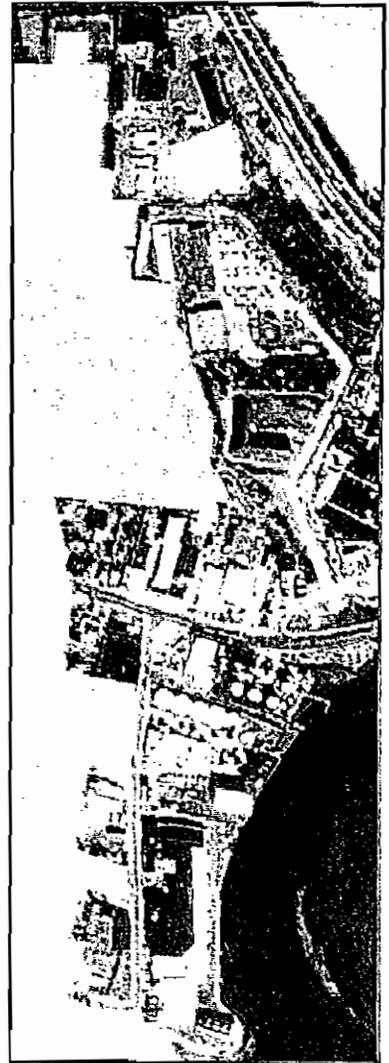
- The building design should fit the scale and character of the surrounding neighborhood.
- The depth of the front yard should be similar to that of adjoining lots to preserve spatial character and vegetation along the street.
- The building mass, side yards and rear yards should respect and relate to those of adjacent lots.
- New buildings should not have a detrimental impact on their immediate neighbors in terms of loss of privacy, sunlight or view.
- Existing trees of a designated dimension should be plotted on the site plan. The preservation of significant existing trees and vegetation in keeping with their surroundings should be encouraged.
- The design of the building should de-emphasize the height of the structure in relation adjoining properties.

D. HOUSING ISSUES, TRENDS AND IMPLICATIONS

In terms of planning for the next 10 years and beyond, several housing issues and trends in West Haven have future implications. These include:

- The City recorded its first population decrease between 1990 and 2000 after two decades of minimal growth. Much of this population loss can likely be attributed to historically-low mortgage interest rates that have made the purchasing of larger, more expensive homes in surrounding residential communities much more attainable. The “built-out” nature of the City has also limited the number of new housing units that could be constructed to attract new residents to West Haven. The demolition of many apartment units near Saw Mill Road also contributed to the population loss.
- Average household size in West Haven is lower than all of its neighboring communities except New Haven, and is lower than that of New Haven County and the State. Smaller household sizes can be attributed to increases in single person households, increases in divorces and separations, concentrations of young professional households which have a tendency to delay marriage or families and large numbers of elderly who chose to live on their own. The variety of housing in the City makes it possible for smaller households, single person households and/or the elderly to remain in West Haven.
- According to the 2000 Census, 55.4% of West Haven’s housing stock is owner-occupied and 44.6% is renter-occupied. The 44.6% rental occupancy rate is noticeably higher than both the State of Connecticut’s and New Haven County’s rental occupancy rates.
- West Haven has more rental housing than its neighboring communities with the exception of the City of New Haven.

The variety of housing in the City makes it possible for smaller households, single person households and / or the elderly to remain in West Haven.



Potential West River Redevelopment Area

The City recorded its first population decrease between 1990 and 2000 after two decades of minimal growth.

West Haven's higher rental occupancy rate can be attributed to a number of factors including the presence of the University of New Haven, large numbers of rental units constructed during the 1960s and 1970s in apartment complexes, and a spill-over effect from New Haven's large rental market.

West Haven routinely ranked in the bottom half or bottom quarter of all the towns and cities in Connecticut for annual net gain in housing units during the 1990s.

As available residential land becomes more scarce, infill development will likely emerge making the regulation of infill development and redevelopment crucial.

Given the diversity of the housing stock in tenure, type, size and price, West Haven is well positioned to meet the housing needs of a wide variety of residents in the coming decade.

- West Haven's higher rental occupancy rate can be attributed to a number of factors including the presence of the University of New Haven, large numbers of rental units constructed during the 1960s and 1970s in apartment complexes, and a spill-over effect from New Haven's large rental market.
- Between the 1990 and 2000 Censuses, West Haven witnessed a net loss of 343 housing units. Of the gross number of units added to the housing stock, two-thirds were single-family detached. Of the gross number of units lost, 57% were in structures with ten or more units.
- Traditional detached single-family homes increased by 624 units between 1990 and 2000.
- West Haven routinely ranked in the bottom half or bottom quarter of all the towns and cities in Connecticut for annual net gain in housing units during the 1990s. In 1999 and 2000, West Haven ranked in the bottom 10% for net gain.
- Growth in housing units over a decade was less in the 1990s than in the previous three decades of the 1960s, 1970s and 1980s. The Census counted 712 units built in the 1990s; 1,973 units built during the 1980s; 3,209 units built during the 1970s and 4,382 units built during the 1960s.
- As available residential land becomes more scarce, infill development will likely emerge making the regulation of infill development and redevelopment crucial.
- Natural resource conservation and the preservation of open space will likely emerge as a major issue in residential development as the last remaining areas of vacant land are considered for residential development.
- Affordable housing opportunities for elderly individuals seeking independent housing options may be needed to meet future needs of the City's aging population. Much of the multi-family housing developed over the past two decades has been supportive/assisted elderly housing.
- Given the diversity of the housing stock in tenure, type, size and price, West Haven is well positioned to meet the housing needs of a wide variety of residents in the coming decade.

Change in West Haven's Housing Stock and Housing Goals from the 1990 POCD

Unlike some of its suburban neighbors, the City of West Haven has a diverse housing stock that can meet the housing needs of a wide variety of household types. As change continues to be a healthy and inevitable

part of a community's life cycle, determining how best to address change and guide the community productively into the future is an important core concept of this planning process. Thus, after a review of the key housing trends and implications of the past decade, the City's housing goals and objectives must be reassessed and modified to meet the expected changes to come in the next decade.

The 1990 Plan of Development set forth key implications and goals for residential development in the City. These included the following:

- Lower the maximum densities permitted in multi-family districts to 8 and 10 dwelling units per acre;
- Moderate density residential development should range from 5 to 10 units per acre, with development in existing large-scale multi-family development areas not exceeding 10 units per acre and development in established older neighborhoods consistent in size and scale with existing structures and at a density of 8 units per acre or less;
- High-density residential development should be permitted only in several select locations, such as Downtown and designated waterfront areas;
- Low-density residential development should occur in areas already developed at a density of 5 units per acre or less. Development should primarily consist of single-family homes on lot sizes of a minimum of 6,000 to 12,000 square feet. Well-planned cluster developments of a similar density could also be appropriate;
- West Haven should promote the development of affordable housing by continuing its participation in the Connecticut Housing Partnership Program, amending the Zoning Regulations to provide a slight density bonus for cluster or multi-family developments that provide affordable housing, and/or permitting rental apartments above retail uses.

Many, if not most, of these goals still appear to hold true today. The Planning And Zoning Commission will need to evaluate these goals to determine their relevancy for the next decade. Building upon these general recommendations, we have formulated additional several more specific goals and objectives to expand the spirit of these recommendations into tangible actions that will fulfill these goals.

E. HOUSING GOALS & OBJECTIVES

GOAL:

The City of West Haven should focus on enhancing and preserving its neighborhoods while providing opportunities for the development of new housing that meet the needs of people at various stages of their life cycle.

To preserve the high quality of life it offers to West Haven residents, the City should encourage effective physical and infrastructure elements to alleviate land use conflicts between residential and commercial/industrial uses. Measures such as berms, green space buffers, traffic calming, sign control, zoning regulations, and other tools should be available and applied when necessary.

OBJECTIVES:

- Support programs that assist homeowners in rehabilitating and maintaining their homes. Programs should be targeted toward elderly and low to moderate-income populations who may have a greater need for aid.
- Utilize historic district designation to preserve historic structures and maintain neighborhood identity, as well as to protect City landmarks.
- Encourage effective physical and infrastructure elements to alleviate land use conflicts between residential and commercial/industrial uses. Measures such as berms, green space buffers, traffic calming, sign control, zoning regulations, and other tools should be available and applied when necessary.
- Implement a tree-planting program along neighborhood streets, which targets locations with a relative deficiency in landscape features.
- Review and modernize local ordinances and zoning regulations aimed at promoting regular maintenance of residential property to ensure that most up-to-date techniques are being used.
- Ensuring that housing options in West Haven remain safe, decent and affordable for all of the City's residents.

GOAL:

Establish a high standard for innovative approaches to in-fill development in order to minimize potential adverse impacts to existing neighborhoods while promoting new economic life for underutilized properties.

OBJECTIVES:

- Recognize where the best opportunities exist for infill development, and review land use patterns, existing zoning classifications, and financing programs to determine the most appropriate measures to ensure infill residential development occurs in harmony with surrounding property uses.
- Create an Open Space Development (OSD) district in the City's zoning regulations as a means to manage the subdivision of land for residential development in a manner that results in more effective conservation of the natural environment and the preservation of community character. Typically, an OSD subdivision results in the preservation of at least 50% of the subdivision as protected open space, while permitting the same gross density as is permitted under existing zoning.

Create an Open Space Development (OSD) district in the City's zoning regulations as a means to manage the subdivision of land for residential development in a manner that results in more effective conservation of the natural environment and the preservation of community character.

- Consider the establishment of an In-fill Residential Regulation, to retain more public control in assuring new investment is respectful and representative of the surrounding environment.
- Focus limited community resources to make targeted neighborhoods fully ready for infill development, and promote major public investment to stimulate private investor confidence.
- Consider the future of multi-family development in the City to determine what type of multi-family housing is appropriate. For example, multi-family housing as part of mixed use development at specific locations may be a prudent way to meet both housing needs, redevelop sites and contribute to the tax base. Locations for such mixed-use development might be along Boston Post Road, Downtown West Haven and the First Avenue/Campbell Avenue corridor.
- Maintain a balance between residential subdivision growth, mixed-use developments, open space conservation and natural resource protection.

To enhance West Haven's physical landscape in the future, the City should maintain a balance between residential subdivision growth, mixed-use developments, open space conservation and natural resource protection.

GOAL:

Increase the percentage of owner-occupied housing within the City.

OBJECTIVES:

- Consider developing homeownership programs that work towards increasing the percentage of owner occupancy.
- Support homeownership programs that assist renters in becoming first-time homebuyers.
- Ensure that housing options specifically geared toward West Haven's elderly, disabled and low to moderate-income populations remain a substantial and important component of the overall housing stock.

To meet the needs of segments of the population that are at risk, the City should ensure that housing options specifically geared toward West Haven's elderly, disabled and low to moderate-income populations remain a substantial and important component of the overall housing stock.

Page intentionally left blank.

X. TRANSPORTATION

A. INTRODUCTION

To ensure West Haven's future growth and prosperity, it is essential to provide a safe, efficient and economically viable transportation system. An integrated system comprised of surface roadways, walkways, greenways, bikeways and mass transit must provide for both inter-town and intra-town travel movements.

The objectives of this transportation planning effort are to help City officials and the public focus on the transportation needs of the community and propose necessary improvements. This section evaluates existing conditions, identifies critical roadway needs, and proposes opportunities for future improvements to the transportation system.

B. EXISTING CONDITIONS

The City's proximity to New Haven, the presence of Interstate 95, and the historic Route 1 and Route 34 transportation corridors have all influenced West Haven's transportation network. The City's roadway system is comprised of a series of interconnected corridors with varying levels of roadway functional classification. West Haven is currently served by 146.81 miles of public roads, eighty-eight percent of which are City roads (129.18 miles) and the balance (17.63 miles) are State roads.

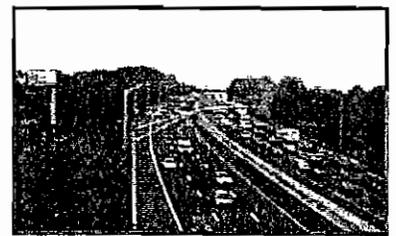
Functional Classification of Roadways

Transportation officials classify roadways based on traffic volumes, accessibility and function. The State DOT has identified five levels of roadway classifications in the City of West Haven: Principal Arterial-Interstate, Principal Arterial- Other, Minor Arterial, Collector and Local Roads. Sometimes, the classification of a road may change along its length or operate differently than its assigned functional classification.

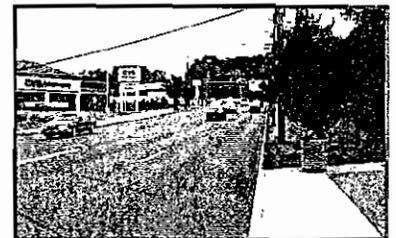
The highest roadway classification in West Haven is Principal Arterial-Interstate. This roadway type provides limited-access, multi-lane, high volume, high capacity facilities intended to provide for and accommodate high speed travel, over long distances with relatively few points of access to the local street system. Within West Haven, Interstate 95 (the Governor John Davis Lodge Turnpike) receives this classification.

The next order of roadway classification is Principal Arterial- Other. This roadway class connects major development and activity centers within West Haven to each other and to activity centers in other towns and accessible expressways. The design of this type of road typically accommodates higher speeds and has greater traffic carrying capacity, with enhanced horizontal and vertical geometry. To maintain the road's thru-traffic capacity and higher design speeds, this road type would ideally provide a more restrictive level of access control to adjacent land uses than do other roads in the City. Principal Arterials within West

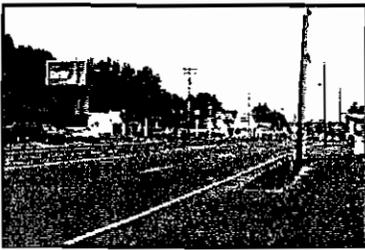
The City's proximity to New Haven, the presence of Interstate 95, and the historic Route 1 and Route 34 transportation corridors have all influenced West Haven's transportation network.



Interstate 95 in West Haven



Boston Post Road (Route 1)



Derby Avenue (Route 34)

Haven include: Derby Avenue (Route 34) and Boston Post Road (U.S. Route 1).

Minor Arterials are ranked next within the roadway classification hierarchy. This type of roadway connects principal arterials and augments the traffic carrying capabilities of the entire roadway system. Minor Arterials provide a greater degree of access to abutting land uses and do not offer the same level of mobility, as do higher classifications. There are 15 Minor Arterials streets in West Haven.



Forest Road (Route 122)

The next classification of roadways, Collector Streets, provides a higher degree of access to abutting land uses and a somewhat diminished level of through mobility than the higher classifications. There are 22 roadways in West Haven classified as Collector Streets.

Local Roadways, the final classification of roadways, includes all remaining streets. This classification contains a high percentage of street mileage, with roads that provide the highest level of access to abutting land uses and the lowest level of through mobility.

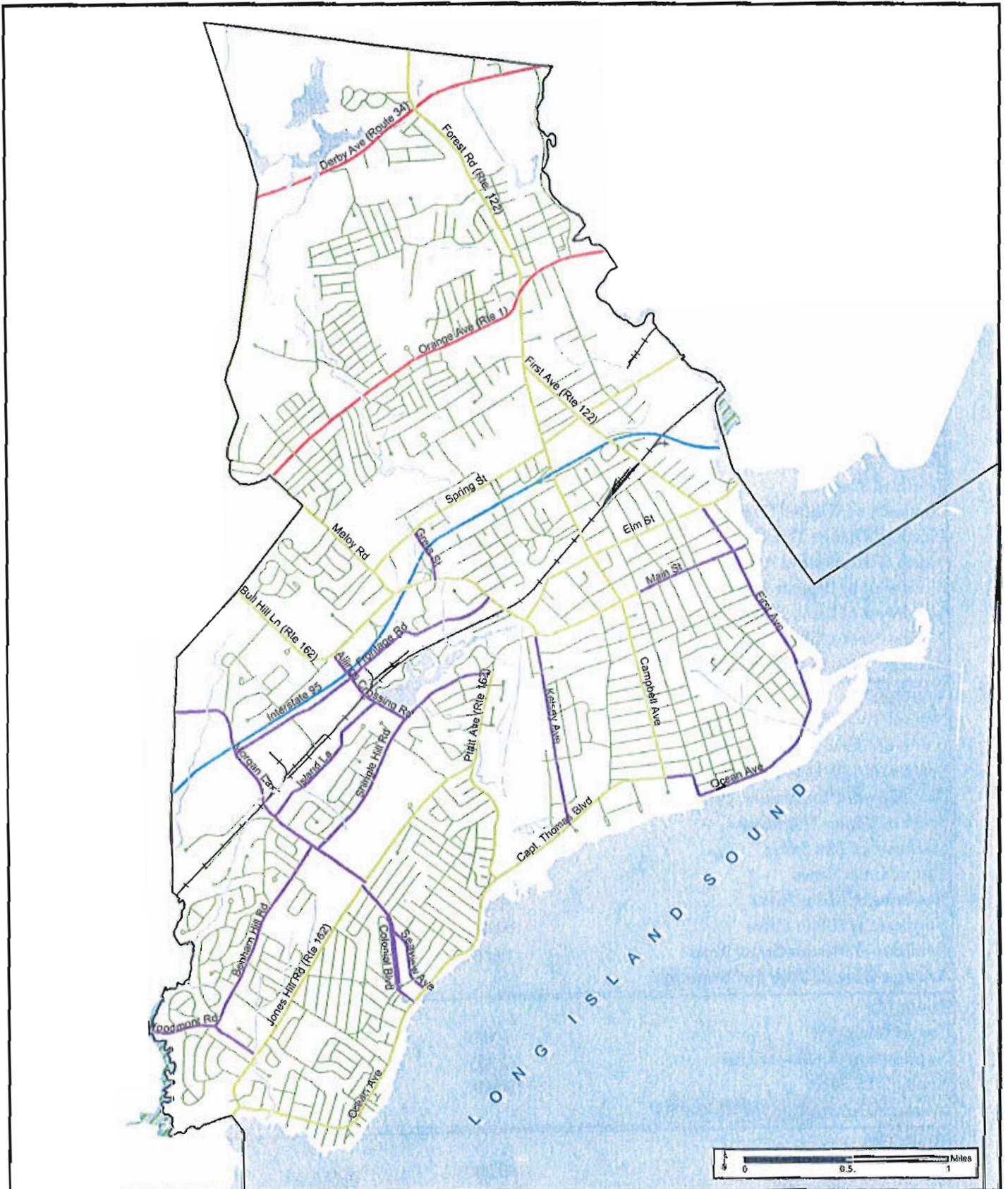
The following “*State Functional Road Classifications*” map references the classification of roadways as assigned by the State of Connecticut.

Since the preparation of the 1990 Plan of Conservation and Development (POCD), travel patterns and traffic volumes on State roads serving West Haven have remained stable, exhibiting only slight changes in volume on several roads. In fact, there is an overall city-wide downward trend in traffic volumes on State roads in West Haven.

Overview of Changes in Travel Patterns Between 1990 and 2000

Since the preparation of the 1990 Plan of Conservation and Development (POCD), travel patterns and traffic volumes on State roads serving West Haven have remained stable, exhibiting only slight changes in volume on several roads. Table 18 identifies historical count data for segments of State roads in West Haven in 1990 and 2000.

A review of Table 18 indicates that there is an overall city-wide downward trend in traffic volumes on State roads in West Haven. In some instances, certain segments of the same highway corridor experienced differing traffic volume characteristics. For instance, most of the Forest Road portion of Route 122 reported notable declines in traffic volumes during the past 10 years, while the First Avenue portion of Route 122 reported substantial increases. In many cases, the complex and varied circumstances that affect traffic patterns make it difficult to identify any one reason for shifts in traffic patterns and volume.



LEGEND

- Collector
- Minor Arterial
- Principal Arterial: Interstate
- Principal Arterial: Other
- Local

CITY OF WEST HAVEN

PLAN OF CONSERVATION
& DEVELOPMENT



**STATE FUNCTIONAL
ROAD CLASSIFICATION**

SOURCE:
STATE ROAD CLASSIFICATION
STATE OF CONNECTICUT DEPARTMENT OF
TRANSPORTATION BUREAU OF POLICY
AND PLANNING.
THIS MAP WAS DEVELOPED FOR USE
AS A PLANNING DOCUMENT.
DELINEATIONS MAY NOT BE EXACT.



Table 18

Traffic Volume Trends on State Roads in West Haven: 1990-2000

Roadway Link	Average Daily Traffic		Percent Change
	1990	2000	
<u>Route 1 (Boston Post Road)</u>			
Northeast of Budd Place	18,600	18,800	1.1%
East of Prudden Street	16,600	15,800	-4.8%
East of Taft Avenue	20,500	17,600	-14.1%
At New Haven City Line	19,800	19,000	-4.0%
Average Growth Rate for Route 1			-5.7%
<u>Route 34 (Derby Avenue)</u>			
At Orange Town Line	21,400	23,700	10.7%
Southwest of Route 122	23,200	25,700	10.8%
West of Yale Avenue	19,400	21,600	11.3%
Average Growth Rate for Route 34			10.9%
<u>Route 122</u>			
North of Route 34	16,700	12,900	-22.8%
Southeast of Winfred Street	17,200	14,200	-17.4%
North of Orange Terrace	15,300	14,700	-3.9%
North of Homestead Avenue	17,900	17,200	-3.9%
Northwest of Baggott Street	9,400	10,200	8.5%
Northwest of Lamson Street	10,300	10,400	1.0%
Northwest of Clifton Street	13,500	17,600	30.4%
Average Growth Rate for Route 122			-3.1%
<u>Route 162</u>			
Milford Town Line	8,100	9,200	13.6%
North of Ocean Avenue	10,000	7,800	-22.0%
Southwest of Winslow Drive	7,200	7,200	0.0%
Southwest of Platt Avenue (SR 705)	10,200	8,300	-18.6%
South of Barney Hill Road	10,200	7,700	-24.5%
Southeast of Elm Street	19,100	16,100	-15.7%
East of Greta Street	16,300	15,600	-4.3%
Northeast of Meloy Road	20,300	18,000	-11.3%
Northeast of Hilton Drive	23,900	21,500	-10.0%
Southeast of Meadowbrook Road	18,000	14,800	-17.8%
Average Growth Rate for Route 162			-11.9%
<u>Route 705</u>			
East of Route 162	6,700	7,700	14.9%
Northeast of Seaview Avenue	9,700	8,500	-12.4%
South of Ivy Street	10,300	9,000	-12.6%
Average Growth Rate for Route 705			-5.6%
<u>Route 745</u>			
Southeast of Richards Street	10,800	8,200	-24.1%
Northwest of Elm Street	7,100	6,100	-14.1%
West of Kimberly Avenue	29,300	23,600	-19.5%
Average Growth Rate for Route 745			-19.7%

Source: ConnDOT Cartographic / Transportation Data

The most notable traffic volume increases, in terms of numbers of additional vehicles, occurred at the following locations: Route 122 northwest of Clifton Street (an increase of 4,100 vehicles per day); Route 34 southwest of Route 122 (an increase of 2,500 vehicles per day); Route 34 west of Yale Avenue (an increase of 2,200 vehicles per day); Route 162 near the Milford Town Line (an increase of 1,100 vehicles per day); and Route 705 east of Route 162 (an increase of 1,000 vehicles per day).

