

***WATERFRONT VISION PLAN***  
***STRATFORD, CT***



***BFJ*** Buckhurst Fish & Jacquemart Inc.  
in association with  
**RGR** LANDSCAPE ARCHITECTURE & ARCHITECTURE PLLC

December, 2004

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Prepared for  
Town of Stratford

Prepared by  
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## ***ACKNOWLEDGMENTS***

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## 1.0 INTRODUCTION

In 2003, the Stratford Planning Commission undertook an update of the Town's Plan of Conservation and Development (POCD). One of the primary components of the update was to study Stratford's waterfront and to develop goals and recommendations for further action to improve the appearance of the waterfront, create better access to the Housatonic River, and to identify uses and disposition of the publicly held land along the waterfront. The Plan of Conservation and Development identified a number of potential routes for a public greenway or trail along the Town's waterfront. Preliminary proposals contained in the Town POCD illustrated a possible greenway extending from I-95 in the north to Stratford Point in the south. Portions of the greenway will need to utilize existing roadways, with the result that parts of the trail will be located away from the Waterfront.

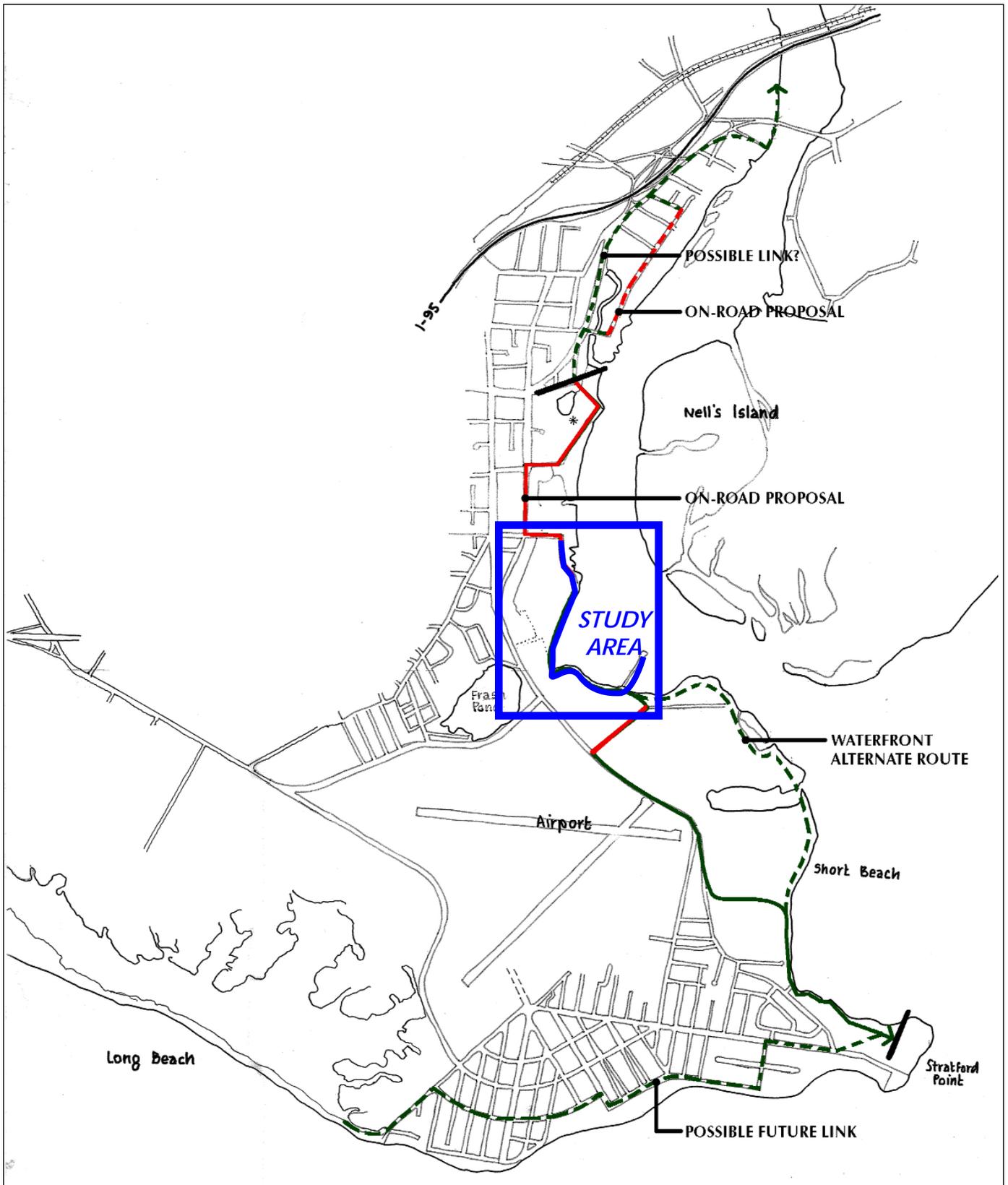
A key section of the proposed Greenway occurs between Birdseye Street and the Stratford Army Engine Plant. This has been identified as the initial segment of the trail because land is publicly owned, portions of the Army Engine Plant site have already undergone remediation efforts and this section of the waterfront offers spectacular views along the Housatonic River.

This study continues the planning process for the greenway, defining a recommended layout for the trail, identifying connections to surrounding streets and properties, and suggesting alternative designs for signage, markers and lighting. The proposals, prepared by the consultant team of Buckhurst Fish & Jacquemart, Inc., in association with landscape architects R.G. Roesch, involved close coordination with staff of the Department of Planning and valuable input from other departments within the Town administration. In addition, critical input was provided by a specially-formed Steering Committee. The six-month study process included two workshop sessions when Committee members provided valuable guidance in the formulation of the recommendations contained in this report.

The Connecticut Department of Environmental Protection, Office of Long Island Sound Programs provided assistance and funding to the Planning Commission in the preparation of this study.



*Housatonic River: View from Boat Launch area*



**WATERFRONT PLAN**  
**Stratford, CT**

*Figure 1. Study Area Location*

## 2.0 EXISTING CONDITIONS

### 2.1 Overview

The area between the Birdseye Street boating area and the Stratford Army Engine Plant is shown in Figures 2 and 3. With the exception of the Beacon Point Marine property, the other properties - the Birdseye Street boating area, Beacon Point Road, the Wastewater Treatment Plant (WWTP), Hunter Haven property, Frank DeLuca Ballfield, and the Honeywell parcel - are all town-owned. The federal government currently owns the Stratford Army Engine Plant property; but, it is in the process of transferring title to the Town. Most of the construction for the greenway would occur across the Hunter Haven property and a portion of the Honeywell parcel. The greenway would be able to incorporate portions of the existing Beacon Point Road and the Army Engine Plant for access, trail, and parking uses. Owning the lands makes it easier for the Town to plan and ultimately to design and construct the actual trail since it does not need to acquire additional property or negotiate agreements with private landowners.

Surrounding land uses are generally conducive to the proposed greenway. The Birdseye boat launch area already provides a public recreational opportunity for residents to launch boats into the Housatonic River. The area has ample parking and would provide residents with a convenient and safe place to park their vehicles while walking or bicycling along the trail. Traveling south along Beacon Point Road, the WWTP is visible along the westerly side of the road. Additional landscaping would better screen the buildings and perhaps provide a more scenic experience along the trail. However, most of the views are to the east, towards the Housatonic River. Improved landscaping and removal of some vegetation along the easterly side of the road would create vistas that would help to draw one's attention away from the treatment plant. The Beacon Point Marine site obscures some views of the river, but it also offers potential for additional boating opportunities and, in the future, the potential for alternative commercial development, such as a restaurant.