The most notable traffic volume decreases, in terms of numbers of vehicles, occurred at the following locations: Elm Street (Route 745) west of Kimberly Avenue (a decrease of 5,700 vehicles per day); Forest Road (Route 122) north of Route 34 (a decrease of 3,800 vehicles per day); Bull Hill Lane (Route 162) southeast of Meadowbrook Road (a decrease of 3,200 vehicles per day); Forest Road southeast of Winfred Street (a decrease of 3,000 vehicles per day); and Route 162 southeast of Elm Street (A decrease of 3,000 vehicles per day).

Traffic Accident Analysis

The Connecticut Department of Transportation (ConnDOT) prepares the Suggested List of Surveillance Study Sites (SLOSSS) to identify high hazard highway locations based on traffic accident history. ConnDOT identifies and classifies high accident locations by assigning a value to each location based on the type of incident, accident frequency, the type of roadway, and average daily traffic. Highway segments placed on the SLOSSS are candidates for detailed review to determine if measures should be undertaken to mitigate geometric or roadway environmental problems that could be contributing to the above normal accident history.

During the most recent reporting period (1998-2000), 25 West Haven locations were identified on the SLOSSS. Due to recent events concerning potential State liability for unimproved accident locations, the rankings of these SLOSSS locations are not available at this time.

Several areas across the City stand out as locations with relatively high frequencies of motor vehicle accidents. Two segments along Route 1, at the intersection with Brower Street and Route 122 and between Gilbert Street and Route 10, registered 117 and 88 accidents during the most recent study period, respectively. 157 accidents were reported at the Campbell Avenue interchange with Interstate 95, while 103 accidents were registered along the interstate's 1.2 mile stretch between Exits 42 and 45. In addition, 60 accidents occurred along Route 162 between Greta and Voss Streets, near the Exit 42 northbound ramps.

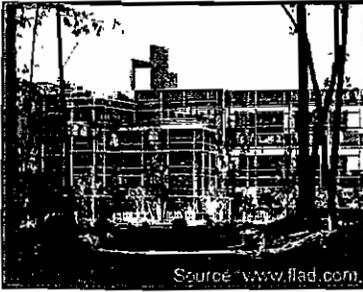
Land Development Trends and Associated Traffic and Transportation Impacts

West Haven has experienced steady land development since the adoption of their 1990 POCD. One indicator of growth is the issuance of State Traffic Commission (STC) Major Traffic Generator Certificates (e.g. projects with 100,000+ gross square feet of building space and/or 200



Route 122 Northwest of Clifton Street

During the most recent reporting period (1998-2000), 25 West Haven locations were identified on the SLOSSS. Highway segments placed on the SLOSSS are candidates for detailed review to determine if measures should be undertaken to mitigate geometric or roadway environmental problems that could be contributing to the above normal accident history.



Bayer Corporate Headquarters



CTTransit Fleet Bus

The ten bus routes that run operate throughout the City connect West Haven to the bus system serving the Greater New Haven area as well as to the Coastal Link to communities in Fairfield County. The frequency of service varies between bus routes, with the Sylvan Avenue line (O2) offering the most frequent service (25 minute headways during peak commuter hours).

parking spaces). There are 13 West Haven projects that have received STC Certificates since 1980. Six projects have received STC permits since the preparation of West Haven's 1990 Plan of Conservation and Development, including four permits for land straddling the West Haven/Orange boundary, relating to expansions and new construction as part of Miles, Inc. and the Bayer Corporation.

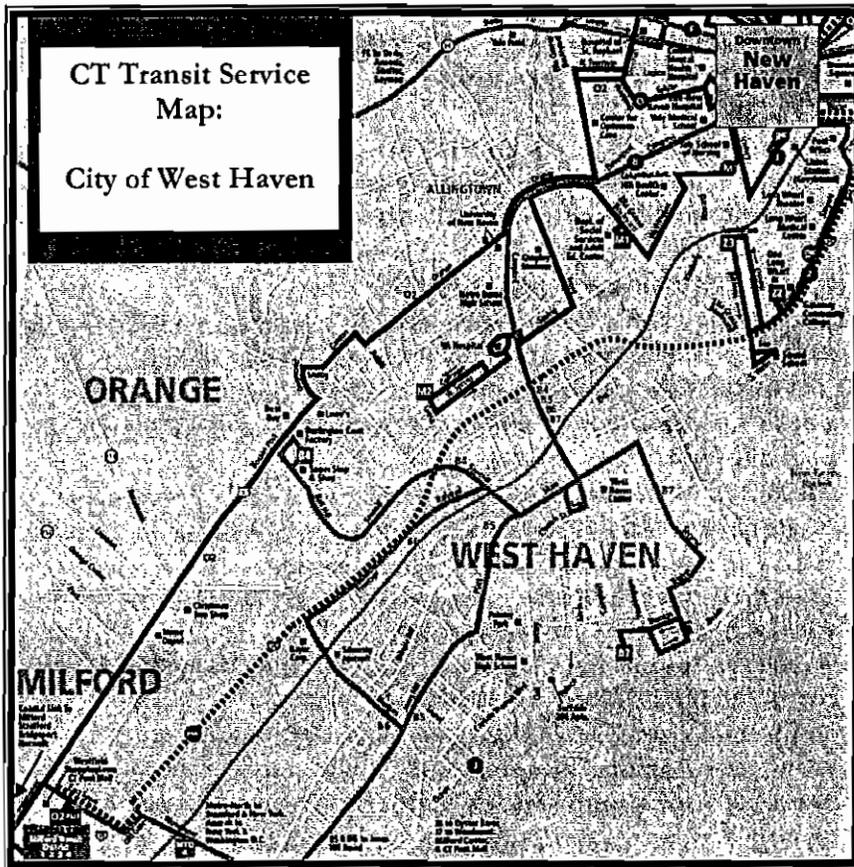
Transit Network

Connecticut Transit (CTTransit) provides public bus transit service in West Haven, as summarized in Table 19 and graphically represented in Figure 16. The ten bus routes summarized below connect West Haven to the bus system serving the Greater New Haven area as well as to the Coastal Link to communities in Fairfield County. Bus Routes B4, B5, B7, F6, J5, J7, M2, and O2 offer Saturday service and Sunday service is provided on Routes B4, J6, and O2. The frequency of service varies between bus routes, with the Sylvan Avenue line (O2) offering the most frequent service (25 minute headways during peak commuter hours). Bus route and schedule information can be found on the CTTransit web site at www.cttransit.com. In addition to the CT Transit bus service, West Haven has a trolley bus service serving Seniors and those with physical disabilities.

Table 19
Bus Routes Serving West Haven: 2003

Bus Route	Description
B4	Campbell Ave, Main St, Sawmill Rd, Bull Hill La, Super Stop & Shop
B5	Campbell Ave, Main St, Platt Ave, Jones Hill Rd
B6	Campbell Ave, Main St, Sawmill Rd, Railroad Ave, Frontage Rd, Morgan La, Jones Hill Rd
B7	Campbell Ave, Main St, Second Ave, Blohm St, Captain Thomas Blvd
F6	Route 34 to Derby, Ansonia, Shelton, Seymour
J5	Elm Street, Campbell Ave, Captain Thomas Blvd, Palace St
J6	Elm Street, Campbell Ave, Captain Thomas Blvd, Ocean Ave to Oyster River
J7	Elm Street, Campbell Ave, Captain Thomas Blvd, Ocean Ave to Woodmont, Milford Center, Connecticut Post Mall
M2	Front Ave, Spring St, Greta St, Veterans Hospital
O2	Rte1: Boston Post Road, Canton St, Meloy Rd, Dogwood Rd, Post Rd to CT Post Mall (Coastal Link)

Figure 15



Source: Connecticut Transit Website at <http://www.cttransit.com>

West Haven Shorefront Boardwalk

West Haven possesses a multi-use shorefront boardwalk that offers an alternative transportation route set within a scenic coastal environment. In fact, the City's waterfront can be viewed as a major open space corridor, anchoring the southern edge of an interconnected, city-wide system of open spaces, parks and recreational areas. The City's beaches and boardwalk currently offer 3 miles of open space greenways along this beautiful shorefront corridor, making the waterfront readily accessible to the public. As of 2003, the boardwalk's alignment begins near Sea Bluff Beach and stretches eastward to the Second Avenue Triangle. The following section of this report includes a preliminary proposal to integrate and expand West Haven's existing boardwalk into an ambitious harbor side trail terminating at New Haven's Lighthouse Point Park.



Boardwalk and Bike Path

South Central Regional Council of Governments (SCRCOG) - Transportation Initiatives Affecting West Haven

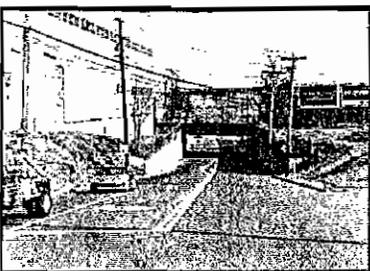
The SCRCOG is responsible for regional transportation planning activities and for the programming of area transportation projects that will receive federal transportation monies. A review of SCRCOG's Regional Plan of Development (November 2000), Transportation Plan for the Year 2020 (January 2001), Transportation Enhancement Report (September 1998), A Harborside Trail Report (September 1998), and



Exit 42 Ramps to be Reconfigured



Recent Streetscape Improvements



Railroad Underpass at Saw Mill Rd

Transportation Improvement Program (June 2002) reveals several transportation recommendations which will affect West Haven during the next ten years. These may include:

- Improvements along portions of Route 122, Route 162, and Route 1, including an increase in the number of travel lanes.
- Reconfiguration of Interstate 95 interchange at Saw Mill Road to increase vehicle capacity, at approximate cost of \$30 million. (Ongoing, completion expected 2005).
- Encouraging infill development along Route 34, centered on the well-situated 100-acre Acorn Technology Campus property.
- Promoting the creation of an attractive mixed-use project to establish a significant gateway activity center at Kimberly Avenue near the New Haven city line.
- Redevelopment of the 170-acre corridor along Front Avenue.
- Commercial redevelopment at Sawmill Road to create a feasible retail node near a reconfigured I-95 interchange.
- Continue public-private cooperation directed towards the enhancement of the City's Downtown.
- Establish a 10-mile multi-use trail, from the Savin Rock area of West Haven to Lighthouse Point Park in New Haven.
- Implementing a 2,200 foot-long extension of the central area streetscape upgrades along Campbell Avenue north of the railroad overpass, costing approximately \$650,000, to expand upon the already completed streetscape improvements in portions of Allingtown, and south of Elm Street.
- The restoration of wetlands and tidal flushing along the Cove River and Old Field Creek are estimated to get underway in 2004, at costs of \$150,000 and \$250,000, respectively.
- ConnDOT plans to commit roughly \$235,000 to reconstruct a culvert along Route 122 near the base of the Interstate 95 southbound off ramp by 2004.
- The addition of a second Route 122 southbound turning lane from Route 34 at a cost of around \$600,000.
- Resurface Interstate 95 between Greta Street and the West River, at an approximate cost of \$7.1 million.

West Haven Train Station

Several of the SCRCOG's documents introduce the concept of a new railroad station between New Haven and Milford. If implemented, a new station could relieve parking demand at neighboring stations, while offering a real transit alternative to Interstate 95. The SCRCOG recently recommended the West Haven site near the intersection of Sawmill Road and Elm Street as the preferred site for a new railroad station. Consistent with this recommendation, the City has gone forth and prepared a Conceptual Master Plan for a Transit Oriented Development (TOD), centered on the establishment of a train station in West Haven.

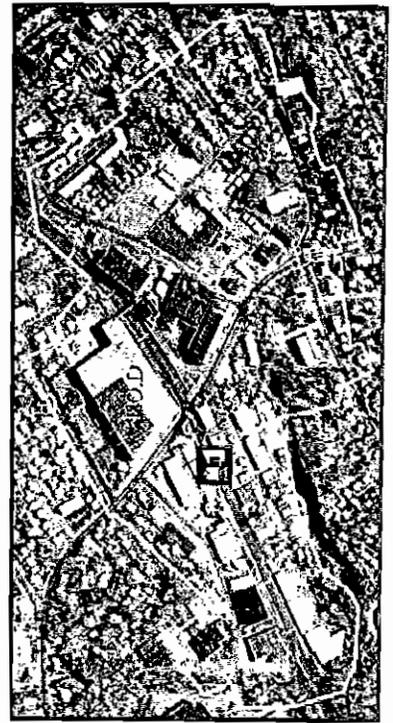
The purpose of the Transit Oriented Development Concept Master Plan is to provide a vision and implementation framework for the role the West Haven Train Station can have on shaping the City's future, capitalizing on its potential to spur major economic development initiatives and facilitate the redevelopment of the adjacent brownfield neighborhood while bolstering Downtown revitalization efforts. From three alternatives, the report identifies a single concept as the preferred strategy to create the TOD neighborhood. This preferred concept could: turn underutilized brownfield buildings and land into viable economic uses benefiting the city and the surrounding region; utilize existing municipal infrastructure; buffer adjacent residential neighborhoods; and provide connectivity among the new train station and major employment centers.

The success of a TOD is highly dependent on the balanced relationship between a mix of land uses accommodated by a diverse transportation system. Some of the key recommendations geared toward optimizing the positive results of the TOD include:

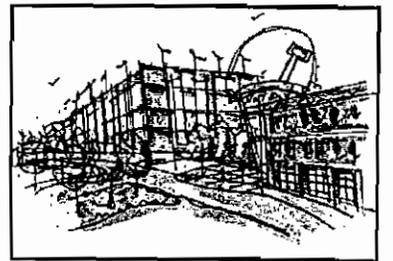
- Maximize the Opportunities for Brownfield Economic Development
- Reinforce Downtown Revitalization Activities
- Create a "Gateway" Opportunity
- Maximize Opportunities for Multi-Modal Mobility and Connectivity

The current improvements at the Exit 42 interchange and the widening of Sawmill Road will result in an enhanced entry sequence for Downtown West Haven, via the TOD. Creative site planning and architectural detailing can provide a new gateway to the City that highlights this entrance to Downtown. Recommended design guidelines for development within the TOD project area would encourage a pedestrian friendly environment extending from the train station, through the TOD neighborhood and connecting to Downtown. The proposed TOD has the potential to stimulate over \$100,000,000 of investment in this area of the City, resulting in the creation of 2,000 jobs.

The following section identifies a comprehensive program of roadway improvements recommended to mitigate traffic congestion, improve traffic circulation, improve vehicular and pedestrian safety, calm traffic flows in commercial districts and residential neighborhoods and encourage multi-modal travel. These recommendations are in addition to the ongoing and upcoming projects that are currently scheduled by the City and ConnDOT.



TOD Neighborhood Area



TOD Conceptual Rendering

C. TRANSPORTATION GOALS & OBJECTIVES

Provide general roadway improvements and implement transportation strategies to benefit the Boston Post Road corridor, including a road widening strategy, similar to the proposed Route 1 central turning lane in the Town of Orange, as a means to improve the flow of traffic along this roadway.

GOAL:

Provide general roadway improvements and implement transportation strategies to benefit the Boston Post Road (Route 1) corridor.

OBJECTIVES:

- Pursue a road widening strategy, similar to the proposed Route 1 central turning lane in the Town of Orange, as a means to improve the flow of traffic along Boston Post Road through West Haven.
- Consider the expansion of streetscape improvements along Route 1 from Allingtown westward past the University of New Haven campus. Improved paving material, street trees, and pedestrian lighting are elements to consider for inclusion in the upgrades.

GOAL:

Provide roadway improvements to benefit the Route 122 corridor.

OBJECTIVES:

- Widen Campbell Avenue to accommodate two through lanes and one exclusive left turn lane for vehicles continuing south on First Avenue (Route 122). Also, the University of New Haven has expressed interest in widening Ruden Street to provide an exclusive right turn lane for vehicles turning south onto Campbell Avenue.

Provide roadway improvements and transportation strategies to address problem areas along the Route 162 corridor. Consider specific improvements at the Platt Avenue – West Main Street Intersection, as well as improvements corresponding with the establishment of the TOD along Sawmill Road.

GOAL:

Provide roadway improvements and transportation strategies to address problem areas along the Route 162 corridor.

OBJECTIVES:

- The intersection between Platt Avenue and West Main Street is typified by a horizontal curve, a fork in the roadway, and a slight change in grade. To provide safer roadway conditions, the City should encourage the State to consider devising a realignment strategy for this intersection. The formation of a "T" junction and installation of traffic signals could significantly improve this intersection, without significantly encroaching on the adjacent park.

GOAL:

Improve the flow of vehicular traffic along shorefront roadways.

OBJECTIVES:

- Captain Thomas Boulevard connects with Ocean Avenue and Beach Street to accommodate vehicular circulation paralleling the City's shoreline at Long Island Sound. Together, these roadways provide direct access to many of the residences, businesses, and community facilities in the City's southern limits. The City should consider interconnecting traffic control signals between these roadways to improve the overall flow of traffic along the City's shoreline.

Establish optimal truck routes to allow easy access between Interstate 95 and the city's industrial areas that do not negatively impact established residential neighborhoods.

GOAL:

Establish optimal truck routes to allow easy access between Interstate 95 and the city's industrial areas that do not negatively impact established residential neighborhoods.

OBJECTIVES:

- Paralleling Interstate 95, Frontage Road provides access to many industrial establishments located immediately south of the highway, and intersects with Morgan Lane near the interstate overpass. The severe change in grade at this intersection provides a challenge for trucks turning right from Frontage Road toward Prindle Road. The City should explore potential right-of-way acquisitions that could divert truck traffic from Frontage Road to Morgan Lane at a point closer to the railroad corridor, to provide a more amenable travel route with less steep slopes for trucks.

GOAL:

Provide a roadway extension from Fresh Meadow Road to the Acorn Technology Campus that connects to Route 34.

OBJECTIVES:

- The Acorn Technology Campus is an office park that will open in the near future. While access to the park is already available from Derby Avenue, there is potential for additional access from the south. One viable option is to extend a roadway from Fresh Meadow Road that would make use of the Dogburn paper road to connect to Route 34, thereby providing employees, visitors, and emergency personnel another travel route in this portion of West Haven. As of the end of 2003, the City is currently seeking federal funding for this roadway.

Provide a roadway extension from Fresh Meadow Road to the Acorn Technology Campus that connects to Route 34. Extending a roadway from Fresh Meadow Road that would make use of the Dogburn paper road to connect to Route 34 could provide employees, visitors, and emergency personnel another travel route in this portion of West Haven.

GOAL:

Provide roadway improvements to remedy the awkwardly aligned curve between Fresh Meadow Road and Farwell Street.

OBJECTIVES:

Provide enhancements to the city's sidewalk system, the shorefront boardwalk, and other greenway initiatives to improve the functionality of this pedestrian-oriented public infrastructure.

- The intersection between Fresh Meadow Road and Farwell Street is typified by a sharp "S" curve over a notable slope. The City should implement the completed design plans to realign this portion of the roadway to reduce the severity of the horizontal curve. This project is currently on the regional Council of Government's TIP List, with funding appropriations tentatively scheduled for 2006-2007.

GOAL:

Provide physical enhancements to the city's street and sidewalk system, the shorefront boardwalk, and greenway initiatives to improve the functionality and visual appeal of these vital public corridors.

OBJECTIVES:

Establish a pedestrian trail network to interconnect municipally owned parks and open space properties throughout the City. Attention should be focused in the short term on linkages that would connect multiple properties over a short distance.

- As funding becomes available, pursue simple and achievable streetscape enhancement measures that focus on improving the visual appeal of important city roadways. High priority for such beautification efforts should initially be placed on Campbell Avenue, Kimberly Avenue, and First Avenue, given their role as key gateways to the City's popular waterfront district.
- Extend the boardwalk from Bradley Point westward toward the Milford city line, paralleling the alignment of Ocean Avenue.
- Establish a pedestrian trail network to interconnect municipally owned parks and open space properties throughout the City. Attention should be focused in the short term on linkages that would connect multiple properties over a short distance. For example, several open space properties along the Cove River near West Haven High School are within walking distance of Painter Park, Raye Park, and other open space acquisitions east of Kelsey Avenue. Pedestrian linkages among these destinations can offer residents an attractive alternative to short vehicular trips and an improved quality of life.

The City should devise a plan to identify and close significant gaps in the sidewalk system. Such tasks can be completed in a series of phases, with the most important connections being established immediately, while other minor gaps are remedied over the long-term.

- Explore the potential of reclaiming portions of the old Derby-New Haven rail bed to piece together short pedestrian linkages as additional greenway opportunities. While the former rail bed's alignment is in a mixture of public and private ownership, the City should at least study the situation to see if there are viable undeveloped sections that could be restored as hike or bike trails.
- The SCRCOG's Harborside Trail Report includes cost estimates for a 10-mile trail from Bradley Point in West Haven to New Haven's Lighthouse Point Park, which should receive city support for implementation over the long term. The proposed improvements for West Haven sections of the trail have a projected cost of \$4.1 million.

These plans include the upgrading and widening of the trail east of Washington Avenue, in part to mitigate the problematic transition between trail segments of different widths that currently exists.

- The City's sidewalk system is extensive for a community of West Haven's size. However, gaps do exist in segments of the city's network, greatly reducing pedestrian safety and accessibility in certain areas of the City – particularly the near the waterfront. The City should devise a plan to identify and close significant gaps in the sidewalk system. Such tasks can be completed in a series of phases, with the most important connections being established immediately, while other minor gaps are remedied over the long-term.

GOAL:

Provide traffic calming improvements to reduce the adverse impact of vehicular traffic on residential neighborhoods when traffic volume and speed warrant.

Provide traffic calming improvements to reduce the adverse impact of vehicular traffic on residential neighborhoods when traffic volume and speed warrant.

Objectives

- Establish a task force to develop a neighborhood traffic-calming program that identifies priority areas, assures communication, develops consensus and provides for rational allocation of available resources.
- Consider the creation of center-landscaped medians along West Haven's minor arterial and collector roadways where appropriate. Medians provide aesthetic benefits and shelter for pedestrians as well as a traffic calming affect. All designs should be compatible with existing traffic signal networks in place.

GOAL:

Utilize access management improvements and curb cut controls to improve the flow of vehicular traffic along congested roadways.

OBJECTIVES:

Ongoing access management planning and implementation are important tools for promoting traffic safety and maintaining the "carrying capacity" of arterial streets. Techniques such as combining driveways and/or restricting turning movements should be evaluated as opportunities arise.

Provide straightforward, attractive, and easy-to-use multi-modal transportation connectivity to increase convenient transportation alternatives to short vehicular trips.

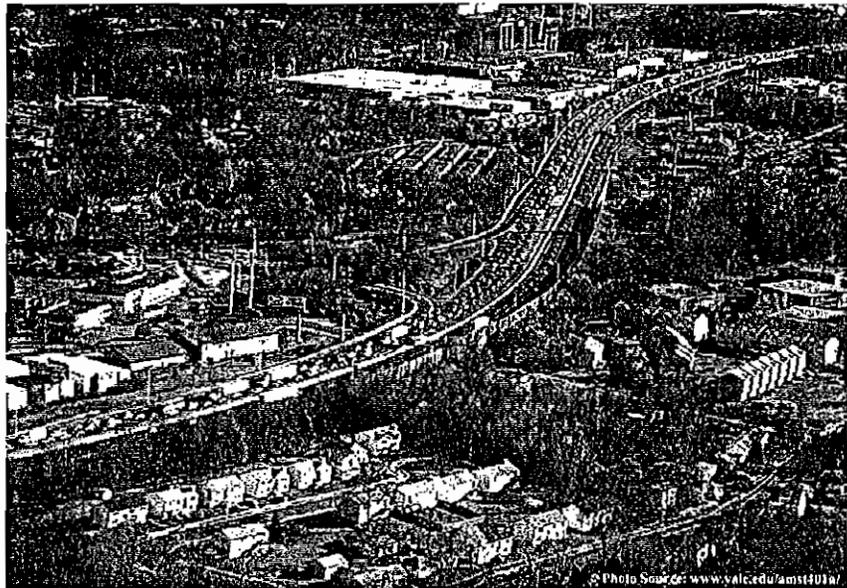
GOAL:

Provide straightforward, attractive, and easy-to-use multi-modal transportation connectivity to increase convenient transportation alternatives to short vehicular trips.

Upon the establishment of the West Haven Train Station and corresponding Transit Oriented Development, it will be imperative to provide a means of transporting people between the station and their respective place of employment. Therefore, options such as a shuttle system or locally operated city bus routes should be considered in providing this key link within the overall multi-modal transportation system.

OBJECTIVES:

- Continued infill development, particularly within the West River Project Area, Front Avenue Corridor, and along Sawmill Road, could lead to a greater utilization of public transportation. Pedestrian shelters and amenities should be incorporated into all new designs and maintained to ensure optimum efficiency and attractiveness to the transit user.
- If the West Haven Train Station and corresponding Transit Oriented Development are established, it will be imperative to provide a means of transporting people between the station and their respective place of employment. While some commuters may be within walking distance from the station, some of the larger employers (including Bayer Pharmaceuticals, the University of New Haven and the VA Hospital) are located outside of a convenient walking distance. Therefore, options such as a shuttle system or locally operated city bus routes should be considered in providing this key link within the overall multi-modal transportation system.



Interstate 95 near the Exit 42 Interchange

XI. DOWNTOWN WEST HAVEN

A. INTRODUCTION

Plans for the future of Downtown West Haven assume that change is a constant and that a program of continuing, coordinated, incremental actions involving the cooperative efforts of the City, property owners and merchants can effectively manage and influence future change to Downtown's advantage.

Downtown Context

Downtown has historically functioned as the primary business and government center of West Haven. The combination of improvements to Route 1, the construction of I-95, changing suburban development patterns and the advent of dominating national chain retailers have contributed to the dispersal of many of Downtown's core general merchandise and apparel retailing functions to suburban shopping centers. Today, City Hall, several churches, fraternal organizations and other public buildings, including the West Haven Public Library, the Elm Street Fire Station, the Washington School and the Post Office are located within Downtown, making it the civic heart of the City. Downtown includes nearly 2,000,000 square feet of building space containing a wide variety of uses. Ground floor building space within the Downtown area currently has a low vacancy rate of less than 5%. Figure 17 illustrates the diversity of existing building uses in Downtown today.

Downtown Neighborhoods

It is estimated that 8,500 people live within a 5-minute walk of Campbell Avenue in Downtown. This population represents a very important marketing opportunity for Downtown merchants and the resulting pedestrian activity that brings life and vitality to Downtown's street scene. The health of any downtown is largely dependent on the health of its surrounding and supporting neighborhoods. The future health of the residential neighborhoods surrounding Downtown West Haven will have a significant impact upon its future.

Downtown's Transportation System

The City street system serving this area provides excellent accessibility and visibility for Downtown's many businesses and institutions. The grid street system also provides excellent connectivity to surrounding residential neighborhoods and to the balance of the City. Pedestrian circulation in Downtown is also good, with sidewalk connections to the surrounding residential neighborhoods, no hills to discourage walking and stores fronting on wide sidewalks. Transit service within the Downtown area is provided by the Connecticut Transit system and runs the full length of Campbell Avenue and Main Street, as well as portions of Elm, Church and Court streets. Bus shelters are located in the heart of Downtown, serving the areas non-driving patrons. Downtown is also served by the City's Savin Rock Trolley, which provides transit service to the City's senior and disabled populations.



West Haven Green

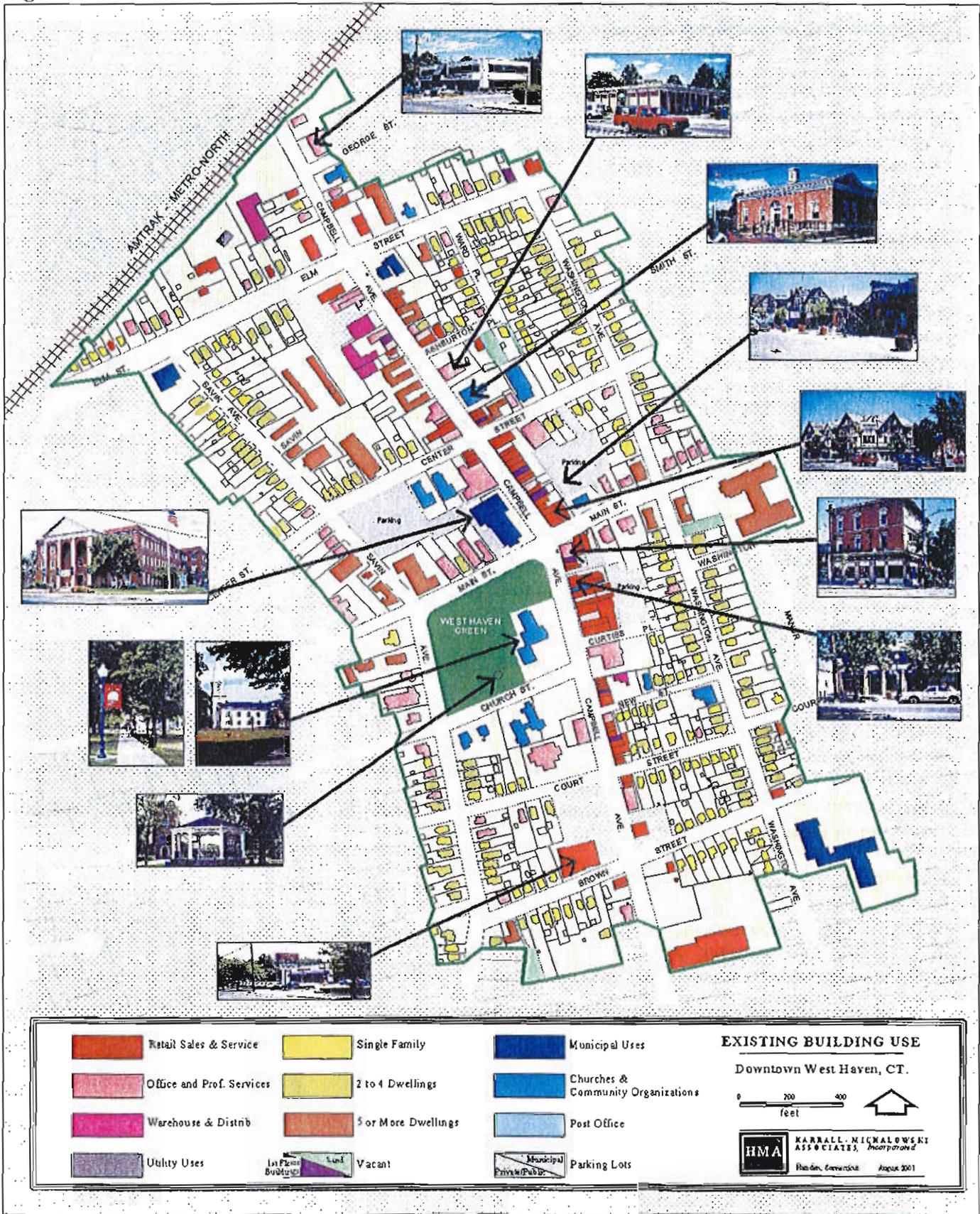


Residential Streetscape



Savin Rock Trolley

Figure 17



Downtown Parking

The combination of Downtown's grid street system and on-street parking enables many Downtown shoppers to view the store or business they desire to visit from their car and park nearby. Downtown has 270 on-street parking spaces and three municipal parking lots located near the center of Downtown containing 300 parking spaces. These 570 municipal parking spaces are complemented by several parking lots associated with individual businesses and institutions.

Downtown's Problems and Weaknesses

Understanding Downtown's problems and weaknesses is important to formulating revitalization strategies that address current conditions. The following is a summary of problems which need to be recognized and dealt-with:

- Entries into Downtown are not well defined. Little signage exists to let the potential patrons know that they are approaching Downtown;
- Downtown lacks building mass and activity at its important northern gateway- around the intersection of Campbell Avenue and Elm Street. With the exception of the library, buildings located at this intersection are set-back from the street, with parking between the buildings and the sidewalk edge;
- Several breaks in the historic building wall fronting on Campbell Avenue act to disrupt the cohesive visual qualities of Downtown;
- Parking lots which front on Campbell Avenue are out of character with the historic building wall which characterizes the balance of Downtown's streetscape;
- Ground floor office uses, warehousing and storage businesses reduce pedestrian activity.
- Several Downtown storefronts could benefit from facade and signage improvements;
- Some Downtown sidewalks are in need of repair and most sidewalks need to be cleaned more often, especially during the Fall and Winter months;
- Missing and dying street trees detract from Downtown's otherwise attractive streetscape;
- Downtown lacks a coordinated and focused retail merchandising program;
- The Downtown merchants organization needs to be supported and reinvigorated to address Downtown issues on a united front;
- Some retail store hours of operation are not competitive with suburban shopping centers;
- Zoning provisions that allow the conversion of residential dwellings on adjacent streets outside of the Downtown boundary are detrimental to Downtown revitalization efforts.

Downtown's Strengths and Opportunities

The following are important strengths of Downtown West Haven that can become the foundation upon which a revitalization strategy can be built:



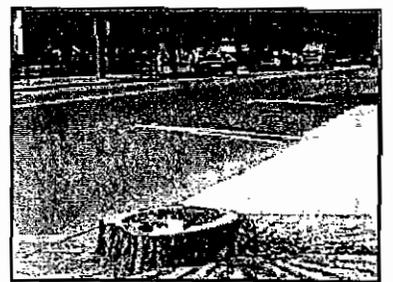
Campbell Ave. On-Street Parking



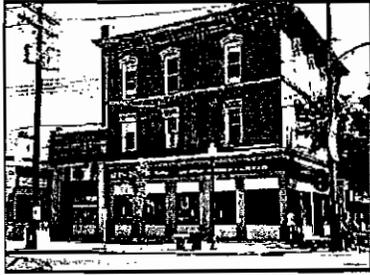
Vacant Lot - Northern Gateway



Campbell & Elm



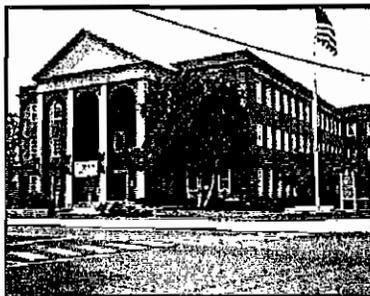
Missing Street Trees



Altschuler Building-Main & Campbell



Attractive Residential Neighborhoods



West Haven City Hall



Pedestrian Scaled Environment

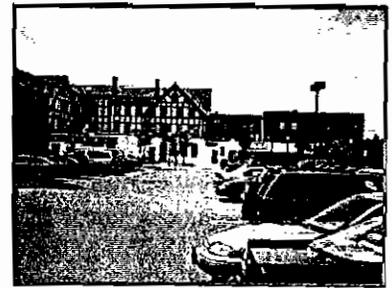
- Good vehicular access to the surrounding residential neighborhoods and the balance of the City;
- The architecture of many Downtown buildings is visually appealing;
- Churches bring people into Downtown and generally enhance the visual quality of the area;
- Civic functions and community organizations, including City Hall, the renovated Library, the Post Office, Knights of Columbus, etc. bring people into Downtown;
- Downtown has several long-established merchants and restaurants whose markets have remained reasonably strong in the face of changing demographics and shopping habits;
- Downtown has a mix of existing retail businesses upon which to build;
- A strong concentration of medical offices creates significant Downtown business activity;
- Downtown has a good parking inventory to support retailing and office uses;
- Downtown is surrounded by mostly attractive surrounding residential neighborhoods;
- Downtown offers an attractive pedestrian environment.

B. VISION FOR DOWNTOWN

Recommendations for the future of Downtown West Haven are based on a set of assumptions about the role of Downtown in the City's future. The following summarizes the visions for the future of Downtown:

- Downtown West Haven will be the principal focal point for many social, governmental and cultural activities for the full spectrum of West Haven's population;
- Downtown will be characterized as a welcoming environment which embodies and honors the ethnic, racial, cultural, age and economic diversity of the City's residents;
- Downtown will be characterized by a greater sense of vitality through improvements to the diversity and intensity of activities;
- Downtown will have upgraded, attractive storefronts which are well maintained by owners and merchants, indicating a sense of pride of ownership;
- Downtown will offer additional off-street parking which is convenient, safe, attractively signed, well maintained and screened from Downtown's streets;
- Downtown will have clean streets, gutters and sidewalks;
- The upgrading of Downtown's distinctive buildings will create a diverse and interesting environment for residents and shoppers who value tradition, variety and personal service over the often indifferent offerings of suburban shopping centers;

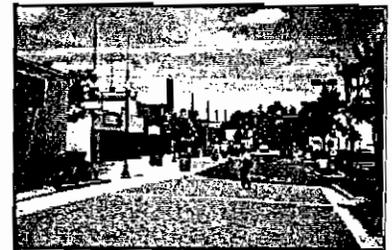
- Downtown merchants and service providers will offer merchandise in their establishments which targets available markets in an attractive manner and setting, while emphasizing personal service and strong knowledge of product;
- Downtown's role as a community-gathering place will be obvious because people will be there. A broad mix of retail, service, cultural, social and institutional uses and attractive public spaces that only a Downtown can provide will foster pedestrian activity. These elements provide the opportunity for the social interaction needed to enrich the Downtown as a place to do business and as a place to be.



Convenient Parking

Change is a Constant

The plan for the revitalization of Downtown West Haven is intended to be a management tool for change and is tied to the collective visions for Downtown. The revitalization plan focuses on providing needed goods and services for City residents; retaining and expanding an important segment of the City's tax base; maintaining an attractive business investment climate and supporting the residential areas surrounding Downtown. The plan is designed to benefit Downtown's existing merchants and businesses by strengthening the existing retail base, filling vacancies and guiding future development to upgrade the area's business mix and physical character.



Pedestrian Access to Silver's Parking Lot

Team Work

To ensure Downtown's long-term success, a revitalization team with the necessary resources needs to be formally created and assigned the responsibility for the plan's implementation and to respond to Downtown's changing circumstances. Implementing a revitalization plan is an ongoing process. The many interests in Downtown need to be blended together and organized to create the resources and positive attitudes needed for a successful revitalization effort. Since neither the public nor private sector holds all the keys to success, collaboration and coordination of efforts are essential to realize area improvement. The City, local merchants, service businesses, building owners, area residents and institutions each have an important role to play in the successful revitalization of Downtown. Success will be achievable only when all parties are committed to contributing the essential resources and personal efforts needed to implement the revitalization strategy.



Recent Addition to Downtown

Develop a greater sense of vitality in Downtown by encouraging a mixture of land and building uses that promote a greater intensity of activity.

As businesses “turnover” in Downtown, the Merchants Association, working with area property owners and the City, should promote a strategy to encourage the location of retail uses at the ground floor level in Downtown to develop more visual interest for shoppers, pedestrians and visitors.

Support the conversion of vacant upper floor office space to market rate residential uses as a second option. Residential uses can bring additional pedestrian activity, vitality and buying power Downtown.

C. DOWNTOWN IMPROVEMENT GOALS & OBJECTIVES

GOAL:

Develop a greater sense of vitality in Downtown by encouraging a mixture of land and building uses that promote a greater intensity of activity.

OBJECTIVES:

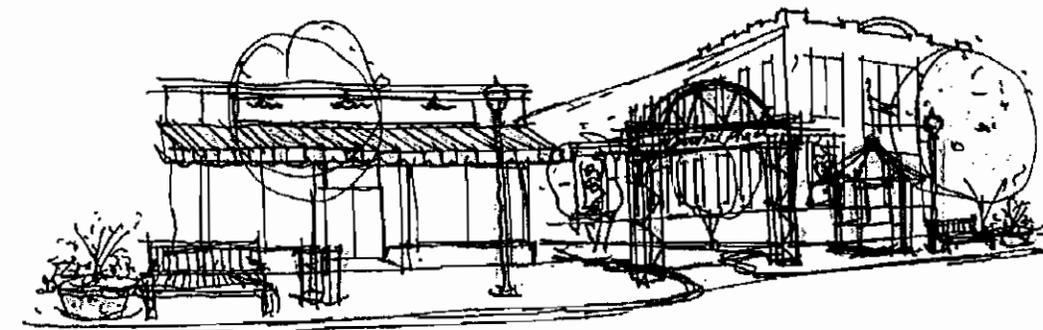
- Recognize and reinforce Downtown’s traditional role as the City’s center for municipal, retail, office, service and cultural uses when considering land use and building use changes.
- As businesses “turnover” in Downtown, the Merchants Association, working with area property owners and the City, should promote a strategy to encourage the location of retail uses at the ground floor level in Downtown to develop more visual interest for shoppers, pedestrians and visitors.
- Recognize and strengthen Downtown’s position as West Haven’s center for health care service providers. Market this feature to develop additional professional uses and to promote the Downtown location of businesses that are ancillary to this core business cluster.
- Encourage the location of professional offices and service businesses on the upper floors of commercial buildings as part of a building reuse strategy for Downtown.
- Support the conversion of vacant upper floor office space to market rate residential uses as a second option. Residential uses can bring additional pedestrian activity, vitality and buying power Downtown.
- Consideration should be given to operating the Farmer’s Market more frequently and moving it to Curtiss Place and the renovated Curtiss Place municipal parking lot. The relocated Market would be visible from Campbell Avenue, near the heart of Downtown. An attractive gateway entrance to Curtiss Place could be developed at Campbell Avenue creating a focal point for the Market and an attractive entry to the municipal parking lot (see Figure 18).
- To expand Downtown-retailing opportunities, consideration should be given to the development of non-population dependant businesses, institutions and activity generators in Downtown. Areas for consideration include:

Figure 18

Gateway to Curtiss Place Parking Lot



Existing Curtiss Place entry to rear parking lot



Proposed View of Curtiss Place Entry to Municipal Parking Lot

*Gateway Entrance to Curtiss Place - pedestrian-friendly street/outdoor dining leading to rear parking lot
Retail/Restaurant with outdoor dining in attractive streetscape, increase activity- Campbell to parking lot
Consider as entrance to relocated Farmers Market. Tie the Telephone building to the retail block and strengthen the streetscape with trees, seating, lighting, signage and a kiosk to tie-into band shell design on the 'Green.'*

1. Increase marketing of the historic Ward-Heitman House Museum on Elm Street as a cultural tourist attraction. In addition to the collection of West Haven history, the Ward-Heitman House also has a very unusual feature; a tunnel running from the house's massive chimney-base, under Elm Street to Campbell Avenue. Perhaps a portion of the tunnel could be restored to add to the tourist appeal of this historic attraction.
2. Consider the use of the American Legion building on Main Street for the development of a major War Memorial Museum. This museum might utilize a portion of the collection of historical military materials and memorabilia currently stored in the New Haven Armory. Such an educational museum use would function as a tourist attraction, bringing new patrons into Downtown. The American Legion space needs may potentially be met by relocating to a facility in the Minor Park area.
3. Implement preliminary plans to use the vacant Masonic Temple on Center Street as an opportunity to create a Downtown Center for the Arts to encourage the development of a cluster of artist and artisan uses. Such a facility would add new life and vitality and bring patrons into Downtown.

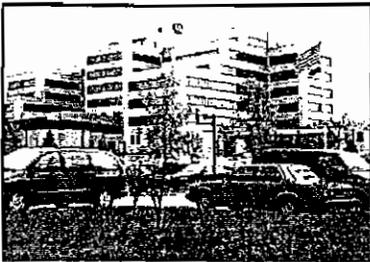
Develop a greater sense of vitality in Downtown by encouraging a mixture of land and building uses that promote a greater intensity of activity.

Consider creating a Downtown Center for the Arts to encourage the development of a cluster of artist and artisan uses. This type of activity cluster has proven to be very successful at leading revitalization efforts in other communities across America.

4. Continue municipal efforts to promote the conservation of residential neighborhoods surrounding Downtown and resist actions to convert residential structures to commercial uses that might compete with existing Downtown commercial space. The good health of the residential neighborhoods surrounding Downtown is vital to the future of Downtown.

Strengthen Downtown's position as a major community center serving the retailing and service needs of its surrounding market area through improved merchandising and promotion, targeted marketing opportunities, and recruitment of mixed retail stores and businesses.