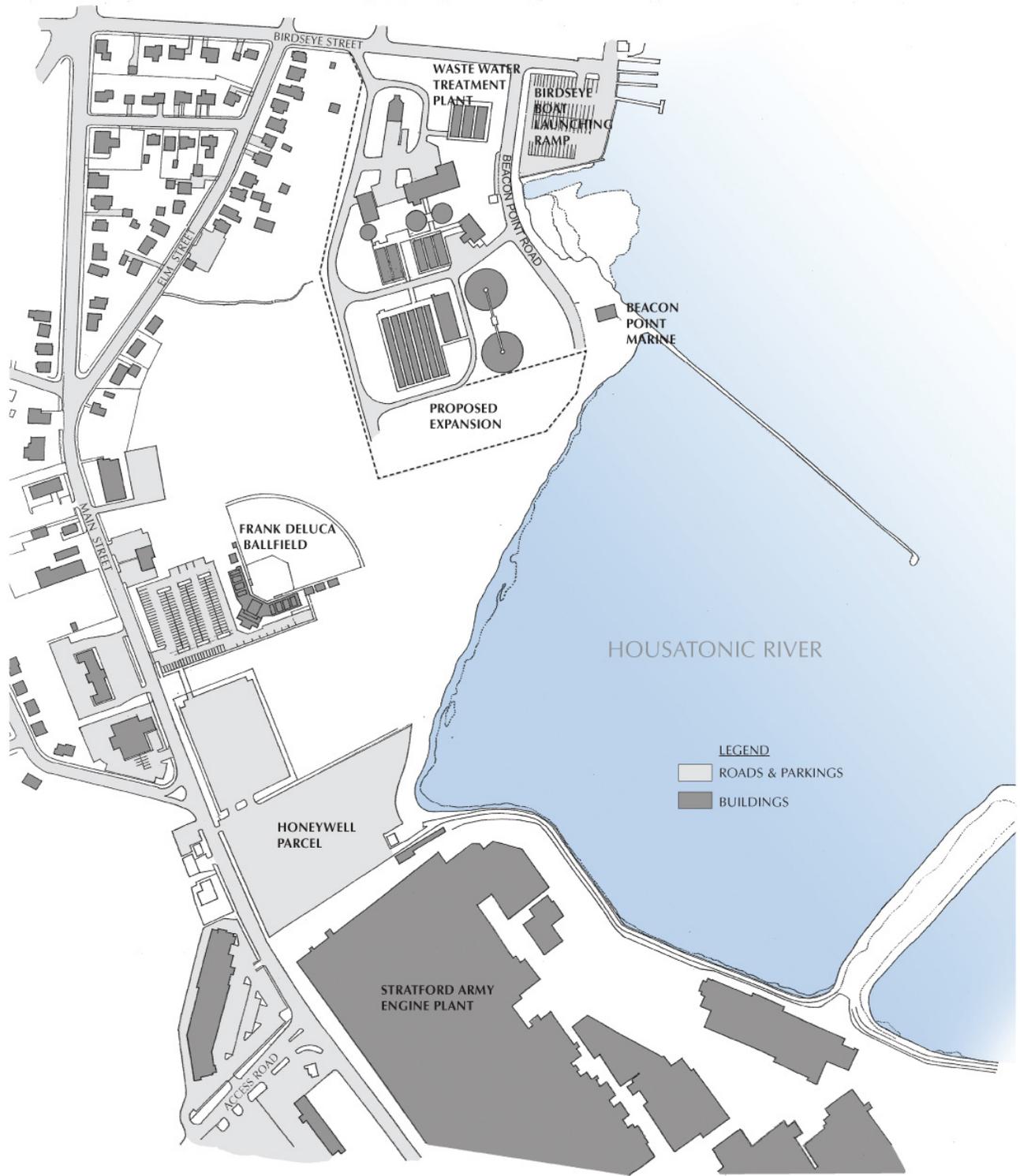
The Hunter Haven site is a strategic undeveloped piece of property between the wastewater treatment plant, DeLuca Field, and the Army Engine Plant. It offers exceptional views of the Housatonic River and Long Island Sound. It also includes other natural resources such as a portion of a



*Aerial View of Birdseye Boat Launch Area*

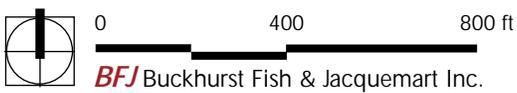


*View Looking South from Boat Launch Area*



**WATERFRONT PLAN**  
**Stratford, CT**

*Figure 2. Study Area: Existing Development*





**WATERFRONT PLAN**  
**Stratford, CT**

*Figure 3. Study Area: Natural Features*

large wetland area adjacent to the WWTP and DeLuca field. Placement of the greenway across the riverfront would provide new public access to the river and create the possibility of a continuous riverfront trail between Birdseye Street and the Army Engine Plant, and possibly even further south to Short Beach. New access to the Hunter Haven property could also result in a larger park-like setting, including a possible nature walk along the wetland system. A nature walk could provide environmental and educational instruction of the wetland system. It could also create a quiet repose from the more traveled greenway path. Although undeveloped, the Hunter Haven site is not unused. The Department of Public Works stores yard waste and composting material there, and DPW plans to extend the wastewater treatment plant into the Hunter Haven property.

Next to the Hunter Haven property is the Frank DeLuca ballfield. This town-owned recreational facility hosts softball tournaments and is very busy during the summer months. A portion of the Honeywell parcel provides overflow parking for DeLuca field. An existing right-of-way between the ballfield and the Honeywell parcel provides direct access to the Hunter Haven property, the proposed greenway, and ultimately the Housatonic River.

There is an existing commercial corridor next to the DeLuca ballfield along Main Street, which could provide retail and convenience services to trail users. Further west and north of the proposed greenway area are residential neighborhoods. These neighborhoods would benefit from the additional recreational offerings as well as the continuity of open space that would be retained by the construction of the greenway throughout the Hunter Haven property and its waterfront.

The 2003 Waterfront Plan identified a possible connection between the greenway and Frash Pond, a significant wetland area to the west of Main Street. The connection could run along the Honeywell/Army Engine property line to Main Street, where the trail would cross the street to the pond. This connection would also tie into the existing commercial developments along Main Street. There has been some commercial development adjacent to Frash Pond along Main Street, but there is the possibility to create a more attractive pedestrian environment along the pond's edge, with improved landscaping and the support of existing property owners.

The Stratford Army Engine Plan would normally be incom-



*Beacon Point Marina Property*



*Frank DeLuca Ballfield*

patible with a recreational trail. However, the Army has abandoned the former engine plant and only a few industrial users still occupy a small portion of the buildings. The disposition agreement between the army and the town indicates that 15 acres of land along the waterfront will be reserved for waterfront purposes. This agreement between the town and the army will provide an opportunity to redesign the waterfront, provide new uses, and create public access along the waterfront for recreational and aesthetic purposes.

The greenway would also be in keeping with coastal resources. One of 36 communities within Connecticut's "Coastal Area," Stratford reviews projects for their consistency with the policies included within the Coastal Management Act (CGS Sec 22a-90). Development of the proposed greenway would be subject to coastal management review so that construction of the greenway and use of the greenway do not adversely impact coastal resources. Some of the resources in the immediate Hunter Haven vicinity include:

- Estuarine Embayments
- Tidal Wetlands
- Intertidal Flats
- Freshwater Wetlands and Undesignated Tidal Wetlands
- Shellfish Concentration Areas

The Coastal Plan provides a link between development, location, and natural resources. As a recreational use, the greenway would be compatible with the social functions of the town's Coastal Plan. Promoting a recreational use would serve to protect the coastline from intensive development while still allowing access to waterfront and a use of the property.

**2.2 Boat Launch Area**

The Birdseye Street boat launch is a public facility at the end of Birdseye Street which provides access to the Housatonic River for boaters. There are additional, smaller boat launch areas along the riverfront, but this paved parking area was designed for automobiles with boat trailers and has been specifically striped to park a car and trailer. Demand for the facility is seasonal, with most recreational boaters using the facility during the summer, especially on weekends. Throughout the year, however, the area provides scenic views of the mouth of the Housatonic River and Long Island Sound. A picnic area and fishing/viewing pier



*View from Hunter Haven Property towards Stratford Army Engine Plant Site*



*Waterfront on South Side of Beacon Point Marina*



*View Across Housatonic River from Hunter Haven Property*



***WATERFRONT PLAN  
Stratford, CT***

*Figure 4. Aerial View Looking South*



allow residents to enjoy the scenic beauty.

It may be possible to set aside a small portion of the parking area for residents who wish to drive and park here to use the greenway. However, demand for the greenway and boating could create conflicts during summer weekends. Children and families would have to park and then walk or ride their bicycles through the parking area while vehicles with trailers and boats are parking, backing up, and trying to maneuver between the parking lot and the boat launch. Safety and practical considerations will have to be explored before restriping a portion of the boat launch parking area to parking for greenway use.

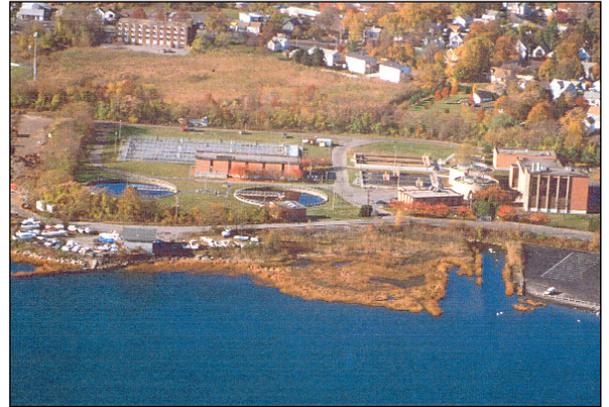
### **2.3 Wastewater Treatment Plant**

The wastewater treatment plant occupies the westerly side of Beacon Point Road, south of Birdseye Street. The facility has access from both roads. The Town has identified a need for expansion of the treatment plant, adjacent to the existing facility. Early expansion plans included three additional wastewater tanks; however, it appears that only one additional tank will be built in the near future, due to funding and planning issues. The proposed expansion area encroaches into the Hunter Haven property.

Expansion of the treatment plant does not preclude the construction of a greenway across the Hunter Haven waterfront. The expansion area is south of the existing facility and more inland, away from the waterfront. This allows the greenway to be built along the Housatonic River, extending from Beacon Point Road. However, taking the plans for expansion into account when designing the greenway could avoid unnecessary conflicts in the future, such as keeping the greenway away from the expansion area, limiting truck access to the treatment plant from Birdseye Street, rather than Beacon Point Road, and landscaping and screening the expansion areas.