Facilitate outdoor dining to enhance the vitality of Downtown's street scene. This concept can be as simple as setting-out seating and tables adjoining the storefront and may include colorful canopies, umbrellas, awnings and establishing a temporary perimeter.



VA Hospital – Large Employment Center

GOAL:

Strengthen Downtown's position as a major community center serving the retailing and service needs of its surrounding market area through improved merchandising and promotion, targeted marketing opportunities, and recruitment of mixed retail stores and businesses.

OBJECTIVES:

- Strengthen the Downtown Merchants Association. Joint action on merchandising and promotion requires an active organizational effort. Broad based participation of Downtown's merchants is essential to a successful retailing community.
- Upgrade the presentation of merchandise. The Downtown Merchants Association is the most logical vehicle to lead this effort by becoming a clearinghouse for informational merchandising resources and by sponsoring merchandising workshops.
- Work to develop Downtown business hours that provide consumers with retailing opportunities comparable to competing retail shopping centers.
- Establish a monthly Downtown marketing theme event. Expand upon the existing base of marketing activities and community events that bring patrons into Downtown.
- Encourage efforts aimed at cooperative advertising and marketing.
- Develop promotions with special groups and organizations within the community, including church groups, tenants at nearby apartments, the University of New Haven, the Veterans Administration facility, Notre Dame High School, Bayer and other major employers.
- Facilitate outdoor dining to enhance the vitality of Downtown's street scene. This concept can be as simple as setting-out seating and tables adjoining the storefront and may include colorful canopies, umbrellas, awnings and establishing a temporary perimeter.

- Establish a marketing program offering lunch hour dining and merchandising specials to encourage the patronage of the several thousand employees who work within a mile of Downtown.
- Investigate opportunities for Downtown merchants and service businesses to benefit from marketing to the University of New Haven consumer segment, located along Campbell Avenue, which is comprised of 3,200 commuter students, 1,100 residential students and 1,400 employees.
- Foster cooperation amongst Downtown merchants, building owners and their agents to recruit new merchants who will complement the existing mix of stores and strengthen the retailing presence of Downtown.

Establish a marketing program offering lunch hour dining and merchandising specials to encourage the patronage of the several thousand employees who work within a mile of Downtown.

GOAL:

Encourage the development of vacant lots and the rehabilitation of buildings in need in the Downtown district to result in positive contributions to the appearance, functionality, and safety of Downtown's building stock, as part of the process of business retention and new business and jobs development.



University of New Haven

OBJECTIVES:

- Establish a set of Design Guidelines for CBD Development in order to ensure that future redevelopment; infill development, and façade improvement investments in and surrounding Downtown harmonize with and enhance the established character and sense of place of Downtown West Haven.
- Pursue new development on the vacant Campbell Avenue property just south of the rail corridor as a long-term objective. The site should be developed in a manner consistent with the City's Design Guidelines for CBD Development, to be accomplished as private interests and market opportunities permit.
- Implement a facade improvement program that addresses all sides of a building with a public face, including the rear of buildings served by municipal parking lots. Patron entrances located at the rear of buildings should also be improved as part of this program. Complement these activities with a Downtown sign improvement program.
- Develop design guidelines to address storefront improvements, signs, window and door types, approved siding materials, masonry repair, replacement or highlighting of trim, cornices and other architectural details and the selection of appropriate colors. Design guidelines should be developed with the involvement of the Downtown



Attractive Downtown Facade

Encourage the development of vacant lots and the rehabilitation of buildings in need in the Downtown district to result in positive contributions to the appearance, functionality, and safety of Downtown's building stock, as part of the process of business retention and new business and jobs development.

Merchants Association and incorporate Downtown's existing architectural heritage.

- Sponsor architectural design assistance for proposed exterior renovation of Downtown buildings and sign improvements. Providing property owners and merchants with preliminary design assistance to help visualize the type of improvements that could be made to their properties would help to both stimulate Downtown rehabilitation activity and lead toward the achievement of a higher level of design quality and consistency of approach.
- Establish a low interest rate revolving loan program to enable Downtown property owners to make needed repairs to their buildings, as funding resources permit. The City's code enforcement program could be utilized to identify and prioritize those properties that would be encouraged to participate in this ongoing improvement program.
- Develop a staged program to upgrade and expand streetscape improvements within Downtown.

GOAL:

Pursue a range of opportunities targeted to help specific areas of Downtown to develop additional parking resources, expanding upon the recently achieved enhancements at the Silver's and Curtiss Place municipal parking lots.

OBJECTIVES:

- Restructure the municipal parking lot behind City Hall so that a portion could be used by patrons and employees of nearby businesses located on the west side of Campbell Avenue, following the relocation of the Police Station from City Hall to Sawmill Road.
- Work with the owners of the properties located on the east side of Campbell Avenue, south of the SNET building and north of New Street, to create an off-street public parking lot using the same successful municipal approach taken with the creation of the "Silvers" and "Curtiss Place" parking lots.
- Provide additional parking in the northern area of Downtown near the intersection of Campbell Avenue and Elm Street, without the removal of any buildings fronting on Campbell Avenue. The development of a municipal lot in this area could act to spur revitalization of the vacant and underutilized space in this area of Downtown.



**Municipal Parking-
Rear Building Facades**

Pursue a range of opportunities targeted to help specific areas of Downtown to develop additional parking resources, expanding upon the recently achieved enhancements at the Silver's and Curtiss Place municipal parking lots.

- Continue to improve the appearance of rear parking lots. Rear facade treatments in conjunction with improved rear business entryways improve shopper convenience and safety.
- The management of parking resources is important to being able to maximize the efficiency of this key Downtown infrastructure. Key elements to maintain and improve upon include:
 1. Free parking is a major Downtown asset that should be preserved to help Downtown remain competitive with its suburban competition.
 2. Employee Parking: The City should consider a strategy to relocate long-term and all-day employee parking to designated areas of the municipally controlled parking lots. Designated parking for Downtown employees should be convenient to their place of work.
 3. Short-Term Parking: The action of creating designated employee parking is designed to free-up the “close-in” parking spaces in municipal parking lots as well as all on-street parking spaces to support the short-term parking needs of Downtown patrons. The development and enforcement of this parking strategy is needed to maximize the utilization of existing parking resources to the benefit of Downtown businesses and to make Downtown as user friendly as possible. The City should lead the way in developing this parking management strategy, with the involvement of Downtown property owners, merchants and Downtown residents.

Provide additional parking in the northern area of Downtown near the intersection of Campbell Avenue and Elm Street, without the removal of any buildings fronting on Campbell Avenue. The development of a municipal lot in this area could act to spur revitalization of the vacant and underutilized space in this area of Downtown.

Free parking is a major Downtown asset that should be preserved to help Downtown remain competitive with its suburban competition.

GOAL:
Establish effective Downtown Revitalization Financing, Management, and Phasing plans with the strategies necessary to achieve the objectives outlined in this plan in a timely and efficient manner.

OBJECTIVES:

- Continue to leverage Community Development Block Grant (CDBG) funding to generate low interest rate loans and matching grants to spark investments in Downtown property improvements.
- Work with Downtown property owners and merchants to create a Downtown Improvement District, to help raise additional funding for Downtown improvements. This type of localized taxing district has been successfully used in Connecticut communities as a mechanism to finance renewal activities and augment the limited public funding resources.
- Utilize the phasing-in of increased tax assessments on Downtown properties as one approach to help remove the disincentive of higher

Work with Downtown property owners and merchants to create a Downtown Improvement District, to help raise additional funding for Downtown improvements. This type of localized taxing district has been successfully used in Connecticut communities as a mechanism to finance renewal activities and augment the limited public funding resources.

property taxes following building improvements. Phased-in tax assessments also remove the need for building owners to immediately increase the rents charged to Downtown merchants due to tax increases.

Create a Downtown Implementation Coalition, consisting of property owners, merchants, residents and the City, to help coordinate and facilitate the implementation of recommended revitalization actions. The City, operating through the West Haven Economic Development Corporation, should manage the implementation of those recommended revitalization program elements that involve the utilization of municipal resources.

Support the formal adoption of the Downtown Revitalization Plan by the City, the West Haven Economic Development Corporation, the Downtown Merchants Association and the Chamber of Commerce.

- Create a Downtown Implementation Coalition, consisting of property owners, merchants, residents and the City, to help coordinate and facilitate the implementation of recommended revitalization actions. The City, operating through the West Haven Economic Development Corporation, should manage the implementation of those recommended revitalization program elements that involve the utilization of municipal resources.
- Strengthen the organizational capabilities of the Downtown Merchants Association, through broad based merchant endorsement and participation in recommended revitalization activities, which are essential to achieving meaningful improvements for the retailing community. Joint action by the Merchants Association on building improvements, merchandising, promotion, recruitment and other key issues requires an organizational framework with the ability to coordinate individual actions.
- Support the formal adoption of the Downtown Revitalization Plan by the City, the West Haven Economic Development Corporation, the Downtown Merchants Association and the Chamber of Commerce.
- Re-establish the Downtown building facade improvement program, using Community Development Block Grant funding, as a key element of the Downtown Revitalization Program.
- Initiate efforts with affected property owners to prepare plans and specifications for the Campbell Avenue – Elm Street entry gateway into Downtown.
- Relocate and expand the Farmers Market to Curtiss Place and the Curtiss Place Parking Lot.

XII. PLANNING FOR WEST HAVEN'S TRAIN STATION

A. INTRODUCTION

The proposed West Haven Train Station has the potential to shape the future image of the City, attract new jobs, accelerate the redevelopment of brownfield areas and bolster Downtown revitalization efforts. To help realize those potentials, a Transit Oriented Development Concept Master Plan was prepared to provide a vision, plan and implementation framework for future development around the future West Haven Train Station.

What is A Transit Oriented Development (TOD)?

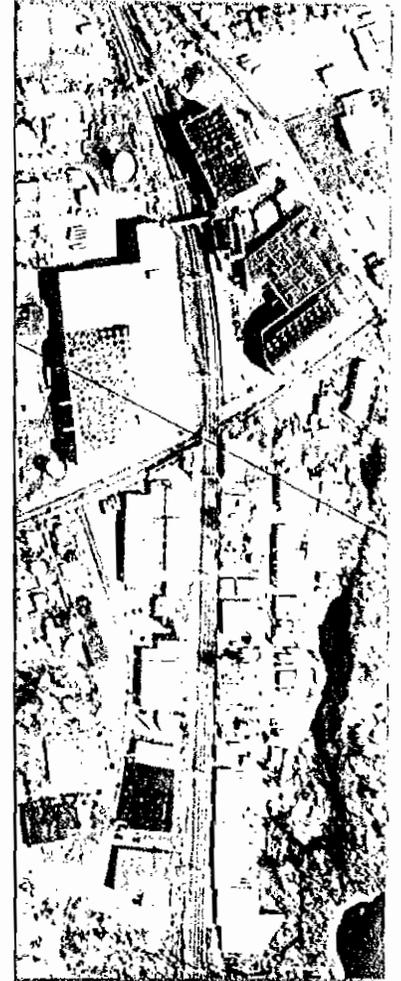
Transit Oriented Development is a term used to describe a concept for the creation of a neighborhood located adjacent to a major commuter rail station. TOD neighborhoods are designed to take advantage of the access and personal mobility provided by high volume transit services linking residential areas with employment centers.

The core of a TOD is a multi-modal transportation center connecting rail service with bus riders, pedestrians, bicyclists and those who drive to the station. Located near the transit station are multi-story commercial office buildings, ground floor retail uses and high quality residential uses. Moving away from the core, the density of development diminishes and land uses transition to high quality, in-town housing. TOD neighborhoods are designed to be pedestrian friendly and typically have a dimension of between one-quarter to one-half mile radius, which represents a five to ten minute walk. TOD's can also be used as a means to foster investment in the redevelopment of brownfield sites located in close proximity to a major transit station. Successful TOD initiatives require the coordinated support of City, Regional, and State interests as well as affected landowners and private developers.

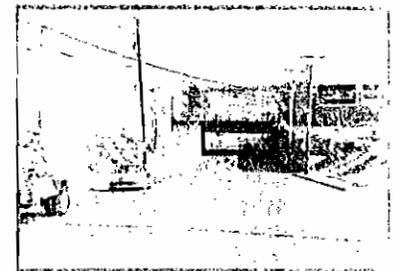
B. AREA CONTEXT

Project Area Location

Illustrated in Figure 19, the TOD Study Area is located in the geographic center of the City of West Haven on Sawmill Road (Route 162). The West Haven Train Station is proposed to be constructed in close proximity to ramps serving I-95's Exit 42 and will be located just west of West Haven's Downtown. The West Haven Train Station is proposed to be constructed perpendicular to and above Sawmill Road, straddling the railroad tracks. The station will be grade-separated from Sawmill Road, which passes under the railroad tracks. The platforms serving the station will sit at the same grade elevation as the former Armstrong Rubber Company buildings located immediately east of the station.

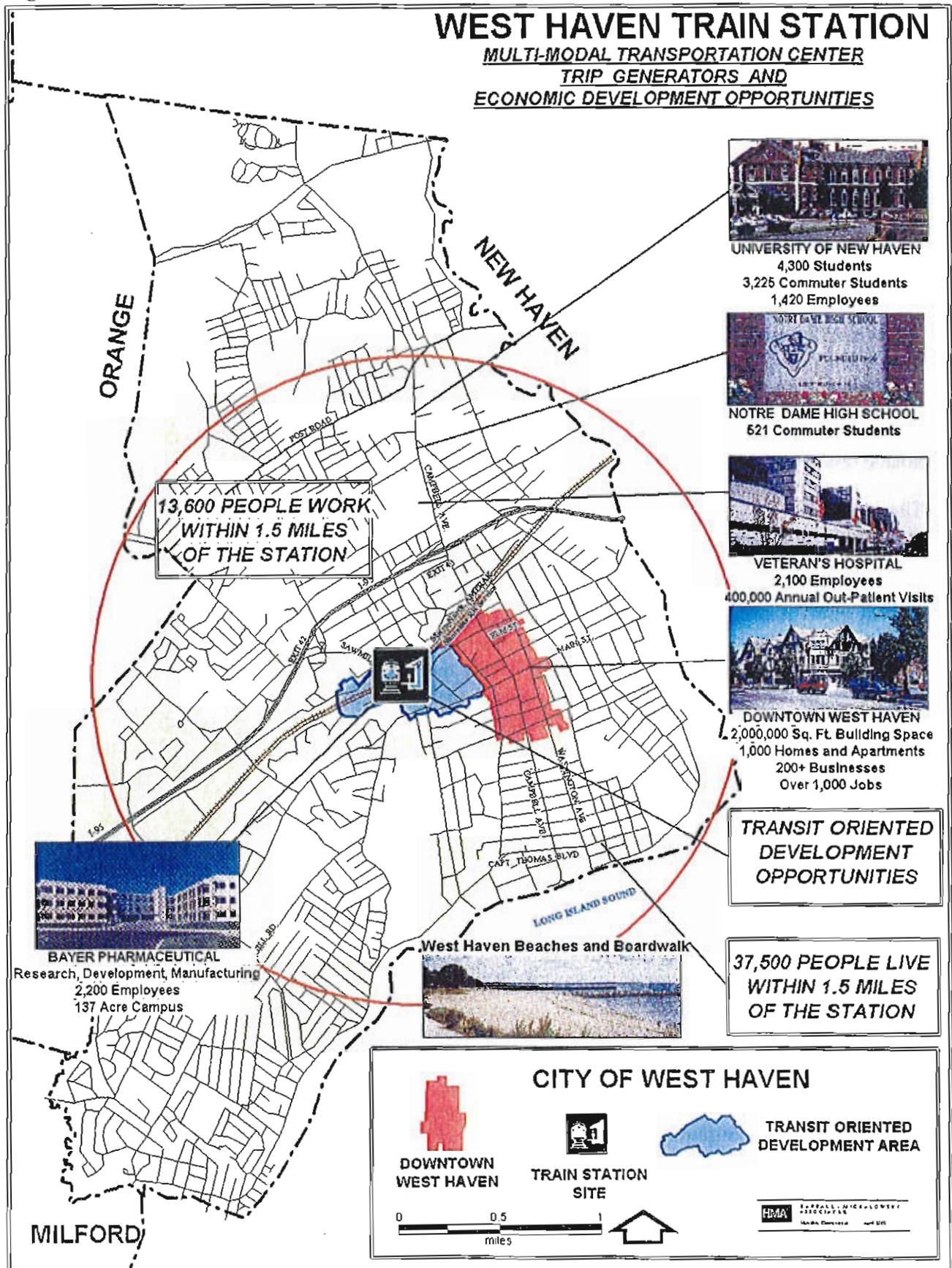


Aerial View of TOD Project Area



Sawmill Road at Train Station Site

Figure 19



Land and Building Use Characteristics

The TOD Study Area is bisected east to west by the four track mainline used by Metro-North and Shoreline commuter rail service and also by Amtrak and Conrail. A variety of land and building uses are located within the Study Area, including single family detached homes, condominiums, apartment buildings, large (mostly vacant and under utilized) industrial and warehouse buildings and a small concentration of commercial retail uses extending along Wagner Place and around the intersection of Main Street and Kelsey Avenue.

Street System

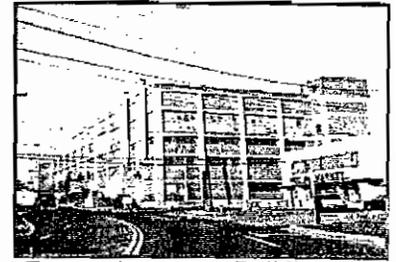
The street system serving the TOD Study Area serves to connect the train station to surrounding residential, commercial, industrial and institutional uses. It is estimated that 37,500 people live and 13,600 people work within 1.5 miles of the proposed train station.

Zoning Characteristics

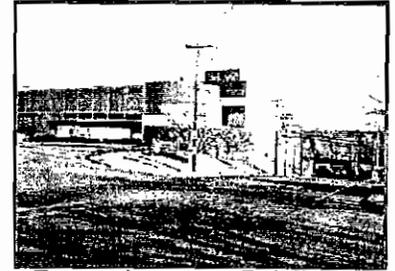
The TOD Study Area contains five zoning categories; LM-light manufacturing, NB-neighborhood business, R2- Single Family Detached, R4- Multi Family, and PF- Public Facilities. The Light Manufacturing and Neighborhood Business zones permit a wide variety of uses including: research and development, laboratories, office, manufacturing, warehousing and distribution, banks, restaurants, utility, government, community facility and commercial retail uses.

Public Transportation

Connecticut Transit provides bus transit service to the TOD Study Area. Figure 20 describes bus service to and through the Study Area. Bus service operates on approximately 25-minute peak hour headways.



Former Armstrong Building
(360,000 SF)

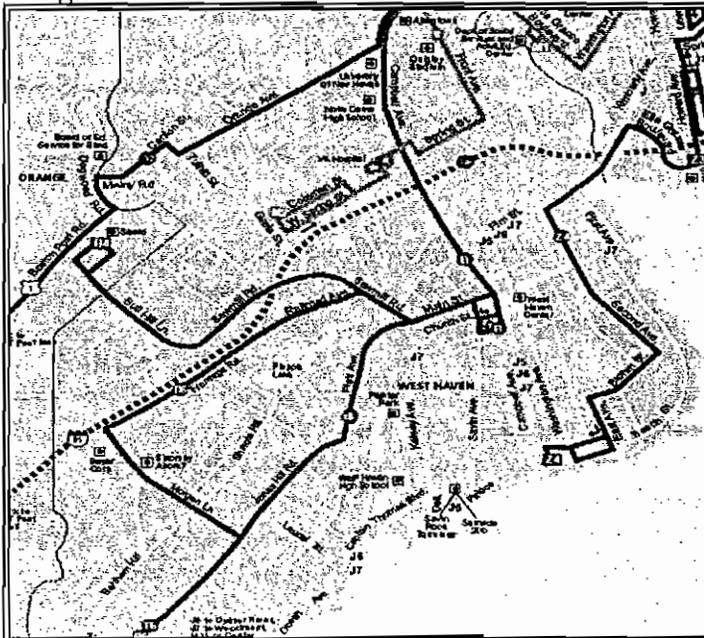


Former Armstrong Building
(600,000 SF)



Center Street Leading to
Downtown

Figure 20: CT Transit Bus Lines in West Haven



West Haven, with a population of 52,000, is the only major city located along the Metro-North commuter rail line without a train station. The nearest commuter rail stations are located in Downtown New Haven to the east and Downtown Milford to the west.

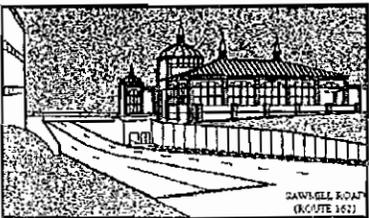
Pedestrian System

Sidewalks are located along most city streets within the TOD Study Area. Main, Center and Elm Streets, the three principle streets serving and connecting the station area to Downtown, have sidewalks. Sidewalks exist on portions of Sawmill Road, the State highway serving the area. While some new sidewalks will need to be constructed and others will need to be upgraded, the framework exists to serve as the basis for developing a well connected, attractive, pedestrian friendly environment.

C. PROPOSED WEST HAVEN TRAIN STATION



Looking East from the Location of the Future Station Platforms



Train Station Image

Photo Source: City of West Haven

As part of the State of Connecticut's comprehensive program to expand and upgrade "main line" commuter rail service within the I-95 Corridor, the Connecticut Department of Transportation is considering the construction of a commuter station to serve the City of West Haven and nearby areas. The station site will straddle the four track mainline, with the station building located on the north side of the tracks. The station will include parking for 1,000 cars to serve outbound commuters. A pedestrian connection will be made to link the passenger platforms on both sides of the tracks. Opportunities exist for direct pedestrian connections between the proposed station platforms and the former Armstrong Rubber Company buildings, if those buildings are converted to employment or residential uses.

The City of West Haven has proposed that the train station building be located near Sawmill Road and be designed as a very visible focal point to serve as a "gateway" to the City. The grade separation between the proposed location of the train station and Sawmill Road as it passes under the rail road tracks contributes to the creation of a prominent "gateway opportunity site" to make a positive visual statement about the City of West Haven and the commitment of the City and State to build a quality multi-modal transportation center serving area businesses and residents.

The construction of the West Haven Train Station will present a unique opportunity for the City to utilize a key transportation resource as a vehicle to marshal public and private sector focus and resources for the redevelopment of a brownfield area, the creation of a "gateway" focal point to the City, improved mobility options for West Haven's businesses and institutions, and the fashioning of a supportive connection between redevelopment activity within the TOD Study Area and the revitalization of Downtown. The construction and operation of the West Haven Train Station also represents an opportunity for the State to address I-95 Corridor congestion while fostering economic growth.

D. TOD CONCEPT MASTER PLAN

The TOD Master Plan focuses on increasing the intensity of employment activities in the immediate vicinity of the West Haven Train Station, provides for economic development uses that will support Downtown revitalization efforts, improves the appearance of the area in support of surrounding residential neighborhoods, creates a more pedestrian friendly environment linking the TOD neighborhood with the train station and Downtown, supports regional and State efforts to bring new economic development to the area, and maximizes the utilization of existing mass transportation resources in support of reducing congestion on I-95.

Maximize Opportunities for Brownfield Economic Development

The recommended TOD Master Plan provides for a mix of land and building uses and relationships that are designed to maximize the revitalization opportunities resulting from the construction of the West Haven Train Station. Existing large industrial and warehouse buildings that are located adjacent to the planned train station, and are currently in various states of vacancy or under utilization, are proposed to support major employment uses. Existing residential neighborhoods shall be buffered from more intensive land uses, while still providing for essential pedestrian connectivity. Existing retail areas along Wagner Place and around the intersection of Main Street and Kelsey Avenue are proposed for upgrading, over time.

Reinforce Downtown Revitalization Activities

The recommended master plan will not add net additional retail space. The implementation of the master plan will result in the creation of 2,000 to 3,000 jobs within easy walking distance of Downtown. The close proximity of this new potential buying power will provide Downtown merchants and businesses with significant new marketing opportunities.

Create a "Gateway" Opportunity

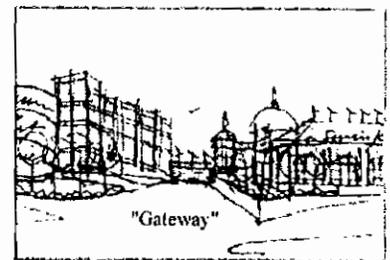
The master plan proposes the creation of a major "Gateway to West Haven" entry feature at the railroad overpass on Sawmill Road next to the proposed West Haven Train Station. The buildings leading to the overpass, the station and the overpass itself would receive design treatments that are attractive and inform the traveler that they are entering a special area.

Maximize Opportunities for Multi-Modal Mobility and Connectivity

The development of the West Haven Train Station on Sawmill Road is the force that could power the redevelopment of the adjacent brownfield areas and enhance City efforts to revitalize Downtown. The master plan proposes uses and patterns of development that are designed to facilitate connectivity to this multi-modal transportation facility.

The recommended TOD Master Plan provides for a mix of land and building uses and relationships that are designed to maximize the revitalization opportunities resulting from the construction of the West Haven Train Station.

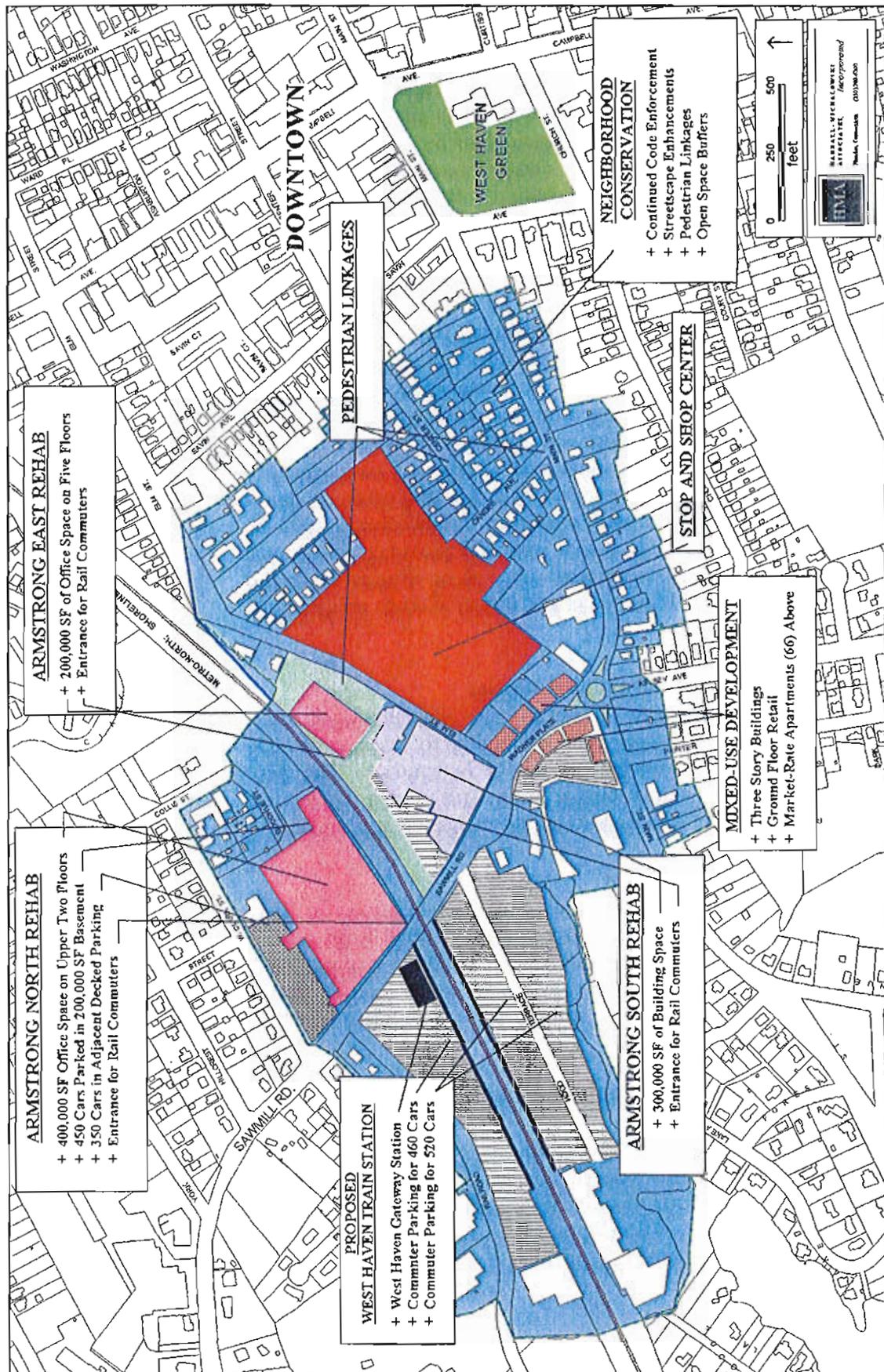
The development of the West Haven Train Station on Sawmill Road is the force that could power the redevelopment of the adjacent brownfield areas and enhance City efforts to revitalize Downtown.



A Gateway to West Haven

Figure 21

TOD CONCEPT DEVELOPMENT PLAN



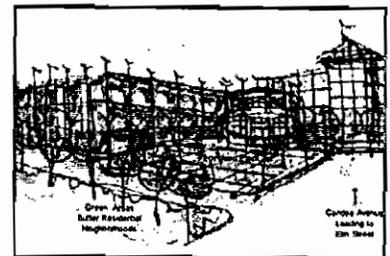
To maximize the utilization of the mass transit resources made available by the presence of the West Haven Train Station, it is recommended that efficient commuter shuttle service be developed between the train station and the areas existing major activity generators. Major activity generators located within 1.5 miles of the proposed station include: Bayer Pharmaceutical, with 2,200 employees; the Veterans Administration Hospital and research facility, with 2,100 employees and 400,000 annual out patient visits; the University of New Haven, with 4,000 students, including 3,200 commuter students and 1,420 employees; and the several thousand employees located in the manufacturing/office corridor along Railroad Avenue and Frontage Road.

The implementation of the TOD Master Plan is based on design principles that encourage pedestrian movements that connect the train station to the TOD neighborhood and the TOD neighborhood to Downtown.

Pedestrian Environment

The implementation of the TOD Master Plan is based on design principles that encourage pedestrian movements that connect the train station to the TOD neighborhood and the TOD neighborhood to Downtown. All weather, at-grade pedestrian connections should be pursued to directly link the West Haven Train Station passenger platforms to the redeveloped Armstrong Rubber Company buildings, which have the potential to accommodate business with 2,000 to 3,000 employees.

A pedestrian plaza is recommended along Elm Street and Candee Avenue to create a friendlier pedestrian environment in the vicinity of the massive Armstrong buildings. An attractive pedestrian scaled streetscape is proposed along Wagner Place and pedestrian connections to Downtown are suggested along Center and Main Streets and Candee Avenue. Pedestrian-ways should be wide, well-maintained sidewalks with pedestrian scaled lighting and landscaping. Intersections should be designed to permit the safe and convenient movement of pedestrians.



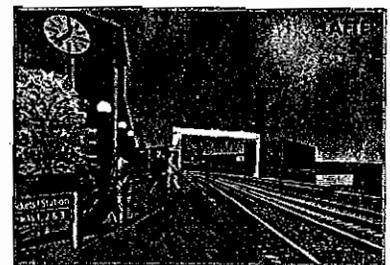
Pedestrian Plaza along Elm St.

The TOD Master Plan provides a description of the vision for the TOD Neighborhood. As described in the section above on Area Context, this district currently contains a mixture of land uses and building types and scales ranging from single family detached housing located on attractive city streets to very large industrial structures located adjacent to rail tracks and vacant lots.

Land and Building Uses

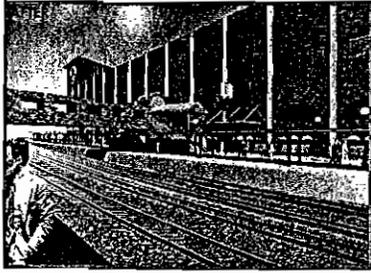
Under the TOD Master Plan, the former Armstrong Rubber Company buildings located near the station site would eventually be redeveloped for intensive employment uses, at densities that are supportive of mass transit. These buildings would have direct pedestrian connections to the proposed West Haven Train Station.

The commercial areas located along Wagner Place and the area surrounding the Main Street-Kelsey Avenue area are proposed for upgrading over time, as market support permits, to multi-story building space. Ground floor convenience retail uses would be located at the



Conceptual Perspective View of Train Station Platforms

sidewalk edge, with office or limited residential uses located above and served by parking located to the rear of the buildings.



Potential Improvements to Armstrong Building Facade

The TOD Study Area contains and is surrounded by residential neighborhoods with housing types ranging from multi-story apartment buildings to single family detached homes. The potential for owner-occupied live-work residential units represents a housing component that could add to the existing inventory of housing in the surrounding neighborhood. Recommended TOD redevelopment and infill activities are intended to create major employment generators, within a pedestrian friendly environment, in support of existing residential neighborhoods. The program of development and redevelopment deriving from the recommended TOD Concept Master Plan is described in Table 20 and illustrated in Figure 21. Table 21 summarizes the actions and phasing of the key initiatives required to implement the recommended TOD Concept Master Plan.

Table 20

TOD CONCEPT MASTER PLAN					
Development Program					
Project Element	Proposed Uses (Square Feet)				Parking
	Office Space	Employment Center Uses	Convenience Retail	Housing Units	# Spaces Required
Armstrong North	400,000	-	-	-	800
Armstrong East	200,000	-	-	-	400
Armstrong West	-	300,000	-	-	600
Wagner Place East	-	-	21,000	40	155
Wagner Place West	-	-	14,000	26	100
Totals (Square Feet)	600,000	300,000	35,000	66	2,055

Source: HMA estimates based on assumptions of TOD Concept Development Plan

Table 21
T O D Concept Master Plan
Action Program Strategy and Phasing

Activities / Actions	Responsible Entity				Priority			Funding			
	City	Regional	State	Private	Immediate	Near-term	Long-term	State / Fed	Regional	City	Private
West Haven Train Station											
1. Station Design and Engineering	⊕	●	⊕		X			⊕			
2. "Gateway" Design	⊕	●	⊕		X			⊕		○	○
3. Station Construction			⊕			X		⊕			
4. Station Operation	●		⊕				X	⊕			○
TOD Concept MasterPlan											
1. Adoption of the TOD Master Plan	⊕	●			X						
2. Development Regulations	⊕				X						
Private Development Projects											
1. Owners and City Define Projects	⊕			⊕	X						⊕
2. City Adopts Projects	⊕			●	X						
3. Project Financing	●		⊕	⊕		X		○		○	⊕
4. Project Implementation	●		●	⊕		X	X				⊕
Pedestrian Enhancement Elements											
1. Streetscape Enhancements	⊕	●	●	●		X		⊕		○	○
2. Walkways- Station Platforms to Buildings	⊕	●	⊕	⊕		X		⊕		○	○
3. Pedestrian Plazas and Green	⊕	●	⊕	⊕		X		⊕		○	○

Major Responsibility ⊕
 Partial Responsibility ●

Major Funding ⊕
 Partial Funding ○

Table 22
TOD CONCEPT MASTER PLAN
Action Program Costs, Allocations, Resources

Program Elements	Responsible Entity			Prelim. Cost	Funding Sources		
	City	State	Private	Estimate (\$)	State / Fed	City	Private
West Haven Train Station							
1. Station Engineering / Construction		●		\$26,000,000	⊗		
Private Development Projects							
1. Armstrong North (400,000 SF)			●	\$40,000,000	○		⊗
2. Armstrong North Parking Deck (350 spaces)			●	5,250,000	○		⊗
3. Armstrong East (200,000SF)			●	20,000,000	○		⊗
4. Armstrong West (300,000SF)			●	22,500,000	○		⊗
5. Wagner Place East (21,000SF)			●	1,890,000	○		⊗
6. Wagner Place West (14,000SF)			●	1,260,000	○		⊗
7. Wagner Place Apartments (66 market rate units)			●	4,620,000			⊗
Subtotal Private Sector				\$95,520,000			
Totals							
				\$121,520,000			

Major Responsibility ●
 Partial Responsibility ⊕

Major Funding ⊗
 Potential Funding ○

The proposed West Haven Train Station can have a major positive impact on the City of West Haven as it moves into the 21st Century. It has the potential to expand the City's tax base, generate new employment opportunities, accelerate the redevelopment of brownfield areas and bolster Downtown revitalization efforts. The Transit Oriented Development Concept Master Plan provides the vision and implementation framework to realize these opportunities.

E. WEST HAVEN'S TRANSIT ORIENTED DEVELOPMENT GOALS & OBJECTIVES

GOAL:

Achieve a new train station in West Haven and a supporting Transit Oriented Development neighborhood with physical elements that capitalize upon the area's multi-modal benefits to spur reinvestment in the surrounding Downtown West Haven community.

OBJECTIVES:

- Ensure City involvement in the design, engineering, and construction process (spearheaded by CTDOT) by reviewing proposed plans to ensure that they will lead to the construction of a multi-modal transportation facility that facilitates the implementation of a transit oriented neighborhood.
- Promote a train station location relative to Sawmill Road that will ensure excellent vehicular and pedestrian access while providing a physical landmark that defines the northwestern gateway to Downtown West Haven.
- Promote direct, safe and attractive pedestrian connections between the station's passenger platforms and major employment uses and Downtown, to enhance the pedestrian-friendly character of the neighborhood.
- Encourage the creation of attractively designed and landscaped parking facilities serving the station; and good internal circulation which meets the needs of all those using the station in a safe, attractive and efficient manner.

GOAL:

Utilize the 2003 Transit Oriented Development Master Plan to its fullest capacity as a planning document that provides specific guidelines and strategies for the establishment of the train station and supporting neighborhood.

OBJECTIVES:

- Incorporate the TOD Concept Master Plan into the City's Plan of Conservation and Development for use in guiding future development and redevelopment activities within this area of the City. The official adoption should prove useful in securing future project related approvals and in securing non-local funding for activities programmed within the TOD area.

Ensure City involvement in the design, engineering, and construction process (spearheaded by CTDOT) by reviewing proposed plans to ensure that they will lead to the construction of a multi-modal transportation facility that facilitates the implementation of a transit oriented neighborhood.

Incorporate the TOD Concept Master Plan into the City's Plan of Conservation and Development for use in guiding future development and redevelopment activities within this area of the City. The official adoption should prove useful in securing future project related approvals and in securing non-local funding for activities programmed within the TOD area.

Consider the addition of a Transit Oriented Development section to the City's zoning code to facilitate the implementation of the TOD Master Plan. Other communities seeking to guide mixed-use development within TOD designated areas have employed this approach very successfully.

- Consider the addition of a Transit Oriented Development section to the City's zoning code to facilitate the implementation of the TOD Master Plan. Other communities seeking to guide mixed-use development within TOD designated areas have employed this approach very successfully. Table 22 preceding this section provides a framework for responsibility, preliminary cost, and potential funding sources of program elements.

GOAL:

Stimulate widespread private sector reinvestment throughout the Transit Oriented Development neighborhood that builds off a new train station and offer many positive public infrastructure and tax base benefits.

OBJECTIVES:

- Focus non-financial City support to achieve the realization of the several large scale, complex major, private sector development projects that are cornerstones to the redevelopment of this area of West Haven
- Play an active role and work with affected property owners to structure renovation and development projects that meet the objectives of the TOD Master Plan and result in an expansion of the City's tax base.
- Work closely with the developers of affected properties during project planning and design stages to ensure that essential public landscape elements become integral components of the proposed TOD. Examples of these elements include the implementation of streetscape improvements, pedestrian walkways and plazas, and a new Green. The City should ensure that the design of these facilities enable pedestrian connectivity between the proposed train station, the TOD's proposed major employment generators and Downtown. Their presence will contribute to the success of the individual redevelopment projects, create a pedestrian friendly environment and help to support City efforts to revitalize Downtown.

Play an active role and work with affected property owners to structure renovation and development projects that meet the objectives of the TOD Master Plan and result in an expansion of the City's tax base.

XIII. GENERALIZED LAND USE PLAN

A. INTRODUCTION

The Generalized Land Use Plan illustrates the proposed pattern of conservation and development for the City. It recommends the most appropriate location and relationship of major land uses, including proposals for residential development; commercial development; business districts; industrial development; community facilities such as open space areas, civic uses and institutional uses; and special design districts and conservation areas. The Generalized Land Use Plan is both a narrative and graphic presentation of the City's vision for the future. The *Generalized Land Use Plan* map, which follows this page, provides a broad-based illustration of desired development patterns. It is based largely upon existing land use and development patterns, environmental and natural features, physical features, current zoning, planning analysis and the desires and vision of citizens and community stakeholders as voiced throughout the plan development process.

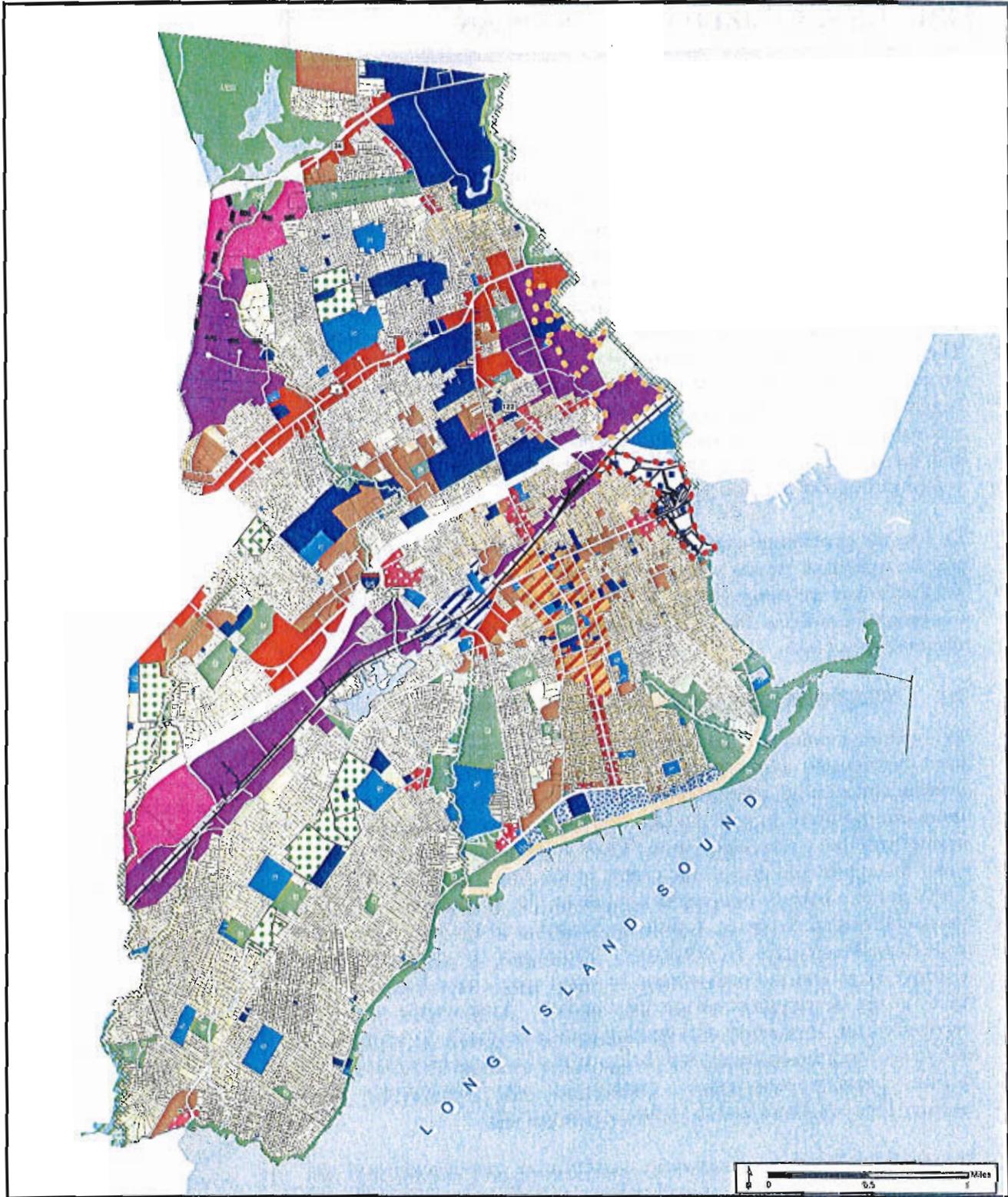
Due to the generalized nature of the Generalized Land Use Plan there may be individual parcels within an area with a land use different from the Plan's land use designation. As described above, the purpose of the Generalized Land Use Plan is to illustrate broad proposed patterns and relationships of uses.