### **2.4 Recycling Storage Area**

The Town's Department of Public Works stores yard waste and converts it to mulch on approximately two acres of the site near the wastewater treatment plant. It also stores items there such as rock and crushed stone. For large, bulky yard waste items (i.e. tree stumps and branches) Public Works stores those items on an additional one and one-half acre area further back in the property. Trucks access the mulch area through the treatment plant entrance off of Birdseye



***Waterfront on North Side of Beacon Point Marina***



***Aerial View of Storage Site Adjacent to the Town WWTTP***

Street. For the bulky yard waste, trucks access the site from Beacon Point Road, but such access is limited to two times per year. An area of the site has also been slated for expansion of the wastewater treatment plant.

The only other alternative location that DPW has identified for the storage of this type of material is the present landfill area. The landfill has been slated to be closed for many years now; however, the Federal Aviation Authority has not approved final plans for closing the landfill as a portion of that area may be needed for runway lengthening to make the Bridgeport Airport safer. It is unknown when final plans may be approved so that the alternative storage area could be put into effect.

### ***2.5 Frank DeLuca Ballfield***

The DeLuca ballfield is a town-owned and town-maintained facility for softball. It includes a lighted softball field, dugouts, bleachers, concession stand, bathrooms, paved parking, and storage area. The concession building with bathrooms is located behind home plate. An additional set of bathrooms can be found closer to left field. The bleachers seat approximately 2,000 people and the parking lot accommodates about 150-200 cars. Overflow parking is available in the adjacent Honeywell parking lot. Overflow parking is generally needed for special events, which occur four to six times per summer. The softball field is used almost daily between April and August. High school, men's and youth leagues, and the Stratford Brakettes, a national women's major fast-pitch softball team, share the use of the facility. The Brakettes play approximately 30 home games during the summer season.

There are conceptual plans to construct an indoor training facility adjacent to the ballfield, near the end of the existing pavement, to the east of the right field area. Planning is in the preliminary stages, but the idea is to build a facility about the size of a high school gymnasium. It could include clinic rooms, additional bathrooms, perhaps a health club facility and a hall-of-fame for Connecticut softball. The size of the building may mean that the structure overlaps into the Hunter Haven and Honeywell parcels. Additional parking would be needed for the facility, which could however be shared with the ballfield and with any future commercial development that may ultimately occur on the Honeywell Parcel.



***Frank DeLuca Ballfield***

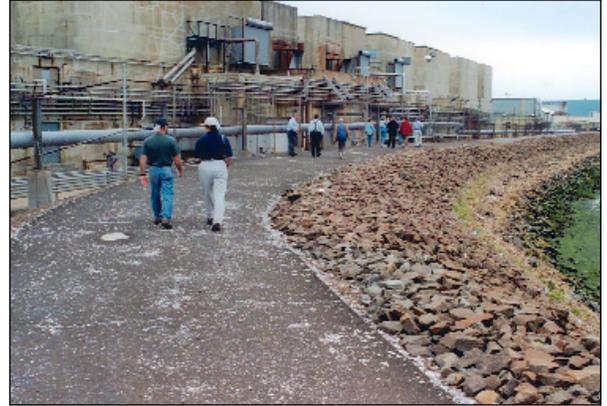
## 2.6 Army Engine Plant

The Army Engine Plant property provides an exciting opportunity for Stratford to begin to reclaim its industrial waterfront. The agreement between the Army and the Town indicates that 15 acres along the waterfront will be reserved for recreational uses. This acreage could be used for the greenway, as well as other recreational activities, both passive and active.

Plans for recreational and pedestrian use include the existing jetty in the middle of the property. The jetty extends for approximately 850 feet into the river and covers approximately three acres. As part of the agreement between the town and the federal government, the jetty was cleaned up and remediated. Remediation included removing contaminated soils, importing clean fill, and placing new rip-rap along the edges of the land. The land was cleaned to residential standards, rather than industrial standards, so that the area could be enjoyed safely by the public. In planning for the future use of the Army Engine site, infrastructure for future lighting, benches, and a pavilion was installed. Foundations for the pavilion allow for a structure of approximately 30 feet diameter, located about 100 feet from the end of the jetty. Foundations are also in place for fence posts, placed along the upland edge of the rip-rap.

Other parts of the Army Engine waterfront, however, including the dike, have not been remediated, and are therefore not yet safe for a pedestrian trail system. The dike is already paved, and wide enough, to accommodate the pedestrians and bicyclists who would use the greenway. If the dike were cleaned up and rebuilt, it could provide the location of the future greenway trail. There are some design issues that will need to be resolved in carrying out this concept given that the dike pathway is some eight to ten feet above the level of land located inward of the path.

Long term plans for the Army Engine Plant site provide for future economic development and for a possible museum facility. Figure 5 shows a preliminary concept plan for the area, illustrating a development site of approximately 32 acres fronting on Main Street, with parking areas located on the north and south portions of the Plant area. A 7.5 museum zone is suggested for the south-east section of the property. New road access is also proposed as link from Main Street to the eastern terminus of Sniffens Lane.



*Pathway Along Army Engine Plant Property*

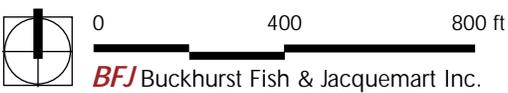


*Aerial View of Jetty at Army Engine Plant*



**WATERFRONT PLAN**  
**Stratford, CT**

*Figure 5. Stratford Army Engine Plant Concept Plan*



## 2.7 *Hunter Haven Site*

The Hunter Haven property is town-owned, situated between the wastewater treatment plant and the Army Engine Plant. It lies between the Frank DeLuca ballfield and the Housatonic River. The majority of the proposed greenway and recreation area would be constructed within the property. The site's central location along the riverfront represents an integral component in providing greater access to the riverfront, opening views of the riverfront, and influencing the future development of the greenway.

With over 500 feet of frontage along the Housatonic River, and exceptional views of the river and Long Island Sound, it is a significant public property that is practically inaccessible to the public. Although it has access to Main Street, there is no paved roadway leading to the site beyond the parking area for the ballfield. A gate at the end of Beacon Point Road prevents access from that direction. Presently the site provides a place for the Public Works Department to store yard waste for recycling (see Section 2.4).

The site is generally flat, with a slight rise towards the riverfront. The level topography lends itself to a public trail as significant re-grading will not be necessary to build the greenway, parking areas, playgrounds, and other amenities. In the past, the site was used for agricultural purposes. Vegetation is now reclaiming the site, but there are no unique or unusual species that would interfere with landscaping plans to open up riverfront views and create recreational areas.

The most sensitive section of the Hunter Haven site is the river edge. The Connecticut Department of Environmental Protection (DEP) has been consulted in the development of this plan and any direct development of the water's edge has been avoided. Using general National Environmental Policy Act guidelines (NEPA), an environmental assessment of the site was prepared and the results are included in the appendix. The assessment discusses a range of environmental categories, specific impacts, and potential actions that may need to be taken in the review process to safeguard environmental conditions.

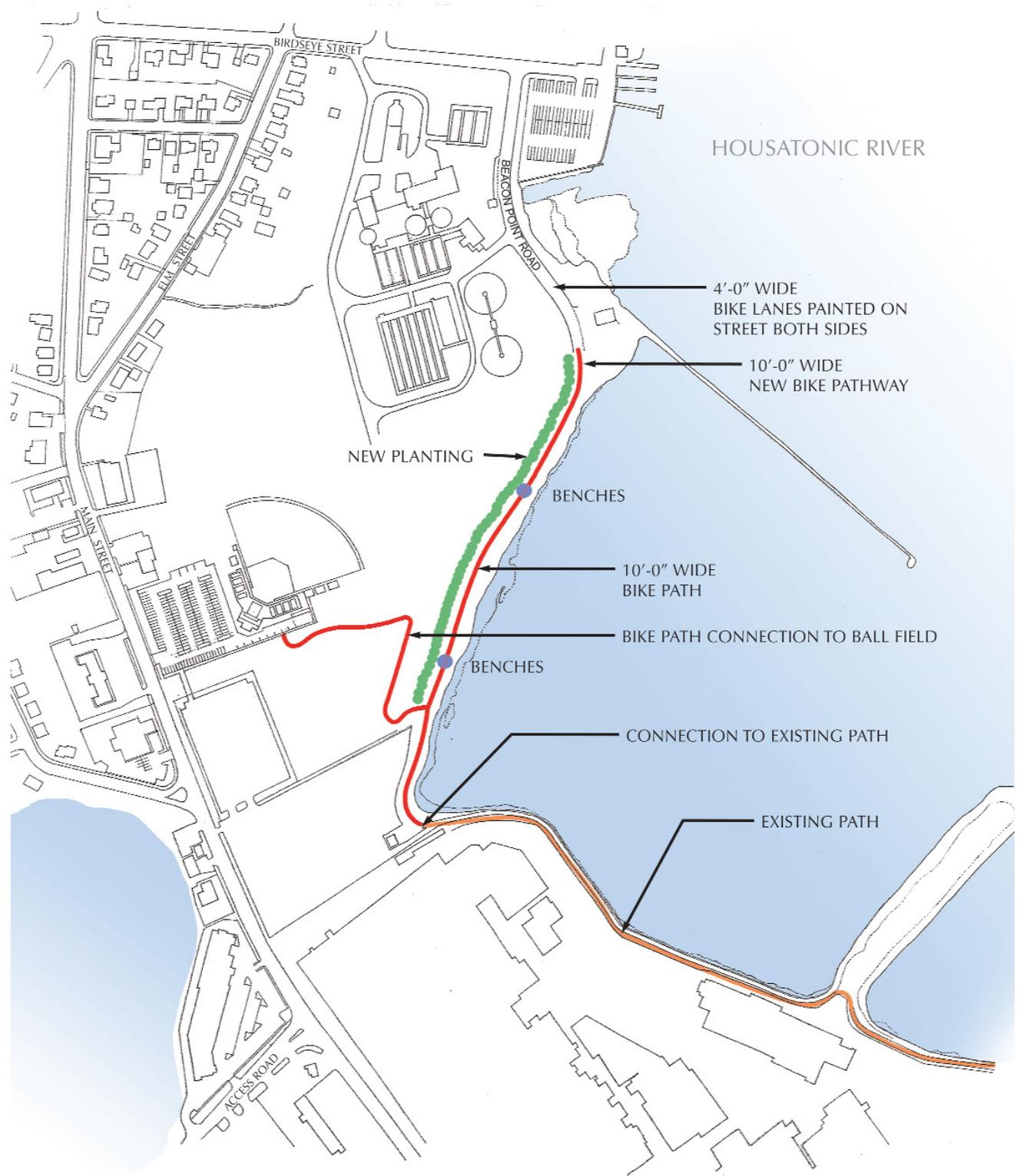
### **3.0 ISSUES AND OPPORTUNITIES**

This section provides a brief summary of the planning goals for the waterfront greenway and describes the key constraints and opportunities that have guided the design and development of the recommendations contained in this report.

#### **3.1 Goals for the Greenway**

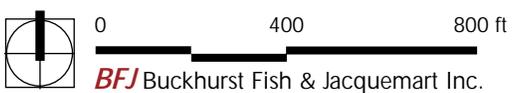
The 2003 town-wide plan identified a number of planning goals for Stratford's Waterfront. These goals, adjusted to reflect the particular needs of this section of the proposed greenway, are summarized below:

- **Maximize Public Access:** most of the waterfront area within the study area is owned by the Town, offering a unique opportunity to encourage public use along the edge of the Housatonic River.
- **Maintain Existing Scenic Views:** the Hunter Haven and Army Engine plant properties (in particular the existing jetty) afford extensive views across and along the river area.
- **Protect Natural Resources:** important natural features include extensive salt marshes, several significant wetlands and a variety of natural vegetation areas.
- **Encourage a Range of Recreational Uses:** the existing and proposed facilities at the Frank DeLuca Ballfield as well as undeveloped land alongside the waterfront create unique opportunities to provide for a broad range of active and passive recreational facilities and areas.
- **Promote Future Economic Development:** where feasible, a certain level of economic development (consistent with policies of the Coastal Management Act) should be promoted in order to encourage uses and activity at the waterfront and to contribute to the cost and maintenance of new recreational facilities.
- **Reduce Maintenance Costs:** the design of pedestrian and bikeway routes and associated public recreation and open space facilities should reflect the need to keep maintenance costs to a minimum.



**WATERFRONT PLAN**  
**Stratford, CT**

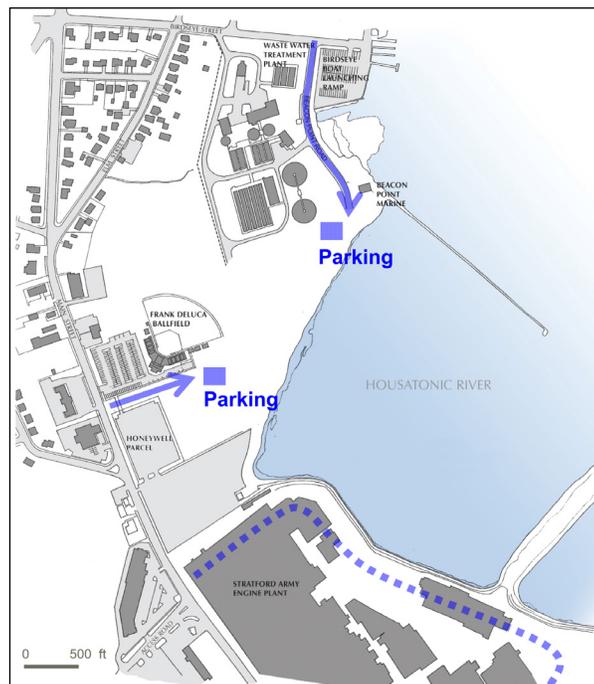
*Figure 6. 1999 Greenway Plan*



### 3.2 The 1999 Plan

Proposals for a pedestrian/bikeway trail for the Town's waterfront were initially prepared by the Town in 1999. These preliminary plans included recommendations for the riverfront area extending from Birdseye Street southward to the Army Engine Plant site, as shown in Figure 6. Features of this preliminary proposal included:

- use of the existing Beacon Point Road as a shared roadway/trail route
- provision of a 10 feet wide pedestrian/bike pathway extending from the end of Beacon Point Road to connect to the existing waterfront path on the Army Engine Plant property
- a pathway connection to the Frank DeLuca Ballfield site
- landscape proposals that included new plantings along the west side of the proposed trail as well as two sites identified for park benches.



Access and Parking

### 3.3 Site Constraints and Opportunities

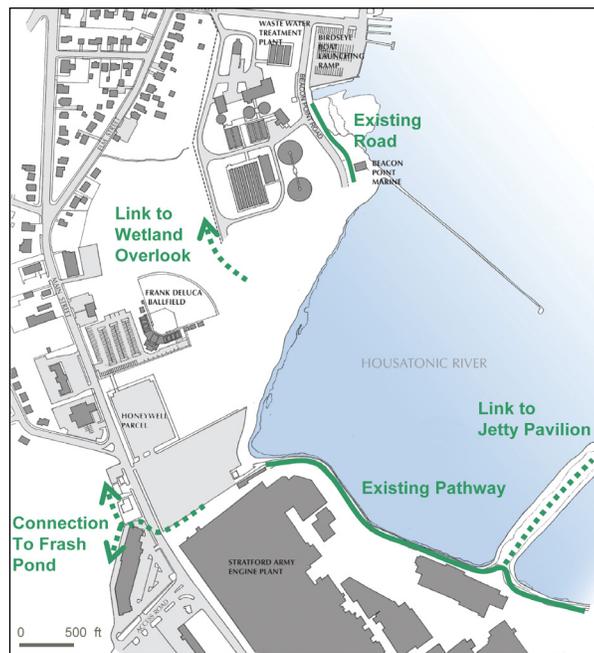
Several site factors emerged as important influences in the preparation of the overall plan for the study area. These key constraints and opportunities are summarized below:

#### (a) Road Access and Parking

Good road connections are required to make the greenway easily accessible for pedestrians and bikers. The existing Beacon Point Road provides excellent access from Birdseye Street; its current terminus at the Beacon Point Marina site forms an excellent "drop-off" point for future users of the greenway trail and associated public open space. An opportunity also exists to create an additional access point off Main Street on the south side of the Frank DeLuca parking lot and stadium. In both locations space exists to provide small scale parking lots that are convenient to the waterfront and the proposed greenway trail. Preliminary concept plans for the re-use of the Army Engine Plant site include a possible loop road connecting Main Street to Sniffens Lane.

#### (b) Greenway Links

Development of this section of the greenway can take



Greenway Links

advantage of the investment already undertaken in the

rehabilitation of the jetty at the Army Engine Plant site. Other additional linkages to the waterfront greenway should also be considered. First, a trail could be provided to give access to the wetland area located to the north of the ballfield; and second, a trail connection extending westward across Main Street would link the greenway to Frash Pond. The proposal (shown in the 1999 Greenway Plan prepared by the Town) for a connection between the greenway trail and the Frank DeLuca ballfield should also be considered.

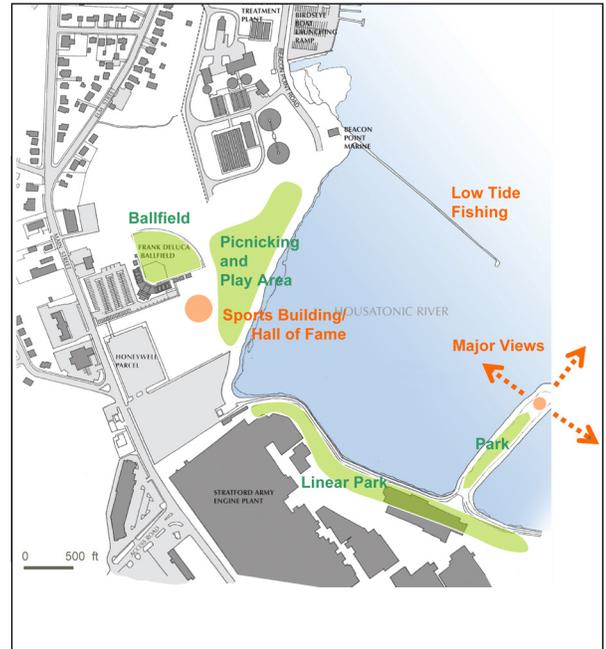
**(c) Opportunities for Recreational Uses**

Long-term plans for the Frank DeLuca Ballfield include construction of a mixed use sports training/health club building that could also include a softball Hall of Fame and concession facilities. In addition to the greenway trail itself, the site affords opportunities to create significant passive open space areas suitable for picnicking and other leisure activities. A children play area should also be considered to encourage full family use of the greenway area.