B. WEST HAVEN'S GENERALIZED LAND USE PLAN

As a mature community, the majority of West Haven's land has already been developed. Development of the remaining vacant land, infill development and the redevelopment of previously developed sites in the future can positively impact the City, so long as these investments are in balance with the conservation of the City's environmental resources. In order to support and protect the quality of life envisioned as part of the City's future a balance between development, the conservation of open space and natural resources, and the preservation of the City's historical and cultural resources is necessary. Protection of environmentally sensitive areas and the conservation of open space have been a major focus in the development of this plan update. At the same time it is recognized that investment and development is necessary to address tax base issues and the economic well being of the City and its residents. A balance between conservation, preservation and development is a primary focus of future land use issues across the City.

This balance between conservation, preservation and development will be achieved by adhering to broad policies as well as specific goals and objectives. These policies, goals and objectives must guide the City's development and redevelopment over the next ten years and beyond.

A balance between conservation, preservation and development is a primary focus of future land use issues across the City. This balance will be achieved by adhering to broad policies as well as specific goals and objectives. These policies, goals and objectives must guide the City's development and redevelopment over the next ten years and beyond.



SOURCE
PARCEL MAP:
CITY OF WEST HAVEN ENGINEERING
DEPARTMENT (2003)

LAND USE DATA
CITY OF WEST HAVEN ASSESSORS
DEPARTMENT (2003)

GENERALIZED LAND USE CATEGORIES
DETERMINED BY HMA

THIS MAP WAS DEVELOPED FOR USE
AS A PLANNING DOCUMENT.
DELINEATIONS MAY NOT BE EXACT



- | | |
|---------------------------------------|------------------------------------------------------------|
| Low Density Residential | Open Space Development District |
| Medium Density Residential | Public Facilities |
| High Density/Multi-Family Residential | PO - Post Office PS - Police Station |
| General Commercial | LI - Library PS - Fire Station CC - Community Center |
| Limited Commercial | CH - City Hall W - Water Treatment Plant |
| Industrial | Private Institutional |
| Business Park | Existing Open Space |
| Downtown District | City |
| Waterfront District | Private Open Space |
| West River Crossing District | Desirable Open Space |
| Transit Oriented Development District | Remediation and Special Attention Areas |
| | West River Project Area |
| | Watercourse Focus Areas |
| | Potential Roads |

CITY OF WEST HAVEN
PLAN OF CONSERVATION
& DEVELOPMENT



GENERALIZED
LAND USE PLAN

C. MAJOR PLAN GOALS

The overarching goals of this Plan of Conservation and Development are:

- The preservation of the City's sound housing stock and stable neighborhoods.
- The regulation of in-fill development in keeping with the character and scale of surrounding neighborhoods and development.
- The preservation and enhancement of the City's open space and recreation areas.
- The creation of linkages between open space, community facilities and residential neighborhoods.
- The revitalization and rejuvenation of Downtown West Haven.
- The establishment of the transit oriented development centered upon a future Metro-North Train Station near the former Armstrong Rubber complex.
- The implementation of improvements to the City's commercial corridors, including the designation of U.S. Route 1 to the Boston Post Road as a means to attract private reinvestment.
- The opening of the Acorn Technology Campus as a key addition to the bioscience infrastructure of West Haven
- The promotion of economic development to attract and retain businesses.
- The promotion of future development efforts, which provide new housing, recreation, business and employment opportunities.
- The support of quality of life improvements.

The development of an updated Plan of Conservation and Development and its accompanying Generalized Land Use Plan serves to guide the City's future development as an advisory or policy setting document. Key to successful future development is the creation of Zoning and Subdivision regulations, design guidelines and implementation techniques that explicitly outline and enforce the vision for the City as set forth in the Plan.

The Generalized Land Use Plan contains a variety of land use categories that address location, density, and current conditions. These categories and their general locations are described in more detail in the following

sections. In some cases, individual parcels may have a different existing land use than the category shown on the map. This is unavoidable in a highly built-out town with small parcels. The intent of the Generalized Land Use Plan is to present desirable land use patterns to guide future change. Existing land uses are in no way effected by the map.

Residential Land Use Categories

Low Density Residential

This category represents those areas that are predominantly comprised of single-family neighborhoods, at densities generally between 1-10 units per acre. These areas are generally located within the City's western and northern regions, adjacent to the municipal boundaries with the City of Milford and Town of Orange. While most of the housing is typified by single-family homes, some areas also contain 2 to 4 Family Homes interspersed among them. The majority of this land is currently zoned R-1 or R-2. Much of the City's remaining developable residential land is located within this land use category. The design, scale, and massing of future developments should be consistent with the character of established neighborhoods so as to harmonize with its surroundings. Additionally, attention should be directed at ensuring that conservation design principles that incorporate open space and natural resource preservation are implemented in future residential development wherever possible.

Medium Density Residential

This category represents areas in the City that possess a more diverse assortment of single-family, two-family, three-family, and four-family homes. Generally, development in these areas has a density between 10-20 units per acre. These land use areas are generally located in the eastern portion of the City, adjacent to the City of New Haven. This category also includes areas close to Downtown that have a majority of home types ranging between 2-4 Families, with a slighter presence of single-family homes. Much of this land is currently zoned R-3. Vacant, developable land is available in the form of scattered properties throughout this district, and provides some potential for infill development. Conservation design principles should be incorporated into development plans when opportunities for open space linkages or natural resource preservation arise.

High Density / Multi-Family Residential

This class recognizes the density of existing residential development within specific areas of the City that are generally comprised of apartment complexes and condominium developments. Development in these areas is distinct from most other residential areas in the City due to the scale and massing of housing units, where building footprints and heights tend to be greater than found elsewhere in the City.

Development densities range between 5 units per acre and approach 50 units per acre, yet most areas are developed at densities between 20-30 units per acre. The land within this category traverses a variety of zoning districts, and is distributed spatially across the City. However, concentrations of land within this category can be found along Elm Street east of Downtown; north of Interstate 95 and southwest of Terrace Avenue; and along Savin Avenue approaching Downtown and the waterfront. New residential development, permitted under a Planned Development District, at densities greater than 20 units per acre would currently require a Special Permit under zoning.

Open Space Development District

This land use category recognizes the Open Space Development (OSD) district as a means for West Haven to secure significant amounts of protected open space, at no cost to the city. OSD subdivisions are a tool used by municipalities to manage the subdivision of land for residential development in a manner that results in more effective conservation of the natural environment and the preservation of community character. Typically, an OSD subdivision results in the preservation of at least 50% of the subdivision as protected open space, while permitting the same gross density as is permitted under existing zoning. The OSD subdivision enables the conservation and protection of a site's important features, including natural resources, historical and archaeological resources, scenic vistas, greenway connections, community character, etc. Ultimately, OSD subdivisions permit a property to be developed for either exclusively single family detached housing, or for a mixture of housing types, examples including single family attached and detached units as well as townhouses. The amount of land that can be preserved through the application of OSD subdivisions is far more than the City is likely to have the financial resources to acquire.

Non-Residential Land Use Categories

West Haven Downtown District

This category encompasses the area defining the traditional business and government center of West Haven, concentrated along Campbell Avenue between the rail corridor overpass and Brown Street. This area represents a high-intensity, mixed-use, pedestrian friendly center for civic, business, service, retail, social, cultural, and entertainment activities. In addition, a high-quality stock of mixed-density housing contributes to the area's street life and vitality. This area is also the focus of concurrent Downtown revitalization efforts. The bulk of this area is currently zoned CBD, while the balance north of Elm Street is zoned NB.

Public Facilities

This category of land uses includes municipally owned facilities such as City Hall, public schools, community centers, public libraries, maintenance garages, and fire stations, among others. The *Generalized*

Land Use Plan map illustrates the distribution of these community service facilities across the City.

Private Institutional

This designation encompasses those uses that provide specific services to particular segments of the community, which are privately owned and operated. Educational institutions such as the University of New Haven and Notre Dame High School; the Veterans Affairs Hospital; various privately owned cemeteries and religious institutions are just some land use examples within this category.

General Commercial

This category generally includes land along the City's primary commercial corridors including Route 34, Route 1, and portions of Route 162 north of Interstate 95 and south of the future Transit Oriented Development project. This district embodies large-scale retail or business developments of regional importance, such as supermarkets or "big box" home improvement retailers. Most of these lands are currently zoned RB, CPD, or RCPD. As a mitigation strategy directed at reducing traffic along congested corridors, moderate-density residential development could be an appropriate land use for vacant or underutilized properties within these corridors. Specific design standards and controls should be implemented to mitigate conflicts between commercial uses and adjacent residential neighborhoods, address traffic and circulation issues, and encourage reinvestment in the building stock.

Limited Commercial

A mixture of commercial development and other complementary uses that are neighborhood-oriented in scale typifies these Limited Commercial areas. The presence of moderate to high density residential uses and certain design amenities and public improvements result in mixed-use commercial areas that are geared more to meet the needs of the immediate neighborhood. These small-scale commercial nodes are generally located along Campbell Avenue, First Avenue, and Front Streets between Spring Street and Alling Street; along Campbell Avenue extending north and south of Downtown; near the Elm Street – Front Street intersection; at the intersection of Platt Avenue and Jones Hill Road; and at the intersection of Jones Hill Road and Ocean Avenue, near the mouth of the Oyster River.

Industrial

This designation represents areas that are already or are intended to be developed for manufacturing, fabrication, distribution, warehousing, or salvage yard uses. They are generally located along the Metro North – Amtrak rail corridor; north of Route 1 along Fresh Meadow Road and Industry Drive; and along the western edge of the West River south of Route 1. Most of these areas are currently zoned LM, IPD, or SPD. Landscaping requirements should be strictly mandated in these areas to

provide some aesthetic treatment that effectively reduces the negative visual impact often created by such developments.

Business Park

These areas accommodate existing or planned future high-quality corporate developments that accommodate a variety of office, research and development activities. The two areas in the City that typify development under this category include the Bayer Corporation property west of Morgan Lane and south of Interstate 95, as well as the Acorn Technology Park property south of Route 34 and west of Plainfield Avenue. These areas are zoned exclusively as IPD, and should exhibit developments of greater intensity than otherwise permitted, contingent upon a responsive and suitable design that demonstrates spatial and functional efficiency and excellence.

Existing Open Space

The Existing Open Space areas represent the existing network of open space and recreation areas in the City. These include publicly and privately owned active and passive recreation and open space facilities. Active recreational uses such as parks, playgrounds, golf courses and ball fields, and passive areas including greenways, municipally owned beaches, and other open space areas are designated as Existing Open Space areas within the Land Use Plan. While many, yet not all, of these areas are currently zoned OS, a key recommendation is to reconsider the zoning of those open space areas currently zoned otherwise to establish greater consistency between the regulation and utilization of these lands.

Desirable Open Space

This designation includes areas that would contribute positively to the City's open space network and resources. These areas include environmentally sensitive areas, areas with significant natural resources and parcels that have the capacity to provide linkages to or between existing open space and recreation areas, community facilities, residential neighborhoods, or other destination points. Vacant land that has no development potential due to physical or other constraints is included in this designation, whereby the City could selectively pursue conservation easements to provide public access to properties that have recreational value.

Waterfront District

This category recognizes the exceptional attributes of the West Haven shorefront, and promotes the preservation and enhancement of this district. Priority should be placed on balancing enhancement of open space areas with appropriate mixed-use development that harmonizes with existing shorefront neighborhoods. The area included in this category should be conceived of as a cohesive district that maintains its distinct identity through the careful and thoughtful review of plans for development and infrastructure improvements. Specifically, this area

includes all developed properties between Kelsey Ave and Old Field Creek that are either south of Captain Thomas Boulevard or just north of Beach Street. Land uses within this area should be consistent with both state and local coastal management objectives. Future development should be subject to approval of site and architectural plans, to ensure that the scale and nature of the proposed development is compatible with the vision of a vibrant, sustainable waterfront community and consistent with the existing character.

Transit Oriented Development District

This land use category encompasses the land surrounding the Metro North – Amtrak rail corridor near its overpass at Sawmill Road. The vision for this area includes the redevelopment of these mostly industrial properties into a vital mixed-use district that is oriented around the creation of a new multi-modal transportation station. The conversion of these industrial facilities into office, residential, and convenience retail facilities has much potential to redefine this part of the City, enhance the City's image, and further revitalize the Downtown district. As this area evolves into a lively transit oriented district, attention should be directed at protecting the integrity of surrounding established residential neighborhoods, while striking a balance between economic development and community preservation.

West River Crossing District

This land use category refers to the project area identified in the City's recently completed Municipal Development Plan for the West River Project Area. Specifically, this includes the land that is bordered by New Haven Harbor and the West River to the east, Interstate 95 and the rail corridor to the north, Bayview Place Park to the south, and the established residential buildings along the eastern edge of First Avenue to the west. Currently zoned SPD, the range of existing land uses include motels, marinas, manufacturing and warehousing facilities, and automotive retailing and repair. The vision for this redevelopment area includes a revitalized district that consists of waterfront property that is redefined with attractive commercial, retail, and recreational areas. Corresponding infrastructure, streetscape, and landscape improvements would all positively contribute to the character of new development, while helping to stabilize adjacent established residential neighborhoods. Overall, the utmost vision of this project is to create an attractive and vibrant gateway into City from New Haven that can make positive physical and economic contributions to the City of West Haven.

Remediation and Special Attention Overlay Areas

This land use overlay district includes much of the land along the western edge of the West River, north of the rail corridor and south of Route 1. Historically, several properties in this district served as the City's landfill, but have been closed for some time. Given the background of this area, provisions that mandate the monitoring of ground and surface water

should be strictly enforced and continued into the future. Other strategies to monitor and remediate the environmental conditions of this area to make available the land for other uses, including recreational activities, may be appropriate.

Watercourse Focus Areas

Within these areas, development along waterways should be regulated to ensure the protection of groundwater and surface water resources. As opportunities arise, efforts should be undertaken to provide open space corridors and/or linkages to existing open space areas. Designation of a property within these Watercourse Focus Areas does not indicate an intent to acquire or to provide public access on private property as part of a greenway. A variety of approaches to natural resource protection and open space enhancement should be used to meet overall conservation goals. It should be further noted that the underlying land use designation determines the use of the property. Inclusion in a Watercourse Focus Area provides guidance to municipal boards and agencies in the review of proposals for properties within these areas in order to achieve the natural resource protection goals of the Plan of Conservation and Development.

D. RELATIONSHIP TO THE STATE CONSERVATION AND DEVELOPMENT POLICIES PLANS

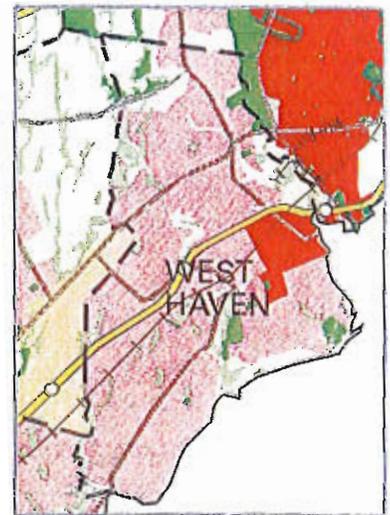
Conservation and Development Policies Plan for Connecticut: 1998-2003

Chapter 126, Section 8-23 of the Connecticut General Statutes sets the standards for municipal Plans of Conservation and Development. One provision of the State Statute is that municipalities take into account the State Plan of Conservation and Development and note any inconsistencies. The figure to the right illustrates the Land Classifications for West Haven according to the Conservation and Development Policies Plan for Connecticut: 1998-2003.

The State Plan of Conservation and Development designates the majority of the City as a Neighborhood Conservation Area with a Regional Center designation comprising the general Downtown area. Conservation and Preservation areas are designated along the Cove River, Oyster River, West River, and Old Field Creek corridors, and the land surrounding the Maltby Lakes. Existing preserved open spaces are also designated in the figure. This Generalized Land Use Plan for the City of West Haven is largely consistent with the general guidance provided by current State Plan.

According to the State Plan:

- **Neighborhood Conservation Areas** are significantly built-up and well populated. These areas generally reflect stable, developed neighborhoods and communities and are many times contiguous to Regional Centers.



- **Regional Centers** encompass land areas containing traditional core area commercial, industrial, transportation, specialized institutional services and facilities of intertown significance, and contiguous built-up residential areas with either very high population density or high concentration of pre-1940 or multi-family structures.
- **Existing Preserved Open Space** areas represent areas in the state with the highest priority for conservation and permanent open space.
- **Preservation Areas** are lands that do not reflect the level of permanence of Existing Preserved Open Space but which nevertheless represent significant resources that should be effectively managed in order to preserve the State's unique heritage.
- **Conservation Areas** represent a significant area of the state and a myriad of land resources. Proper management of Conservation Area lands provide for the state's future need for food, fiber, water and other resources.

Draft Conservation and Development Policies Plan for Connecticut: 2004-2009

As the State's current Plan is nearing the end of its timeline, the process the Connecticut Office of Policy and Management is undertaking to update its POCD is well underway. The draft copy of the Connecticut Conservation and Development Policies Plan: 2004-2009 identifies six **growth management principles** that shall guide land use change and preservation over the next five years. These principles include:

- Redevelop and revitalize regional centers and areas with existing or currently planned physical infrastructure.
- Expand housing opportunities and design choices to accommodate a variety of household types and needs.
- Concentrate development around transportation nodes and along major transportation corridors to support the viability of transportation options.
- Conserve and restore the natural environment, cultural and historic resources, and traditional rural lands.
- Protect and ensure the integrity of environmental assets critical to public health and safety.
- Promote integrated planning across all levels of government to address issues on a statewide, regional, and local basis.

Many of the elements included in this Plan of Conservation and Development update for the City of West Haven are consistent with the key growth management principles outlined in the State Plan.

As an additional part of this process, the State has provided the City of West Haven with a draft map of the State's Plan for the City. As reviewed and commented on by the Planning and Zoning Commission, there are several areas of this draft map that should be addressed for consistency with existing conditions within the City as well as the City's plans for its future. A concise description of each area is provided below:

The Regional Center designation in the western portion of the City should be extended slightly to include Bayer Pharmaceutical's corporate campus, the proposed West Haven Train Station, and Downtown West Haven. Additionally, the Regional Center designation along Route 1 should be extended to include the area's existing regional scale retail uses and the University of New Haven campus.

In and adjacent to Allingtown, several classification of areas in the State's Draft Plan should be modified to respond to existing and proposed future conditions. The long established Allingtown village center area should be reclassified as Neighborhood Conservation Area. In addition, the land abutting Route 1 to the north and south, towards the West River should be reclassified as Regional Center (with the exception of the private open space along the West River), to acknowledge the existing and future commercial and industrial uses proposed for the area.

The area along Front Avenue from Route 1 to Spring Street is a long established industrial area. While recognizing that this section of the City contains environmentally sensitive areas, two large portions of this area are appropriate for development that harmonizes with the existing development along Front Avenue. Given these conditions, the State should reclassify this area as a Neighborhood Conservation Area.

The West River Crossing area is one of the City's main redevelopment project areas, with plans that include addressing environmental pollution issues and redeveloping the waterfront for pedestrian and appropriate waterfront uses. The boundaries of the Regional Center designation should be extended eastward to the waterfront and from I-95 southward to Main Street to recognize the regional magnitude of this future project.

The long established area south of Captain Thomas Boulevard contains multi-family housing, a neighborhood shopping center, a community facility, retail uses and parking lots supporting public beaches and a popular multi-use boardwalk. The area south of the Boulevard and north of the boardwalk, between Dyke Street and Washington Avenue should receive the Neighborhood Conservation Area designation.

The 120-acre Acorn Technology Campus, located at 600 Derby Avenue, is currently under construction and will become a major regional employment center, employing several thousand persons, working within 1,400,000 square feet of "Class A" office buildings. To acknowledge the future land use in this area, the land south of Route 34 between Plainfield Avenue and the Orange town line and extending southerly toward Fresh Meadow Road should receive the Regional Center designation.

Aside from the above exceptions, the draft of the State's POCD update is consistent with existing conditions and the City's outlook of its future. Presuming the State accepts these proposed revisions and incorporates them into the final POCD document, the Generalized Land Use Plan for West Haven should be consistent with the State's upcoming POCD.

XIV. ACTION AGENDA

In order to implement the various recommendations contained in this Plan of Conservation and Development, the following Action Agenda is proposed. The Action Agenda identifies goals, objectives, recommendations and actions; the lead agencies proposed for implementation; and the priority for implementation during the timeframe of this Plan.

The lead agency is the agency, which by the nature of its mission and authority, is the logical party to spearhead the implementation of a particular proposal. Many proposals will of course involve multiple agencies. The nature of activity required of a lead agency will vary depending on the type of recommendation. Some activities involve budget commitments and capital expenses and some require advocacy and promotion and others call for administrative action.

Priorities are classified as ongoing, short term (1-3 years), mid-term (4-6 years) and long-term (7-10 years). Many of the short-term items may already be scheduled into the City's Capital Improvement Program or may be activities and policies that are in place and need to be continued. Some short-term recommendations may have evolved as part of the planning process and need to be inserted into the Capital Improvement Program.

Mid-term and Long-term priorities are activities which are considered important, but placed "down the road" in recognition of the fact that limited resources are available both in terms of time and money to implement the plan. Mid-term and long-term capital projects may also require some intermediate planning and design activity before project implementation can take place.

The implementation schedule is presented in the form of a "To Do" list. This form will make it easy for the Planning and Zoning Commission to review and report on implementation progress as a component of their annual report. The Commissioner of Planning and Development shall prepare annually by September 30th a report that will be submitted to the Mayor, City Council, and the Planning and Zoning Commission summarizing the implementation status of the Action Agenda of the adopted Plan of Conservation and Development. The report shall discuss the status of each of the Action Items and recommend actions that need to be taken to assure implementation of the Plan of Conservation and Development.