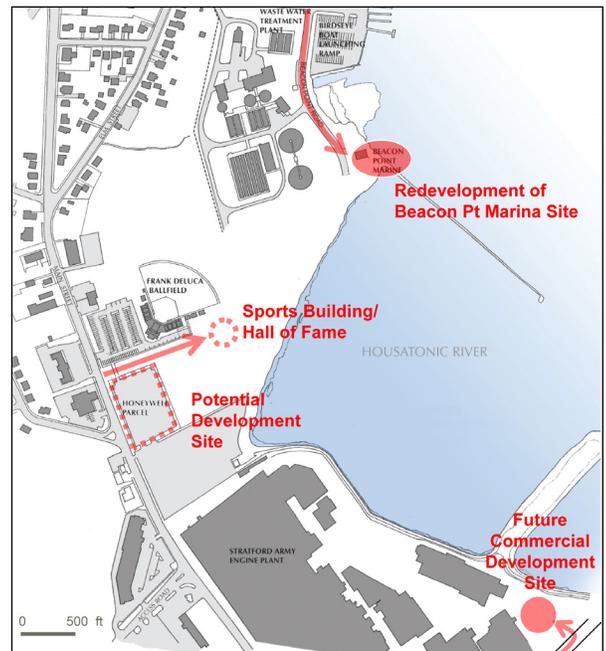
**(d) Potential for Economic Development**

In addition to possible revenue-producing uses that may be incorporated in future plans for the Frank DeLuca Ballfield facility, this waterfront area could in the long term, consider the following opportunities:

- the redevelopment of the Beacon Point Marina property for expanded marina sales outlets, a restaurant, etc.
- location of commercial development sites within the designated town controlled land at the Army Engine Plant property.



**Opportunities for Recreational Uses**

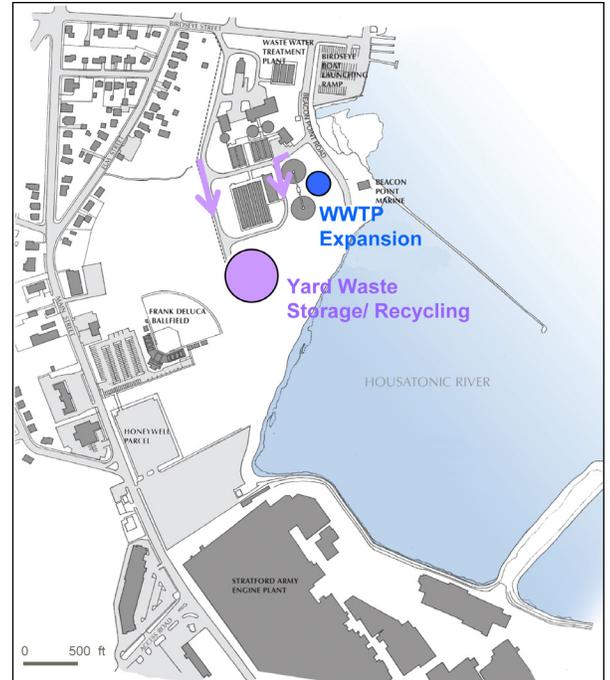


**Potential for Economic Development**

**(e) Town WWTP and Yard Waste Storage Needs**

As discussed earlier, the Town is planning to expand the WWTP that will focus on the addition of one new settling tank on the south side of the plant. In the short term, a site should also be set aside for continued yard waste storage and recycling. Hopefully an alternative site can eventually be identified so that this area can be converted to public park use and enhance the overall scale and character of the greenway area.

The Planning Commission should work closely with the Public Works Department in identifying a suitable alternative site and developing a relocation plan for the recycling operation in order to accommodate public access goals at the Hunter Haven property.



**Town WWTP and Yard Waste Storage**

## 4.0 RECOMMENDATIONS

### 4.1 Concept Plan

The recommended concept plan for the study area is illustrated in Figures 7 and 8 key elements of the plan are summarized below:

- **North-South Trail**

The recommended Greenway trail extends from the terminus of Beacon Point Road to the existing pathway located along the Army Engine Plant riverfront. It includes the following features:

- Given the fact the existing Engine Plant pathway is confined to a relatively narrow right-of-way that occurs adjacent to the shoreline, portions of the proposed trail within the Hunter Haven property are deliberately located away from the water edge in order to create a more varied visual experience.
- The curvilinear nature of the path allows for varied earth mounding treatment of adjacent open spaces and provides an informal and naturalistic setting for the greenway route including water views across open meadows.
- The trail is designed for combined pedestrian and bike use. A 14-foot wide path allows for an 8-foot wide path for bikers, with an adjacent six feet of pathway for pedestrian use. The bike path should also have a three-foot wide clear zone, adjacent to the 14-foot wide paved surface that is level and free of vertical obstructions.
- Construction would include an asphalt paved surface. The separate pedestrian and bike portions of the path would be identified by a painted line or by a strip of concrete pavers.
- At key points, such as the main greenway trail entry point near the Frank DeLuca ballfield, special treatments are proposed including a planted median to separate the bike and pedestrian paths; textured paving to define a "safety zone" where pedestrian and bike traffic may be crossing; seating areas with special paving, benches, and trash receptacles; and bicycle racks for bikers to stop and enjoy other Greenway amenities.

- **Greenway Connections**

A number of links are proposed to connect the trail to near-

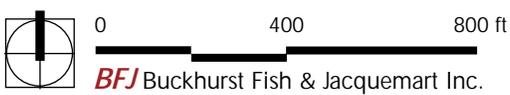


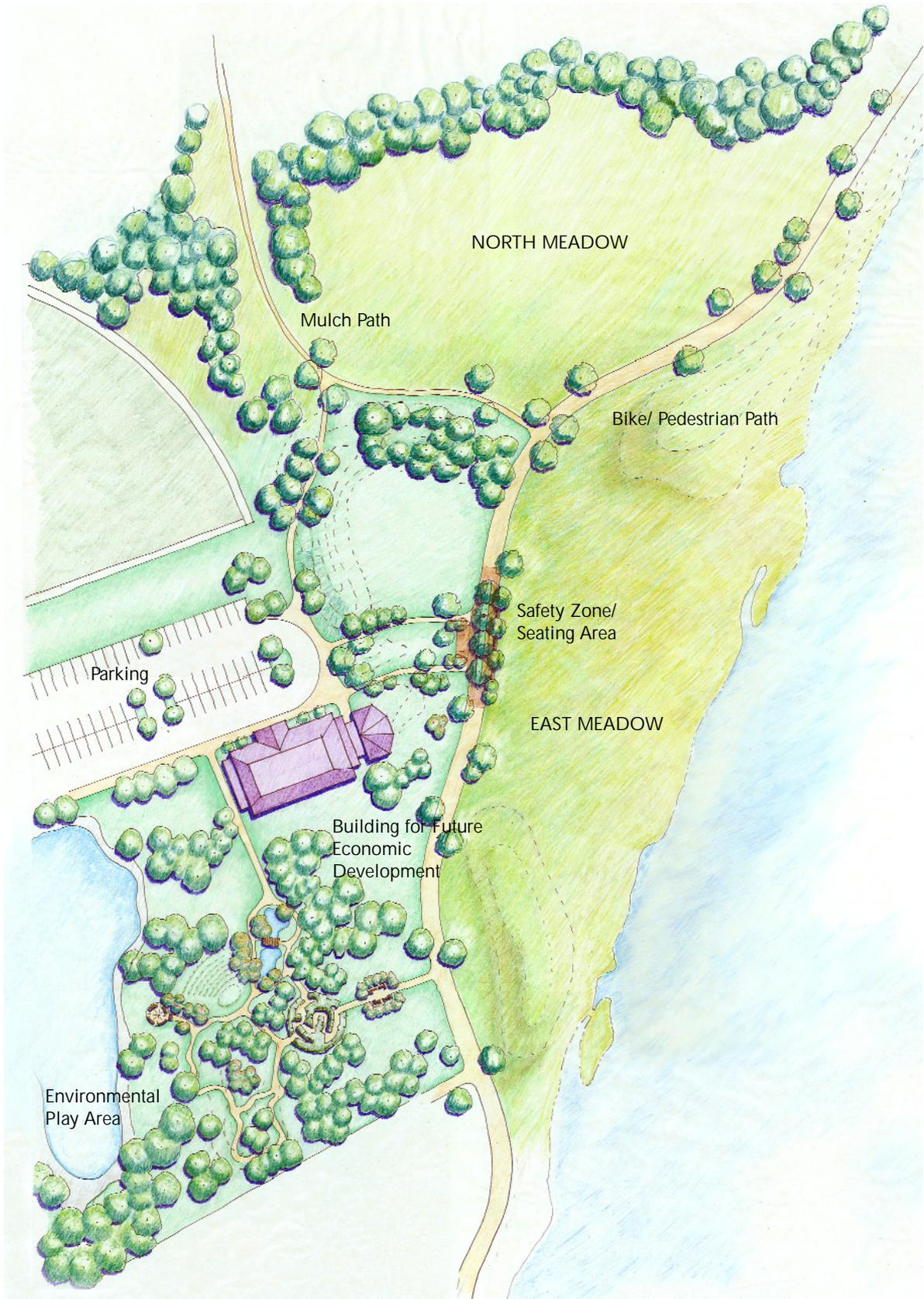
*View of Combined Pedestrian/ Bike Trail*



**WATERFRONT PLAN**  
**Stratford, CT**

*Figure 7. Illustrative Concept Plan*





**WATERFRONT PLAN**  
**Stratford, CT**

*Figure 8. Detail Plan: Hunter Haven Area*



0 120 240 ft

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by natural features and to the surrounding street network.

- To the north, the trail links directly with Beacon Point Road and the Birdseye Street boat launch area.

- A road and sidewalk connection is proposed from Main Street, located along the south side of the Frank DeLuca ballfield and its adjacent parking field. As described above, this connection is proposed as a special node along the Greenway with bench seating and bike racks as well as a median to minimize bike and pedestrian conflicts.

- An additional link from Main Street is also proposed, sited between the Honeywell property and the Army Engine Plant property. This pathway provides an opportunity to establish a pedestrian connection to Frash Pond, whose scenic quality is largely hidden from public view.

- Further south, the Army Engine Plant pathway leads to the jetty and to the pavilion site proposed in the earlier concept plan for the Plant property.

- Finally, an informal pedestrian path is proposed to give access to the wetlands on the north side of the ballfield.

- ***Car Parking***

Beacon Point Road and the proposed access from Main Street on the south side of the Frank DeLuca ballfield ensure that convenient auto access is provided for Greenway users. Car parking lots are proposed at the terminus of each of these access points, providing 10-15 parking spaces at the north end of the trail and approximately 30 spaces near the ballfield.

- ***Park Areas***

The town-owned Hunter Haven property allows the Greenway to be set within a generously-scaled public park area that can accommodate a variety of passive recreation spaces. The concept plan includes open meadow and picnic areas that will provide open views of the Housatonic River; tree clusters that include a dense planting zone to act as a buffer between the public park and the waste water treatment plant; and a small-scale paved area to accommodate seating benches and bike storage racks. Some selective regrading will be required to enhance waterfront views from the public trail. Lowering of the berm near the proposed seating area will be particularly important.



*Trails to the Water Could Include Pathways of Crushed Shells*

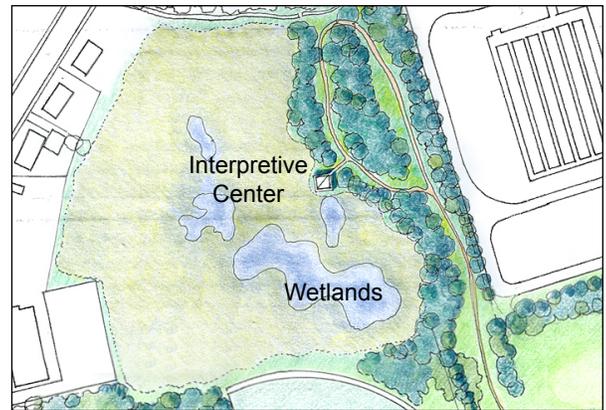
- **Ballfield Area**

The parking improvements and additions proposed for the ballfield (see section 2.5 above) have been incorporated into the Greenway concept plan. This includes a possible indoor sports training facility which could include a privately operated health club as well as a hall-of-fame for softball. Consideration should also be given to include alternative uses to promote economic development and tourism, such as retail shops, a restaurant, or an indoor water park. These facilities could be designed as a cluster of smaller buildings, and together with outdoor seating and path connections to the nearby Greenway would make this area a focal point and meeting place for the trail. (Figure 8).



*Frank Deluca Ballfield Plan Detail*

Preliminary design details for the seating area along the trail are shown in Figure 9. This area, centrally located within the main public park, provides space for bench seating as well as for bike racks. The greenway trail would be widened at this point to allow for a planted median between the bike and pedestrian pathways. This median would allow space for lighting fixtures, signage and other furnishings such as trash bins, etc. Asphalt block pavers and bands of granite blocks are proposed for this area to create a sense of place. Planting would also provide shade and enclosure for this portion of the trail (Figure 10).



*Interpretive Center Plan Detail*

- **Childrens Park**

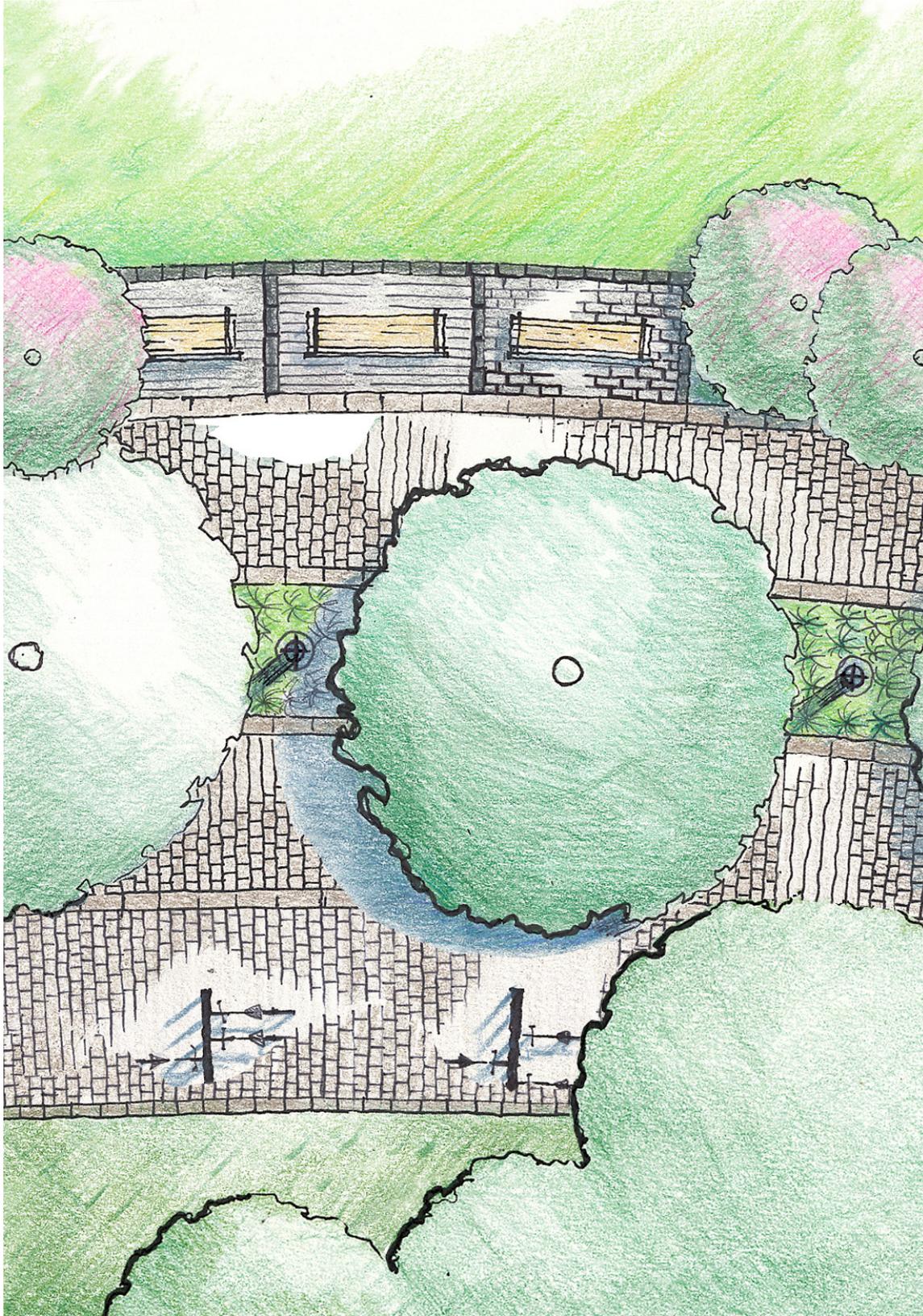
An environmental play area for children is proposed for the southern portion of the Hunter Haven property, adjacent to an existing wetland. Preliminary proposals call for a variety of activity areas for children designed to encourage outdoor play among natural features rather than relying entirely on structured play equipment. Features may include a natural maze composed of shrubs and ornamental grasses, earth mounds to climb on and roll down, a birch grove to wander through, a small shallow pond with a bridge for dipping, an elevated overlook structure to view the wetlands, and a natural grass-slope amphitheater and performance space for special event gatherings or group instruction.



*Children's Park Area*

- **Wetlands Overlook**

An informal pathway is proposed to connect the Greenway trail to an overlook adjacent to the wetlands that exist on the west side of the Town's waste water treatment plant. This walkway would be defined by a path of bark mulch or



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Figure 9. Detail of Proposed Seating Area



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Figure 10. View of Greenway Trail and Seating Area

crushed stone surface and is located on the higher topography that occurs easterly of the wetlands. This soft-surface trail would generally traverse the higher ground that borders the wetlands but would not encroach on the wetland boundary per se. An elevated boardwalk would connect the trail to a small elevated gazebo structure to provide a closer view of the vegetation and wildlife within the wetland boundary.

- **Army Engine Plant Jetty**

The recent improvements to the jetty allow for its future use as a passive recreation area that will form an important element in the overall Greenway trail plan. Figure 11 illustrates a possible layout and landscape treatment for the jetty, and includes the installation of a gazebo/pavilion which formed part of the earlier set of plans for this site.