ACTION AGENDA

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
NATURAL RESOURCES					
<i>GOAL #1: Promote the conservation and preservation of natural resources as part of future development activity.</i>					

ACTION: Improve and protect water quality by promoting land use regulations that respect watercourses and wetlands.	IW	◆			
ACTION: Protect flood prone areas through the stringent adherence to the Flood Hazard Area section of the zoning regulations (VI-6) in regulating and approving new development.	P&Z	◆			
ACTION: Consider expanding upon the minimum 50-foot non-disturbance buffer from all wetlands and watercourses in the Wetlands Regulations.	IW		◆		

COASTAL RESOURCES					
<i>GOAL #2: Implement land use policies that effectively protect and responsibly manage the coastal resource areas of West Haven.</i>					

ACTION: Establish performance standards to regulate potential adverse impacts on coastal resources by industrial or commercial uses.	P&Z		◆		
ACTION: Require earthen berms between intense land uses and adjacent wetlands, inlets, or associated environmental features to protect adjacent wetlands and waterways.	P&Z		◆		
ACTION: Update zoning regulations to protect the residential integrity of key coastal corridors that may be threatened by encroachment of non-residential uses.	P&Z		◆		
ACTION: Implement the West River Crossing project to substantially improve the gateway neighborhood's physical character.	EDC / Council /P&Z Plan&Dev			◆	
ACTION: Update zoning regulations to mandate public access along the waterfront for most future non-water-dependent uses.	P&Z		◆		

IMPLEMENTING AGENCIES: Adult – Adult Day Care Services; BOE – Board of Education; Building – Building Department; CC – Chamber of Commerce; WHBA – West Haven Business Association; Council – City Council; Corp Council – Corporation Council; SCRCOG – South Central Region Council of Governments; CD – Community Development; CTDEP – Connecticut Department of Environmental Protection; CTDOT – Connecticut Department of Transportation; COSC – Conservation and Open Space Committee; DPW – Department of Public Works; EDC – Economic Development Corporation; WHFDistricts – West Haven Fire Districts; HS – West Haven Historical Society; WHHA – West Haven Housing Authority; WHPD – West Haven Police Department; Elderly – Elderly Services; IW – Inland Wetlands Agency; LT – Land Trust; Parks – Parks & Recreation Department; Plan&Dev – Planning and Development Department; P & Z – City Planning & Zoning Commission; RA – Redevelopment Agency.

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
ACTION: Improve the blending of mixed land uses near Main St., Wagner Pl., and Kelsey Ave. and establish improved buffers between residential and commercial properties.	P&Z				◆
ACTION: Become familiar with the CTDEP's Nonpoint Source Management Program, and consider adopting practical water quality-based; technology-based; regulatory and non-regulatory mechanisms directed at minimizing nonpoint source pollution that negatively affects Long Island Sound.	Plan&Dev/ P&Z		◆		
ACTION: Place deed restrictions and/or easements on the City owned parcels within the Savin Rock Redevelopment Area II to ensure their open space status.	Council/Corp Council		◆		
ACTION: Extend the shoreline boardwalk westward toward the City of Milford and eastward to the Monahan Place boat ramp.	DPW/Parks			◆	
ACTION: Add a viewing deck at Sandy Point to improve accessibility for outdoor and environmental education purposes.	DPW/Parks/ COSC		◆		
ACTION: Accommodate public parking at Morse Avenue-Washington Avenue Beach.	DPW/Parks		◆		
ACTION: Enhance Oyster River Beach with a boardwalk, viewing platform and benches.	DPW/Parks			◆	
ACTION: Support the rehabilitation of structures to improve the visual quality of the heavily industrialized area along Front Avenue.	Council / P&Z / Plan&Dev				◆
ACTION: Promote achievable and modest site improvements to commercial centers in the City's coastal area.	P&Z		◆		

GOAL #3: Effectively plan for the necessary public and capital improvements to ensure the continued protection of the City's coastal resources.

ACTION: Establish a Storm Water Management section within the City's zoning regulations to address water quality concerns.	P&Z		◆		
ACTION: Provide physical barriers and strict enforcement to address the recurrence of illegal dumping near rivers and wetlands.	DPW		◆		

IMPLEMENTING AGENCIES: Adult - Adult Day Care Services; BOE - Board of Education; Building - Building Department; CC - Chamber of Commerce; WHBA - West Haven Business Association; Council - City Council; Corp Council - Corporation Council; SCRCOG - South Central Region Council of Governments; CD - Community Development; CTDEP - Connecticut Department of Environmental Protection; CTDOT - Connecticut Department of Transportation; COSC - Conservation and Open Space Committee; DPW - Department of Public Works; EDG - Economic Development Corporation; WHFDistricts - West Haven Fire Districts; HSH - West Haven Historical Society; WHHA - West Haven Housing Authority; WHPD - West Haven Police Department; Elderly - Elderly Services; IW - Inland Wetlands Agency; JL - Land Trust; Parks - Parks & Recreation Department; Plan&Dev - Planning and Development Department; P & Z - City Planning & Zoning Commission; RA - Redevelopment Agency

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
ACTION: Continue to monitor former landfill sites along the West River with respect to ground and surface water contamination.	DPW	◆			
ACTION: Investigate traffic calming solutions to complement the strict speed limit enforcement along shorefront roads.	P&Z/DPW			◆	
ACTION: Improve the intersection between Washington Avenue and Beach Street to increase motorist and pedestrian safety.	DPW			◆	
ACTION: Provide continuous sidewalks along Platt Avenue and Ocean Avenue.	DPW		◆		
ACTION: Regularly replenish sand at Altschuler, Dawson Avenue, Oak Street, and South Street beaches.	DPW	◆			
ACTION: Minimize beach erosion through “pro-active” sand stabilization techniques at Morse Beach.	DPW		◆		
ACTION: Monitor and address the erosion conditions along the shorefront stretch between East Avenue and Morse Avenue.	DPW	◆			

GOAL #4: Plan for and implement improvements and enhancements to the City’s parks and open space network that balance public use and preservation of costal resources.

ACTION: Mitigate the boardwalk “choke-point” at Beach St. and Washington Ave., and consider widening the path along the south edge of Beach Street as a solution.	DPW			◆	
ACTION: Provide permanent restrooms at Dawson Avenue, Morse, and South Street beaches to make for improved public spaces.	DPW/Parks				◆
ACTION: Repair the asphalt, install additional pieces and provide wood fiber material for safety surfacing at Bayview Park.	Parks		◆		
ACTION: Consider upgrading the equipment at Woodmont Avenue playground, and provide seating benches for adults.	Parks		◆		
ACTION: Continue to eliminate hazards and curb vandalism at Bradley Point, and address eroding seawall along its western edge.	Parks	◆			
ACTION: Encourage recreational boating and fishing activities in the First, Second, and Third Avenue areas.	Parks		◆		

IMPLEMENTING AGENCIES: Adult – Adult Day Care Services; BOE – Board of Education; Building – Building Department; CC – Chamber of Commerce; WHBA – West Haven Business Association; Council – City Council; Corp Council – Corporation Council; SCRCOG – South Central Region Council of Governments; CD – Community Development; CDEP – Connecticut Department of Environmental Protection; CTDOT – Connecticut Department of Transportation; COSG – Conservation and Open Space Committee; DPW – Department of Public Works; EDC – Economic Development Corporation; WHD Districts – West Haven Fire Districts; HS – West Haven Historical Society; WHHA – West Haven Housing Authority; WHPD – West Haven Police Department; Elderly – Elderly Services; IW – Inland Wetlands Agency; LT – Land Trust; Parks – Parks & Recreation Department; Plan&Dev – Planning and Development Department; P & Z – City Planning & Zoning Commission; RA – Redevelopment Agency

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
ACTION: Renovate bathrooms and replace snow fence bordering bike path at Morse Avenue-Washington Avenue Beach.	Parks/ DPW			◆	
ACTION: At Sea Bluff Beach, remove existing concrete walkway over Cove River, and install a new walkway over the inlet without pylons.	Parks/ DPW		◆		
ACTION: Plan, build and maintain a nature center near Old Field Creek as outlined by the Conservation and Open Space Commission.	Parks/COSC		◆		
ACTION: Repair and upgrade the ramp area at Monahan Place Boat Ramp.	Parks/ DPW			◆	
ACTION: Investigate ending agreement with Prospect Fish and Game to establish a public boat ramp and bathroom facility near Dawson Beach.	Council Parks/ DPW			◆	
ACTION: Rezone Chamber of Commerce Park from R-2 to Open Space.	P&Z		◆		
ACTION: Establish a greenway connection from Bradley Point to Painter Park, roughly following the course of the Cove River.	Parks/ DPW			◆	
ACTION: Implement the Old Field Creek-Cove River Walkway Linkage System to better connect these features, as proposed in a special study in the City's 1982 Coastal Program.	Parks/ DPW			◆	
ACTION: Consider removing existing concrete walkway over the Cove River and install a new walkway from parking lot constructed without pylons, while taking efforts to reduce flooding as far away as West Main Street.	Parks/ DPW			◆	

OPEN SPACE AND RECREATION

GOAL #5: Encourage the improved use, maintenance and improvement of the City's existing parks, recreation and open space system.

ACTION: Continue the efficient utilization of existing parks and recreation facilities, including extended hours and creative scheduling.	Parks	◆			
ACTION: Strengthen the existing cooperative relationship between Parks and Recreation and the Board of Education to maximize the use of all municipal recreational resources	Parks/BOE	◆			

IMPLEMENTING AGENCIES: Adult - Adult Day Care Services; BOE - Board of Education; Building - Building Department; CC - Chamber of Commerce; WHBA - West Haven Business Association; Council - City Council; Corp Council - Corporation Council; SCRCOG - South Central Region Council of Governments; CD - Community Development; CTDEP - Connecticut Department of Environmental Protection; CTDOT - Connecticut Department of Transportation; COSC - Conservation and Open Space Committee; DPW - Department of Public Works; EDC - Economic Development Corporation; WHFDistricts - West Haven Fire Districts; IHS - West Haven Historical Society; WHHA - West Haven Housing Authority; WHPD - West Haven Police Department; Elderly - Elderly Services; IW - Inland Wetlands Agency; LT - Land Trust; Parks - Parks & Recreation Department; Plan&Dev - Planning and Development Department; P & Z - City Planning & Zoning Commission; RA - Redevelopment Agency.

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
to the benefit of West Haven's residents.					
ACTION: Where feasible, promote linkages between greenways and community focal points, including neighborhoods, public facilities, and employment areas.	P&Z/LT/ Parks/COSC		◆		

GOAL #6: Achieve immediate open space conservation objectives in the City by concentrating planning efforts and resources on the productive and managed use of prioritized focus areas, rather than thinly distributing resources across parcels scattered across the City.

ACTION: Focus Conservation and Open Space Committee resources on the protection, conservation, and managed use of open space lands surrounding the Old Field Creek tidal estuary.	COSC		◆		
ACTION: As a second priority, focus Conservation and Open Space Committee resources on the protection, conservation, and managed use of open space lands in the vicinity of the former Connecticut Light and Power company lands between Plainfield Avenue and Forest Road.	COSC		◆		
ACTION: As a long-term objective, explore the additional protection of land in the Cover River corridor area, and develop appropriate managed use strategies to balance public access with resource preservation.	COSC			◆	
ACTION: Assign the effective and efficient management of open space parcels to appropriate agencies that have the necessary capacity and organization.	Council		◆		

GOAL #7: Encourage park and open space system enhancements to ensure they are adequate in extent, strategically located, and equitably distributed to meet the active and passive recreation needs of residents while protecting select natural resources.

ACTION: Target properties to acquire for open space or recreational use in neighborhoods presently lacking such facilities.	Council/LT/ COSC		◆		
ACTION: Implement the development of a park, roughly 20 acres in size, to serve the Allingtown neighborhood with a full range of recreational facilities.	Council/ Parks		◆		
ACTION: Establish a fund dedicated to the acquisition and protection of open space.	Council/P&Z			◆	

IMPLEMENTING AGENCIES: Adult - Adult Day Care Services; BOE - Board of Education; Building - Building Department; CC - Chamber of Commerce; WHBA - West Haven Business Association; Council - City Council; Corp Council - Corporation Council; SCRCOG - South Central Region Council of Governments; CD - Community Development; CTDEP - Connecticut Department of Environmental Protection; CTDOT - Connecticut Department of Transportation; COSC - Conservation and Open Space Committee; DPW - Department of Public Works; EDC - Economic Development Corporation; WHFDistricts - West Haven Fire Districts; HHS - West Haven Historical Society; WHHA - West Haven Housing Authority; WHPD - West Haven Police Department; Elderly - Elderly Services; IW - Inland Wetlands Agency; LT - Land Trust; Parks - Parks & Recreation Department; Plan&Dev - Planning and Development Department; P & Z - City Planning & Zoning Commission; RA - Redevelopment Agency.

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
ACTION: Develop functional recreational, greenway and open space linkages between the Allingtown neighborhood and the West River corridor, and provide waterfront access to the river for pedestrians. This access could occur via a path, esplanade, or boardwalk that would minimize any negative impacts to the river's banks and water quality.	Parks/LT/P&Z			◆	
ACTION: Implement improvements to the West River Community Park, in concert with the City of New Haven, to create an attractive shared gateway between these two cities along Route 1.	Parks/CTDEP		◆		
ACTION: Implement West Haven's portion of the <u>Harborside Trail</u> for New Haven Harbor, as proposed by the South Central Regional Council of Governments.	Parks/SCRCOG/COSC				◆
ACTION: Protect and restore the Old Field Creek, Oyster River, and Cove River tidal estuaries, in cooperation with public and private conservation organizations.	DPW/CTDEP/COSC			◆	
ACTION: Promote traffic calming activities along West Haven's shorefront to benefit pedestrians.	DPW		◆		
ACTION: Market West Haven's shorefront open space system and recreational opportunities as a major quality of life amenity for the City.	EDC		◆		
ACTION: Work with conservation and Audubon organizations to protect known birding areas along West Haven's shore front, including the West River, Sandy Point-Old Field Creek tidal estuary, Cove River tidal estuary and the Oyster River tidal estuary, and promote "eco-tourism" that is based on this important resource.	CTDEP		◆		

HISTORIC RESOURCES

GOAL #8: Recognize, preserve, and promote the historic and cultural resources in the City of West Haven.

ACTION: Preserve historic buildings through promoting adaptive reuse and use of historic tax districts.	Council/Plan&Dev		◆		
ACTION: Reference the City inventory of historic structures and open spaces as part of development permitting and redevelopment planning in order to identify any potential for preservation or need for mitigating actions.	Building/P&Z/Plan&Dev		◆		

IMPLEMENTING AGENCIES: Adult - Adult Day Care Services; BOE - Board of Education; Building - Building Department; CC - Chamber of Commerce; WHBA - West Haven Business Association; Council - City Council; CorpCouncil - Corporation Council; SCRCOG - South Central Region Council of Governments; CD - Community Development; CTDEP - Connecticut Department of Environmental Protection; CTDOT - Connecticut Department of Transportation; COSC - Conservation and Open Space Committee; DPW - Department of Public Works; EDC - Economic Development Corporation; WHFDistricts - West Haven Fire Districts; HS - West Haven Historical Society; WHHA - West Haven Housing Authority; WHPD - West Haven Police Department; Elderly - Elderly Services; IW - Inland Wetlands Agency; LT - Land Trust; Parks - Parks & Recreation Department; Plan&Dev - Planning and Development Department; P&Z - City Planning & Zoning Commission; RA - Redevelopment Agency.

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
ACTION: Encourage the organization of interested persons and groups to assist the West Haven Historical Society in the documentation and preservation of West Haven's historic resources.	HS		◆		
ACTION: Explore potential mechanisms that the City can employ to receive and store significant architectural artifacts from the demolition of older structures and reuse of these building elements into other structures where appropriate.	HS			◆	
ACTION: Support educational activities that celebrate and highlight the historical aspects of West Haven's built and unbuilt environment.	BOE			◆	

COMMUNITY FACILITIES AND UTILITIES

GOAL #9: Continue to provide the high level of services required to maintain the safe & healthy quality of life West Haven residents have come to expect.

ACTION: Provide the necessary financial support for the coordination and operation of police, fire and other emergency services.	Council/ WHPD WHFDistricts	◆			
ACTION: Institute a strong recruit program to encourage more city residents to volunteer for fire, safety, and emergency service activities.	WHFDistricts /WHPD		◆		
ACTION: Coordinate City mapping among all departments that utilize or prepare maps.	Plan&Dev	◆			

GOAL #10: Maintain an efficient order of municipal services and an adequate array of community facilities in good condition to meet changing needs of the community.

ACTION: Encourage and support the continued maintenance and renovation of existing public buildings and grounds.	Council/BOE DPW		◆		
ACTION: Initiate the conceptual design phase for the reconstruction of City Hall and accomplish the abatement of asbestos in the vacated police facility.	Council/P&Z	◆			
ACTION: Expand building / land inventory information on the conditions and needs of municipal property to establish priorities and facilitate management and budget planning.	Plan&Dev		◆		

IMPLEMENTING AGENCIES: Adult - Adult Day Care Services; BOE - Board of Education; Building - Building Department; CC - Chamber of Commerce; WHBA - West Haven Business Association; Council - City Council; Corp Council - Corporation Council; SCRCOG - South Central Region Council of Governments; CD - Community Development; CTDEP - Connecticut Department of Environmental Protection; CIDOT - Connecticut Department of Transportation; COSC - Conservation and Open Space Committee; DPW - Department of Public Works; EDC - Economic Development Corporation; WHFDistricts - West Haven Fire Districts; HS - West Haven Historical Society; WHHA - West Haven Housing Authority; WHPD - West Haven Police Department; Elderly - Elderly Services; IW - Inland Wetlands Agency; LT - Land Trust; Parks - Parks & Recreation Department; Plan&Dev - Planning and Development Department; P & Z - City Planning & Zoning Commission; RA - Redevelopment Agency.

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
ACTION: Continue to coordinate school facilities planning with City facilities planning.	BOE/Council	◆			
ACTION: Evaluate facility needs and develop a plan for programs serving senior citizens and the disabled, particularly for public housing.	Elderly/ Adult/WHHA		◆		

GOAL #11: Continue to maintain adequate and efficient public utility services and infrastructure capable of handling new growth and development in the City.

ACTION: Revise storm water drainage provisions in zoning regulations to require best management practices (BMPs) in site design and construction.	P&Z	◆			
ACTION: Support funding for State mandated sewage treatment facility upgrades, renovation/replacement / addition of sewer pumping stations, and a continuing, systematic program to locate and eliminate sources of infiltration/inflow into the City's sewer system.	Council/CTD EP			◆	
ACTION: Continue to support the cooperative efforts of the City Public Health Department and the DEP to ensure the health and welfare of West Haven residents.	Council	◆			
ACTION: Design and implement engineering solutions to sanitary sewer system deficiencies.	CTDEP/ DPW			◆	
ACTION: Fund the repair/replacement of catch basins and culverts to attain City compliance with Federally-mandated Storm Water Phase II regulations.	Council/DPW			◆	
ACTION: Review, update and implement a Citywide storm drainage plan.	DPW		◆		
ACTION: Review existing development regulations and standards to determine where requirements for impervious surfaces can be reduced or eliminated.	P&Z		◆		
ACTION: Negotiate a long-term contract for waste disposal services.	DPW/Council	◆			
ACTION: Ensure efficiency in waste removal services, and promote recycling activities among the public.	DPW/Council	◆			
ACTION: Develop a plan to reduce unnecessary municipal waste generation.	DPW/Council		◆		
ACTION: Direct city resources toward conducting a	DPW/Council			◆	

IMPLEMENTING AGENCIES: Adult – Adult Day Care Services; BOE – Board of Education; Building – Building Department; CG – Chamber of Commerce; WHBA – West Haven Business Association; Council – City Council; Corp Council – Corporation Council; SCRCOG – South Central Region Council of Governments; CD – Community Development; CTDEP – Connecticut Department of Environmental Protection; CTDOT – Connecticut Department of Transportation; COSC – Conservation and Open Space Committee; DPW – Department of Public Works; EDC – Economic Development Corporation; WHFDistricts – West Haven Fire Districts; HS – West Haven Historical Society; WHHA – West Haven Housing Authority; WHPD – West Haven Police Department; Elderly – Elderly Services; IW – Inland Wetlands Agency; LT – Land Trust; Parks – Parks & Recreation Department; Plan&Dev – Planning and Development Department; P & Z – City Planning & Zoning Commission; RA – Redevelopment Agency

	Lead Agency	PRIORITY		
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)
comprehensive Flood Control Study of the entire Cove River Corridor, to identify the greatest problem areas and recommend potential solutions.				

HOUSING AND POPULATION DENSITY

GOAL #12: Strive to preserve the character of the City's neighborhoods by permitting housing densities that harmonize with the existing urban fabric.

ACTION: Consider limiting maximum densities in moderately dense residential neighborhoods between 8 to 10 units per acre, depending on the relative scale, age, and environmental constraints influencing potential development.	P&Z		◆		
ACTION: Identify preferred areas for the future location of high-density residential development, and modify zoning regulations to channel this type of growth to such areas, including Downtown, designated waterfront areas, and within the TOD project area.	P&Z			◆	
ACTION: Direct low-density residential development consisting of single family homes on lot sizes of a minimum of 6,000 to 12,000 square feet or well-planned Open Space Developments of similar densities to areas already developed at a density of 5 units per acre or less.	P&Z		◆		

GOAL #13: Focus on enhancing and preserving the City's neighborhoods while providing opportunities for the development of new housing that meet the needs of people at various stages of their life cycle.

ACTION: Support programs that assist homeowners, particularly the elderly and low to moderate-income populations, in rehabilitating and maintaining their homes.	CD		◆		
ACTION: Utilize historic district designation to preserve historic structures, maintain neighborhood identity, and protect City landmarks.	CD	◆			
ACTION: Modify zoning regulations to achieve effective barriers that alleviate land use conflicts between residential and commercial /industrial uses, such as berms, green space buffers, traffic control, and signage controls.	P&Z	◆			

IMPLEMENTING AGENCIES: Adult - Adult Day Care Services; BOE - Board of Education; Building - Building Department; CG - Chamber of Commerce; WHBA - West Haven Business Association; Council - City Council; Corp Council - Corporation Council; SCRCOG - South Central Region Council of Governments; CD - Community Development; CDEP - Connecticut Department of Environmental Protection; CTDOT - Connecticut Department of Transportation; COSC - Conservation and Open Space Committee; DPW - Department of Public Works; EDC - Economic Development Corporation; WHFDistricts - West Haven Fire Districts; HS - West Haven Historical Society; WHHA - West Haven Housing Authority; WHPD - West Haven Police Department; Elderly - Elderly Services; IW - Inland Wetlands Agency; LT - Land Trust; Parks - Parks & Recreation Department; Plan&Dev - Planning and Development Department; P & Z - City Planning & Zoning Commission; RA - Redevelopment Agency

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
ACTION: Implement a tree-planting program along neighborhood streets that targets locations with a relative deficiency in trees.	DPW/CD		◆		
ACTION: Modify zoning regulations to promote regular upkeep of residential property to ensure the use of most current methods.	Building / P&Z	◆			

GOAL #14: Establish a high standard for innovative approaches to in-fill development in order to minimize potential adverse impacts to existing neighborhoods while promoting new economic life for underutilized properties.