Landscape proposals include the planting of informal banks of native sea grasses that would give this section of the Greenway a unique character and soften the uniform treatment of the rip-rap edge that now lines both sides of the jetty.

#### 4.2 Signage and Furniture

The quality and appearance of the proposed signage and Greenway furniture will have a significant impact on the overall image presented by the proposed trail. Lighting, benches and signage should present an attractive and coordinated design theme and at the same time reflect the need to keep maintenance costs to a minimum. Figure 12 illustrates two alternative sets of light fixtures and furnishings, both of which represent appropriate options for the Greenway.

Both lighting options provide downward lighting fixtures (to reduce glare and maximize lighting illumination on to the pathway.) The two recommended luminaires are the Transit Series, TR20-SHA and the Domus Series, DMS50-SHB as manufactured by Lumec of Quebec, Canada. Each of these models features a hermetically sealed optical chamber and cast aluminum housing with tool-free access for ease of maintenance. Lumec poles are of two types: (1) extruded aluminum welded to a reinforced cast aluminum base or (2) high-tensile carbon steel shafts with a carbon steel base. The poles and luminaire housings have a polyester powder coat finish that has been tested and shown to have outstanding UV-resistance and resistance to salt spray. Poles and luminaire housings come in a variety of colors to match



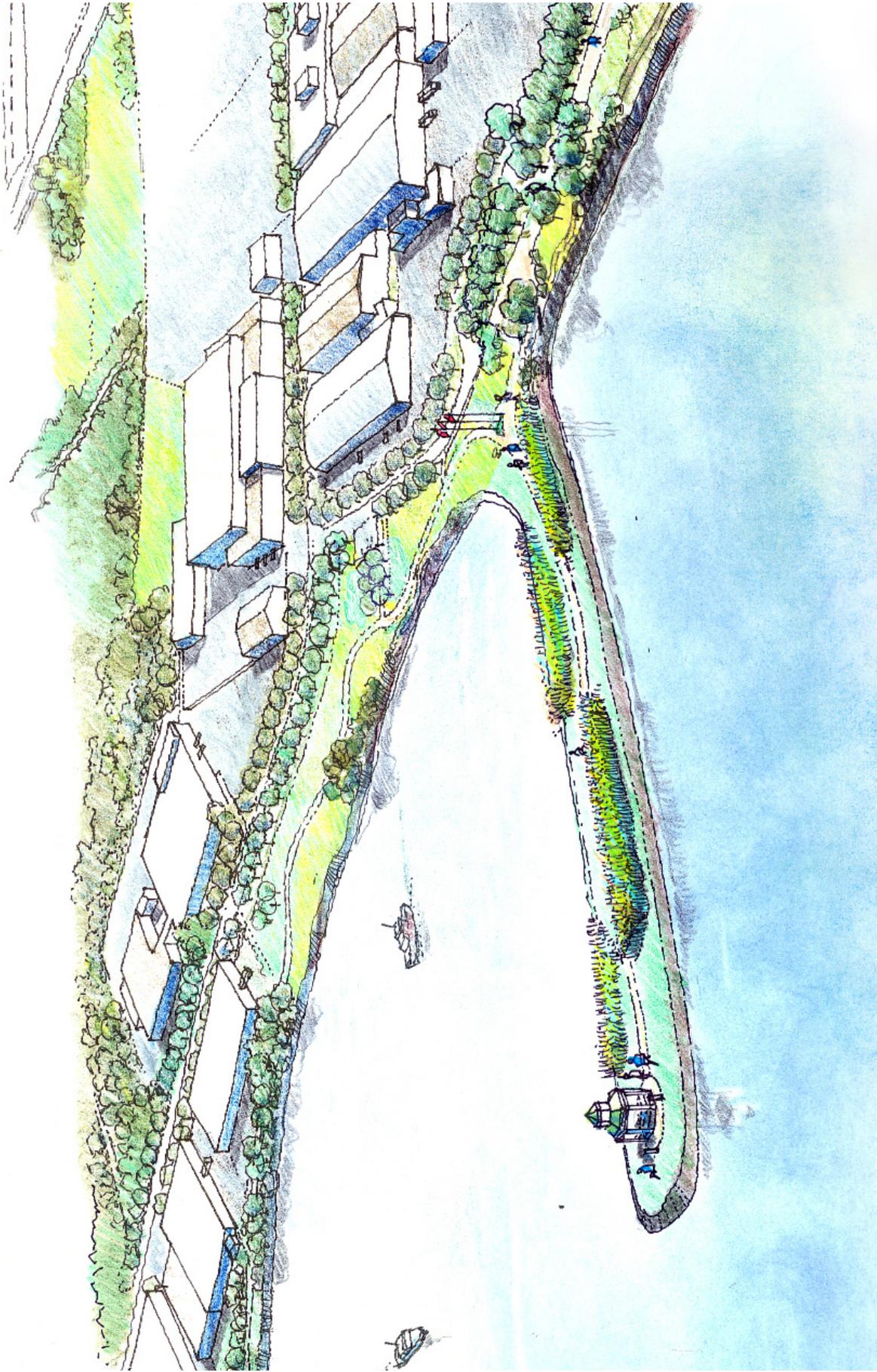
*Gazebo Over Looking Wetlands Area*



*Jetty Plan Detail*

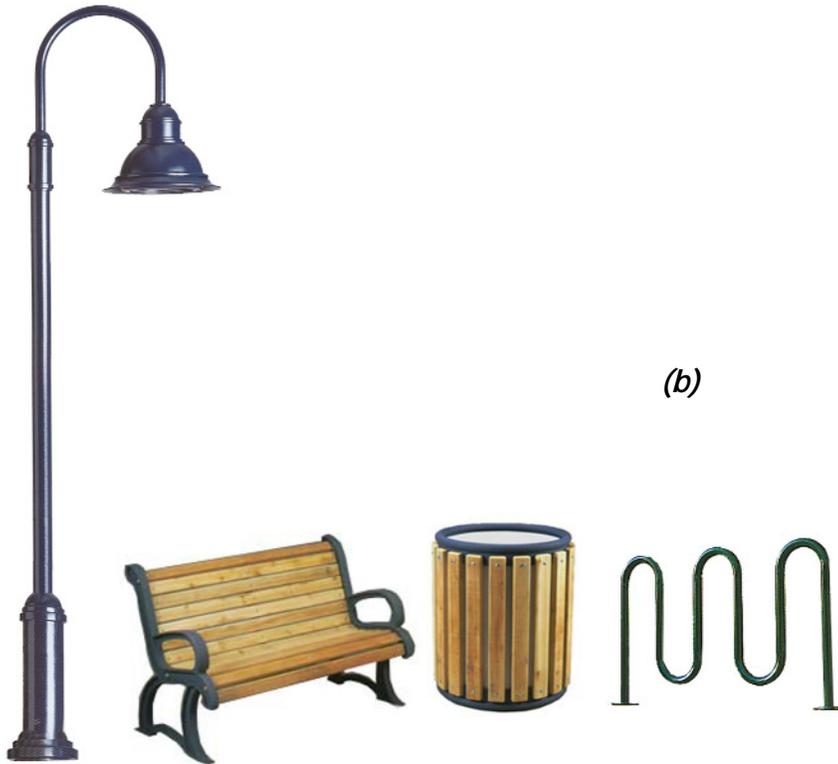


*View of Trail Along Jetty*



**WATERFRONT PLAN**  
**Stratford, CT**

**Figure 11. View of Jetty at Army Engine Plant Site**



**WATERFRONT PLAN**  
*Stratford, CT*

*Figure 12. Fixtures and Furnishings*

other furniture elements.

Bench recommendations include the “World’s Fair Bench” as manufactured by Titan Manufacturing of Boxborough, MA. The seat and back are made of Ipe wood or recycled plastic; the frame is cast iron with a polyester powder coat finish that can be selected to match the light fixture. The companion trash receptacle is model TR-85 as manufactured by Titan. It is made of cast aluminum with a polyester powder coat finish and comes with a molded, impact resistant plastic lid and plastic liner. The World’s Fair Bench is also manufactured by Kenneth Lynch & Sons of Wilton, CT.

An alternative bench is model HW4BS-C as manufactured by Belson Outdoors of North Aurora, IL. The seat and back are made of cedar or Pau Lope’ wood; the frame is cast iron with a powder coat finish. The matching trash receptacle is model HW22-C, also by Belson. It is supplied in cedar or Pao Lope’ to match the bench and can accommodate a powder-coated steel lid.

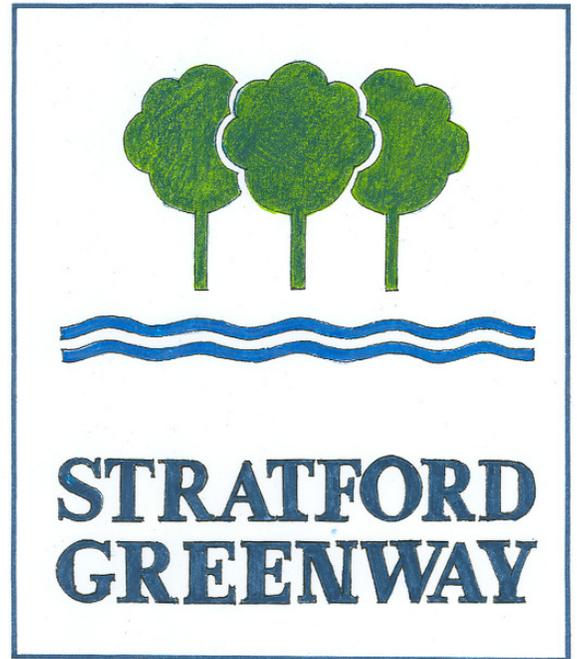
Bike rack options include the “Classic” as manufactured by Madrax and the Series 125 Serpentine bike rack by as manufactured by Belson or by DuMor Inc.