ACTION: Identify the best opportunities for infill development, and review land use patterns, existing zoning, and financing programs to determine the most appropriate measures to ensure infill residential development occurs in harmony with surrounding property uses.	RA/P&Z/EDC		◆		
ACTION: Consider establishing an In-fill Residential regulation, to retain more public control in assuring new investment is respectful and representative of the surrounding environment.	P&Z	◆			
ACTION: Focus community resources to make targeted neighborhoods fully ready for infill development, and promote major public investment to fuel private investor confidence.	Council/RA/DPW/P&Z		◆		
ACTION: Consider the cost and benefits of various types of multi-family housing, and determine which type is most desirable in the future. Envisioning multi-family housing as part of mixed use developments at specific locations may be a prudent way to meet housing needs, redevelop sites and contribute to the tax base. Prime locations for such mixed-use development might be along Boston Post Road, Downtown West Haven and the First Avenue/Campbell Avenue corridor.	RA/CD/P&Z/EDC		◆		
ACTION: Devise a strategy to maintain a balance between residential development, mixed-use developments, open space conservation and natural resource protection.	P&Z		◆		

GOAL #15: Increase the percentage of owner-occupied housing within the City.

IMPLEMENTING AGENCIES: Adult – Adult Day Care Services; BOE – Board of Education; Building – Building Department; CC – Chamber of Commerce; WHBA – West Haven Business Association; Council – City Council, Corp Council – Corporation Council; SCRCCG – South Central Region Council of Governments; CD – Community Development; CTDEP – Connecticut Department of Environmental Protection; CTDOT – Connecticut Department of Transportation; COSG – Conservation and Open Space Committee; DPW – Department of Public Works; EDC – Economic Development Corporation; WHFDistricts – West Haven Fire Districts; HS – West Haven Historical Society; WHHA – West Haven Housing Authority; WHPD – West Haven Police Department; Elderly – Elderly Services; IW – Inland Wetlands Agency; LT – Land Trust; Parks – Parks & Recreation Department; Plan&Dev – Planning and Development Department; P & Z – City Planning & Zoning Commission; RA – Redevelopment Agency.

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
ACTION: Develop homeownership programs that work towards increasing the percentage of owner occupancy.	CD	◆			
ACTION: Support homeownership programs that assist renters in becoming first-time homebuyers.	CD	◆			
ACTION: Ensure that housing options specifically geared toward West Haven's elderly, disabled and low to moderate-income populations remain a substantial and important component of the overall housing stock.	CD/WHHA		◆		

TRANSPORTATION

GOAL #16: Maintain an efficient transportation system which meets the needs of community residents, offers a higher degree of multi-modality, while respecting existing patterns of land use development in the community.

ACTION: Evaluate development requests against the capacity of existing or proposed transportation infrastructure.	P&Z	◆			
ACTION: Strengthen intra-regional accessibility through the public transit system.	SCRCOG	◆			
ACTION: Consider access management improvements and curb cut controls to promote traffic safety and maintain a high "carrying capacity" across the City's streets.	P&Z	◆			
ACTION: Continued infill development, particularly within the West River Crossing area and along Sawmill Road, could lead to a greater utilization of public transportation. Pedestrian shelters and amenities should be incorporated into all new designs and maintained to ensure optimum efficiency and attractiveness to the transit user.	CTDOT			◆	
ACTION: With the establishment of the Transit Oriented Development, it will be imperative to provide a means of transporting people between the station and their respective place of employment. Consider options such as a shuttle system or locally operated city bus routes to provide this key link within the overall multi-modal transportation system.	CTDOT/EDC				◆

GOAL #17: Provide general and specific roadway improvements and implement transportation strategies as development and reinvestment of existing properties occurs. Such improvements should serve to mitigate and calm traffic flow, improve traffic circulation, parking, and vehicular and pedestrian safety and encourage multi-modal transportation.

IMPLEMENTING AGENCIES - Adult - Adult Day Care Services; BOE - Board of Education; Building - Building Department; CG - Chamber of Commerce; WHBA - West Haven Business Association; Council - City Council; Corp Council - Corporation Council; SCRCOG - South Central Region Council of Governments; CD - Community Development; CTDEP - Connecticut Department of Environmental Protection; CTDOT - Connecticut Department of Transportation; COSC - Conservation and Open Space Committee; DPW - Department of Public Works; EDC - Economic Development Corporation; WHFDistrict - West Haven Fire Districts; HS - West Haven Historical Society; WHHA - West Haven Housing Authority; WHPD - West Haven Police Department; Elderly - Elderly Services; IW - Inland Wetlands Agency; LT - Land Trust; Parks - Parks & Recreation Department; Plan&Dev - Planning and Development Department; P & Z - City Planning & Zoning Commission; RA - Redevelopment Agency.

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-8 Years)	Long Term (9-18 Years)

ACTION: Upon completion of the central-turn lane improvements on Route 1 in Orange, pursue a similar road-widening scheme for Boston Post Road in West Haven to improve traffic flow along this major east-west corridor.	CTDOT		◆		
ACTION: Consider the expansion of streetscape improvements along Route 1 from Allingtown westward past the University of New Haven campus. Improved paving material, street trees, and pedestrian lighting could be included in the upgrades.	CTDOT/EDC		◆		
ACTION: Evaluate the feasibility of major improvements to key intersections along the Route 122 corridor (particularly the Campbell Avenue, Ruden Street, First Avenue intersection), and implement upgrade strategies as warranted.	CTDOT/DPW			◆	
ACTION: Consider devising a realignment strategy for the intersection between Platt Avenue and West Main Street that includes a “T” junction and installation of traffic signals to significantly improve this intersection without encroaching on the adjacent park.	CTDOT/DPW			◆	
ACTION: Consider interconnecting the traffic control signals along Captain Thomas Boulevard and Ocean Avenue to improve the flow of traffic along the City’s shoreline.	DPW/WHPD		◆		
ACTION: If warranted by additional reinvestment in the adjacent industrial areas, explore potential right-of-way acquisitions that could divert truck traffic away from the steep grade change intersection between Frontage Road and Morgan Lane at a point closer to the railroad corridor, as a means of providing a more amenable travel route for trucks.	Council/DPW			◆	
ACTION: Pursue the extension of Fresh Meadow Road through the future Acorn Business Park connecting to Route 34, to provide employees, visitors, and emergency personnel another travel route option in the northern area of the City.	Council/DPW			◆	
ACTION: Implement the plan to realign the intersection between Fresh Meadow Road and Farwell Street, that is typified by a sharp “S” curve over a notable slope, to increase public safety along this stretch of roadway.	DPW	◆			
ACTION: Evaluate physical and psychological traffic	DPW/WHPD/ P&Z		◆		

IMPLEMENTING AGENCIES: Adult – Adult Day Care Services; BOE – Board of Education; Building – Building Department; CG – Chamber of Commerce; WHBA – West Haven Business Association; Council – City Council; Corp Council – Corporation Council; SCRCOG – South Central Region Council of Governments; CD – Community Development; CDEP – Connecticut Department of Environmental Protection; CTDOT – Connecticut Department of Transportation; COSC – Conservation and Open Space Committee; DPW – Department of Public Works; EDC – Economic Development Corporation; WHP Districts – West Haven Fire Districts; HSH – West Haven Historical Society; WHHA – West Haven Housing Authority; WHPD – West Haven Police Department; Elderly – Elderly Services; IW – Inland Wetlands Agency; LT – Land Trust; Parks – Parks & Recreation Department; Plan&Dev – Planning and Development Department; P & Z – City Planning & Zoning Commission; RA – Redevelopment Agency

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
calming techniques to reduce the adverse impacts of vehicular traffic on residential neighborhoods when traffic volume and speed warrant.					
ACTION: Develop an ongoing neighborhood traffic-calming program that identifies priority areas, and assures communication, the achievement of consensus and the rational allocation of resources.	DPW/CD		◆		
ACTION: Where appropriate, consider the creation of center-landscaped medians along West Haven's minor arterial and collector roadways that are compatible with existing traffic signal networks in place.	DPW			◆	
ACTION: As funding becomes available, pursue simple and achievable streetscape enhancement measures that focus on improving the visual appeal of important city roadways. High priority for such beautification efforts should initially be placed on Campbell Avenue, Kimberly Avenue, and First Avenue, given their role as key gateways to the City's popular waterfront district.	DPW			◆	

GOAL #18: Capitalize upon the great potential for enhancing facilities that accommodate alternative modes of transportation through the creative planning of trails that link together open spaces and other community destinations.

ACTION: Establish a pedestrian trail network to interconnect municipally owned parks and open space properties throughout the City, and prioritize linkages that would connect multiple properties over a short distance for immediate achievement.	Parks/LT		◆		
ACTION: Explore the potential of reclaiming portions of the old Derby-New Haven rail bed to piece together short pedestrian linkages as additional greenway opportunities in the north-central area of the City.	Council/LT/Parks		◆		
ACTION: Implement the West Haven portions of the future 10-mile long Harborside Trail, connecting Bradley Point to New Haven's Lighthouse Point Park.	SCRCOG				◆

IMPLEMENTING AGENCIES: Adult – Adult Day Care Services; BOE – Board of Education; Building – Building Department; CC – Chamber of Commerce; WHBA – West Haven Business Association; Council – City Council; Corp Council – Corporation Council; SCRCOG – South Central Region Council of Governments; CD – Community Development; CDEP – Connecticut Department of Environmental Protection; CTDOT – Connecticut Department of Transportation; COOSC – Conservation and Open Space Committee; DPW – Department of Public Works; EDG – Economic Development Corporation; WHFDistricts – West Haven Fire Districts; HS – West Haven Historical Society; WHHA – West Haven Housing Authority; WHPD – West Haven Police Department; Elderly – Elderly Services; IW – Inland Wetlands Agency; LT – Land Trust; Parks – Parks & Recreation Department; Plan&Dev – Planning and Development Department; P & Z – City Planning & Zoning Commission; RA – Redevelopment Agency.

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
DOWNTOWN WEST HAVEN					
<i>GOAL #19: Formally create a revitalization team with the necessary resources and assign to it the responsibility for the Downtown Plan's implementation and response to Downtown's changing circumstances, to ensure Downtown's long-term success.</i>					

ACTION: Encourage the location of retail uses at the ground floor level in Downtown to develop more visual interest for shoppers, pedestrians and visitors to the area.	WHBA/EDC	◆			
ACTION: Strengthen Downtown's position as West Haven's center for health care service providers, and market this feature to develop additional professional uses and to promote the Downtown location of businesses that are ancillary to this core business cluster.	WHBA/EDC	◆			
ACTION: Encourage the location of professional offices and service businesses on the upper floors of commercial buildings as part of a Downtown building reuse strategy.	P&Z	◆			
ACTION: Encourage the conversion of vacant upper floor commercial space to market rate residential uses, which can bring additional pedestrian activity, vitality and buying power into Downtown as a second option.	P&Z	◆			
ACTION: Consider operating the Farmer's Market more frequently and moving it to Curtiss Place and its renovated parking lot, making it visible from Campbell Avenue, near the heart of Downtown.	Parks/EDC		◆		
ACTION: Consider the development of "non-population dependant" businesses, institutions and activity generators in Downtown Areas.	EDC/WHBA/RA		◆		
ACTION: Continue efforts to promote the conservation of residential neighborhoods surrounding Downtown and resist actions to convert residential structures to commercial uses that might compete with existing Downtown businesses.	P&Z	◆			

GOAL #20: Strengthen Downtown's position as a major community center serving the retailing and service needs of its surrounding market area.

ACTION: Establish a clearinghouse for informational merchandising resources and sponsor merchandising workshops to upgrade the presentation of merchandise available throughout the Downtown market.	WHBA		◆		
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------	--	---	--	--

IMPLEMENTING AGENCIES: Adult – Adult Day Care Services; BOE – Board of Education; Building – Building Department; CC – Chamber of Commerce; WHBA – West Haven Business Association; Council – City Council; Corp Council – Corporation Council; SCRCOG – South Central Region Council of Governments; CD – Community Development; CDEP – Connecticut Department of Environmental Protection; CTDOT – Connecticut Department of Transportation; COSG – Conservation and Open Space Committee; DPW – Department of Public Works; EDC – Economic Development Corporation; WHFDistricts – West Haven Fire Districts; HS – West Haven Historical Society; WHHA – West Haven Housing Authority; WHPD – West Haven Police Department; Elderly – Elderly Services; IW – Inland Wetlands Agency; LT – Land Trust; Parks – Parks & Recreation Department; Plan&Dev – Planning and Development Department; P & Z – City Planning & Zoning Commission; RA – Redevelopment Agency.

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
ACTION: Promote Downtown business hours that provide consumers with retailing opportunities comparable to competing retail shopping centers.	WHBA		◆		
ACTION: Develop promotions with special groups within the community, including church groups, tenants at nearby apartments, the University of New Haven, the Veterans Affairs facility, Notre Dame High School, Bayer and other major employers.	WHBA		◆		
ACTION: Facilitate outdoor dining to enhance the vitality of Downtown's street scene, considering elements such as seating and tables that adjoin storefronts, colorful canopies, umbrellas, and awnings.	P&Z/WHBA		◆		
ACTION: Establish a marketing program offering lunch hour dining and merchandising specials to encourage the patronage of the several thousand employees who work within a mile of Downtown.	EDC/WHCC		◆		
ACTION: Investigate opportunities for Downtown merchants and service businesses to benefit from marketing to the University of New Haven consumer segment.	WHBA/WHCC		◆		
ACTION: Where appropriate, promote in-fill development as a means to contribute positively to the appearance and functionality of Downtown and intensify Downtown business activity. In most cases, new construction should abut the sidewalk, with off-street parking to the rear of the building.	RA/P&Z			◆	

GOAL #21: Work with property owners and merchants to focus on upgrading the safety and appearance of Downtown buildings as part of the process of business retention and new business and jobs development.

ACTION: Implement a facade improvement program that addresses all sides of a building with a public face, including the rear of buildings served by municipal parking lots.	P&Z/EDC		◆		
ACTION: Develop design guidelines to address storefront improvements, signs, window and door types, approved siding materials, masonry repair, replacement or highlighting of trim, cornices, appropriate colors and other architectural details.	P&Z/WHBA		◆		

IMPLEMENTING AGENCIES: Adult - Adult Day Care Services; BOE - Board of Education; Building - Building Department; CC - Chamber of Commerce; WHBA - West Haven Business Association; Council - City Council; Corp Council - Corporation Council; SCRCOG - South Central Region Council of Governments; CD - Community Development; CTDEP - Connecticut Department of Environmental Protection; CTDOT - Connecticut Department of Transportation; COSC - Conservation and Open Space Committee; DPW - Department of Public Works; EDC - Economic Development Corporation; WHFDistricts - West Haven Fire Districts; HS - West Haven Historical Society; WHHA - West Haven Housing Authority; WHPD - West Haven Police Department; Elderly - Elderly Services; IW - Inland Wetlands Agency; LT - Land Trust; Parks - Parks & Recreation Department; Plan&Dev - Planning and Development Department; P & Z - City Planning & Zoning Commission; RA - Redevelopment Agency.

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
ACTION: Sponsor architectural design assistance for proposed exterior renovation of Downtown buildings and sign improvements, to help stimulate Downtown rehabilitation activity and lead toward the consistent achievement of a higher level of design quality.	EDC		◆		
ACTION: Establish a low-interest rate revolving loan program to enable Downtown property owners to make needed repairs to their buildings, as funding resources permit.	EDC		◆		
ACTION: Develop a staged program to upgrade and expand streetscape improvements within Downtown.	P&Z/DPW			◆	
GOAL #22: Pursue various opportunities to develop additional parking resources to meet the needs and convenience of potential patrons, targeted to help specific areas as well as Downtown as a whole.					

ACTION: Reorganize the municipal parking lot behind City Hall so that a portion could be used by patrons and employees of nearby businesses located on the west side of Campbell Avenue (upon completion of the new Police Station on Saw Mill Road).	DPW		◆		
ACTION: Work with property owners to create an off-street public parking lot east of Campbell Avenue, between the SNET building and New Street, using an approach similar to the one taken with the creation of the "Silvers" and "Curtiss Place" parking lots.	Council/DPW			◆	
ACTION: Provide additional parking in the northern area of Downtown near the intersection of Campbell Avenue and Elm Street, without removing any buildings fronting on Campbell, to spur revitalization of the vacant and underutilized space in this area of Downtown.	DPW/WHBA		◆		
ACTION: Preserve free parking as a major asset that helps Downtown remain competitive with its suburban competition.	Council/WHBA	◆			
ACTION: Consider a strategy to relocate long-term and all-day employee parking to designated areas of the municipally controlled parking lots, while making parking for Downtown employees convenient to their place of work.	DPW		◆		
ACTION: Develop and enforce a short-term parking	DPW		◆		

IMPLEMENTING AGENCIES: Adult - Adult Day Care Services; BOE - Board of Education; Building - Building Department; CC - Chamber of Commerce; WHBA - West Haven Business Association; Council - City Council; Corp Council - Corporation Council; SCRCOG - South Central Region Council of Governments; CD - Community Development; CTDEP - Connecticut Department of Environmental Protection; CTDOT - Connecticut Department of Transportation; COSC - Conservation and Open Space Committee; DPW - Department of Public Works; EDC - Economic Development Corporation; WHFDistricts - West Haven Fire Districts; HS - West Haven Historical Society; WHHA - West Haven Housing Authority; WHPD - West Haven Police Department; Elderly - Elderly Services; IW - Inland Wetlands Agency; LT - Land Trust; Parks - Parks & Recreation Department; Plan&Dev - Planning and Development Department; P & Z - City Planning & Zoning Commission; RA - Redevelopment Agency.

	Lead Agency	PRIORITY			
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)	Long Term (7-10 Years)
strategy and couple it with designated employee parking to maximize the utilization of existing parking resources to benefit Downtown businesses and to make Downtown as user friendly as possible.					

TRANSIT ORIENTED DEVELOPMENT

GOAL #23: Achieve a new train station in West Haven and a supporting Transit Oriented Development neighborhood with physical elements that capitalize upon the area's multi-modal benefits to spur reinvestment in the surrounding Downtown West Haven community.

ACTION: Ensure City involvement in the design, engineering, and construction process for a new train station by reviewing proposed plans to ensure the construction of a multi-modal transportation facility that facilitates the implementation of a TOD neighborhood.	Council/P&Z Plan&Dev			◆	
ACTION: Promote a train station location relative to Sawmill Road that ensures excellent vehicular and pedestrian access and provides a physical landmark that defines this northern gateway to Downtown West Haven.	Plan&Dev		◆		
ACTION: Promote direct, safe and attractive pedestrian connections between the station's passenger platforms and major employment uses and Downtown, to enhance the pedestrian-friendliness of the neighborhood.	Plan&Dev		◆		
ACTION: Encourage the creation of attractively designed and landscaped parking facilities serving the station, and good internal circulation that meets the needs of all those using the station in a safe, attractive and efficient manner.	Plan&Dev		◆		

GOAL #24: Utilize the 2003 Transit Oriented Development Master Plan to its fullest capacity as a planning document that provides specific guidelines and strategies for the establishment of the train station and supporting neighborhood.

ACTION: Incorporate the TOD Concept Master Plan into the City's Plan of Conservation and Development for use in guiding future development and redevelopment activities within this area of the City.	P&Z		◆		
ACTION: Consider the addition of a Transit Oriented Development section to the City's zoning code to facilitate the implementation of the TOD Master Plan. Other	P&Z		◆		

IMPLEMENTING AGENCIES: Adult - Adult Day Care Services; BOE - Board of Education; Building - Building Department; CC - Chamber of Commerce; WHBA - West Haven Business Association; Council - City Council; Corp Council - Corporation Council; SCRCOG - South Central Region Council of Governments; CD - Community Development; CIDEF - Connecticut Department of Environmental Protection; CTDOT - Connecticut Department of Transportation; COSC - Conservation and Open Space Committee; DPW - Department of Public Works; EDC - Economic Development Corporation; WHFDistricts - West Haven Fire Districts; HS - West Haven Historical Society; WHHA - West Haven Housing Authority; WHPD - West Haven Police Department; Elderly - Elderly Services; IW - Inland Wetlands Agency; LT - Land Trust; Parks - Parks & Recreation Department; Plan&Dev - Planning and Development Department; P & Z - City Planning & Zoning Commission; RA - Redevelopment Agency.

	Lead Agency	PRIORITY		
		On-Going	Short Term (1-3 Years)	Mid Term (4-6 Years)
communities seeking to guide mixed-use development within TOD designated areas have employed this approach very successfully.				

GOAL #25: Stimulate widespread private sector reinvestment throughout the Transit Oriented Development neighborhood that builds off a new train station and offer many positive public infrastructure and tax base benefits.

ACTION: Focus non-financial City support to achieve the realization of the several large scale, complex major, private sector development projects that are cornerstones to the redevelopment of this area of West Haven	P&Z / EDC / Council			◆	
ACTION: Play an active role and work with property owners to structure renovation and development projects that meet the objectives of the TOD Master Plan and result in an expansion of the City's tax base.	Plan&Dev / P&Z / EDC			◆	
ACTION: Work closely with the developers of affected properties during project planning and design stages to ensure that essential public landscape elements become integral components of the proposed TOD. Examples of these elements include the implementation of streetscape improvements, pedestrian walkways and plazas, and a new Green.	Plan&Dev / P&Z			◆	

IMPLEMENTING AGENCIES: Adult - Adult Day Care Services; BOE - Board of Education; Building - Building Department; CC - Chamber of Commerce; WHBA - West Haven Business Association; Council - City Council, Corp Council - Corporation Council; SCRCOG - South Central Region Council of Governments; CD - Community Development; CTDEP - Connecticut Department of Environmental Protection; CTDOT - Connecticut Department of Transportation; COSC - Conservation and Open Space Committee; DPW - Department of Public Works; EDC - Economic Development Corporation; WHFDistricts - West Haven Fire Districts; HS - West Haven Historical Society; WHHA - West Haven Housing Authority; WHPD - West Haven Police Department; Elderly - Elderly Services; IW - Inland Wetlands Agency; LT - Land Trust; Parks - Parks & Recreation Department; Plan&Dev - Planning and Development Department; P & Z - City Planning & Zoning Commission; RA - Redevelopment Agency.