Although the benches and trash receptacles are recommended here as companion sets, the lighting elements and bike racks are somewhat interchangeable with either of the alternatives.

Regarding the color, generally, a black or dark gray finish is recommended for metal surfaces because it reflects the least amount of light compared to other colors and is therefore the least visually intrusive in a natural landscape setting. Also, black or dark gray tend to be more compatible with most other colors and are easier to blend with plant materials and building materials. Any other color, including green, is more visible and is often less compatible with a full range of existing colors.

A greenway signage system is proposed to highlight the trail system and provide information at key points along the trail. Figure 13 illustrates a recommended design for the signage which incorporates vertical framed panels on a three-sided frame. This allows for the display of a trail map, regulations and background material that could provide information on the area’s history, natural landscape features, etc.

Location for the sign would include the entry points to the



*Possible Signage Design*



**WATERFRONT PLAN  
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*Figure 13. Signage Proposals*

trail (e.g. Beacon Point Road); at the seating area near the ballfield; and at key areas such as the connection points leading to the Engine Plant jetty.

### 4.3 Preliminary Cost Estimates

Preliminary costs have been estimated for the Greenway trail inclusive of all proposed pathways, parking areas, landscape treatment including planting within public open spaces, and for selected furniture. The cost breakdown for key elements of the Greenway plan is summarized below:

Combined Bike/Pedestrian paths	\$100,000
Parking lots (40 spaces total)	\$100,000
Frash Pond Connection	\$40,000
Sidewalk	\$25,000
Paved Seating Area	\$36,000
Landscape/planting open space areas	\$110,000
Furniture/gazebo/lighting/signage	\$76,000
Miscellaneous (mulch path, etc.boardwalk)	<u>\$42,000</u>
<b>Total</b>	<b>\$529,000</b>

It should be emphasized that these are order-of-magnitude budget estimates for specific elements of the Greenway plan. These estimates have been made based on the conceptual plan but without the benefit of detailed design or construction documents. Also, excluded from these estimates are significant unknown items such as site preparation costs (excavation, site remediation, grading, debris removal etc.); utility needs such as water, sewer and power connections; the sports training/mixed use building shown as part of the Frank De Luca ballfield expansion plans; and the proposed childrens’ park. Therefore, these estimates should be used to inform the future planning and budgeting process regarding specific aspects of the plan and to help establish an appropriate construction budget for these items as part of a future phase of implementation. Excluded from this estimate are site preparation costs (excavation, site remediation, grading, debris removal etc.); utility needs such as water, sewer and power connections; the sports training/mixed use building shown as part of the Frank DeLuca ballfield expansion plans; and the proposed childrens’ park. For future budgeting and planning purposes, a substantial contingency amount should be added to these rough preliminary estimates to provide a more accurate total budget estimate.

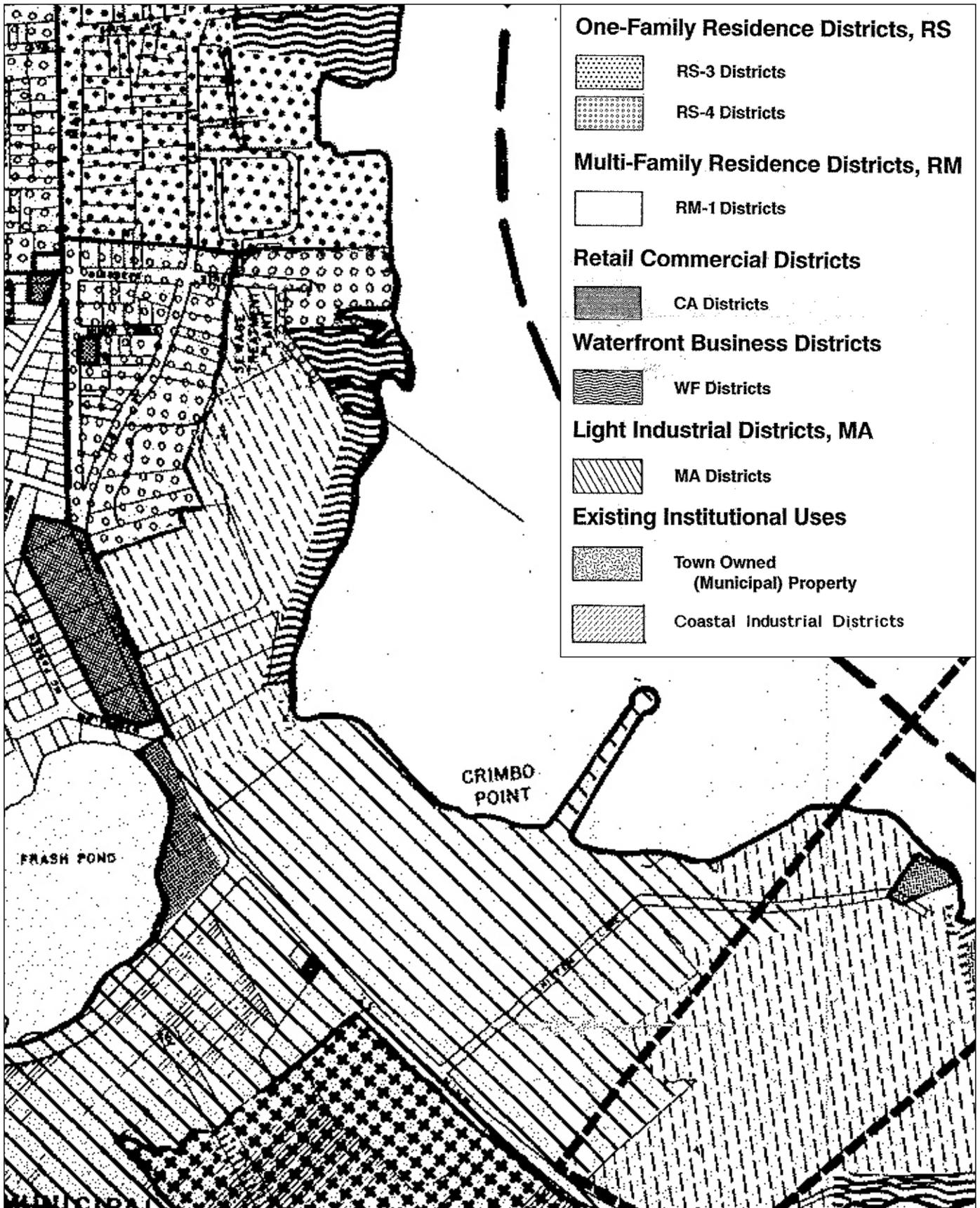
The table below provides a more detailed breakdown of the Greenway plan costs.

**Stratford Greenway**  
Preliminary Construction Budget

<i>Item</i>	<i>Unit</i>	<i>Unit Cost (\$)</i>	<i>Quantity</i>	<i>Amount</i>
Full Depth Asphalt				
Parking Area - South	sf	5	12,000	\$60,000
Parking Area - North	sf	5	8,000	\$40,000
Main Bike / Pedestrian Path	sf	5	20,000	\$100,000
Connection to Frash Pond	sf	5	8,000	\$40,000
Sidewalk	sf	5	5,000	\$25,000
Asphalt Block on Asphalt/Stone Base	sf	15	1,800	\$27,000
Granite Block on Sand	sf	15	600	\$9,000
Mulch Path	sf	2	9,000	\$18,000
Light Post	each	4,000	9	\$36,000
Bench	each	1,000	7	\$7,000
Gazebo	each	15,000	1	\$15,000
Boardwalk	sf	100	240	\$24,000
Seeded Meadow	acre	15,000	4	\$60,000
Trees, Shrubs, Lawn	allow	50,000	1	\$50,000
Signage	each	3,000	6	\$18,000
<b>Total</b>				<b>\$529,000</b>

**4.4 Zoning**

The existing zoning (Figure 14), reflects the area’s earlier role as an important industrial zone within the Town of Stratford. Although the Birdseye boating area is zoned as RS-4, the wastewater treatment plant, DeLuca field, Hunter Haven, and Honeywell parcels are zoned for business and industrial uses. The Beacon Point Marine parcel and the Hunter Haven riverfront are zoned Waterfront Business (WF) district; the rest of the Hunter Haven site, the Honeywell site, and a portion of the DeLuca ballfield are zoned Coastal Industrial; and the Army Engine site is zoned Light Industrial (MA) and Coastal Industrial. When the Army Engine plant was active and manufacturing was a more important sector of the Stratford economy, the industrial and commercial uses may have been more appropriate. Today, however, the economy is shifting away from manufacturing and the workshops held for the 2003 Plan update indicated that Stratford residents want more recreational offerings, better access to the river, a more scenic riverfront, and more riverfront uses that will draw tourists and promote the waterfront as the asset that it is.



**WATERFRONT PLAN**  
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*Figure 14. Existing Zoning*



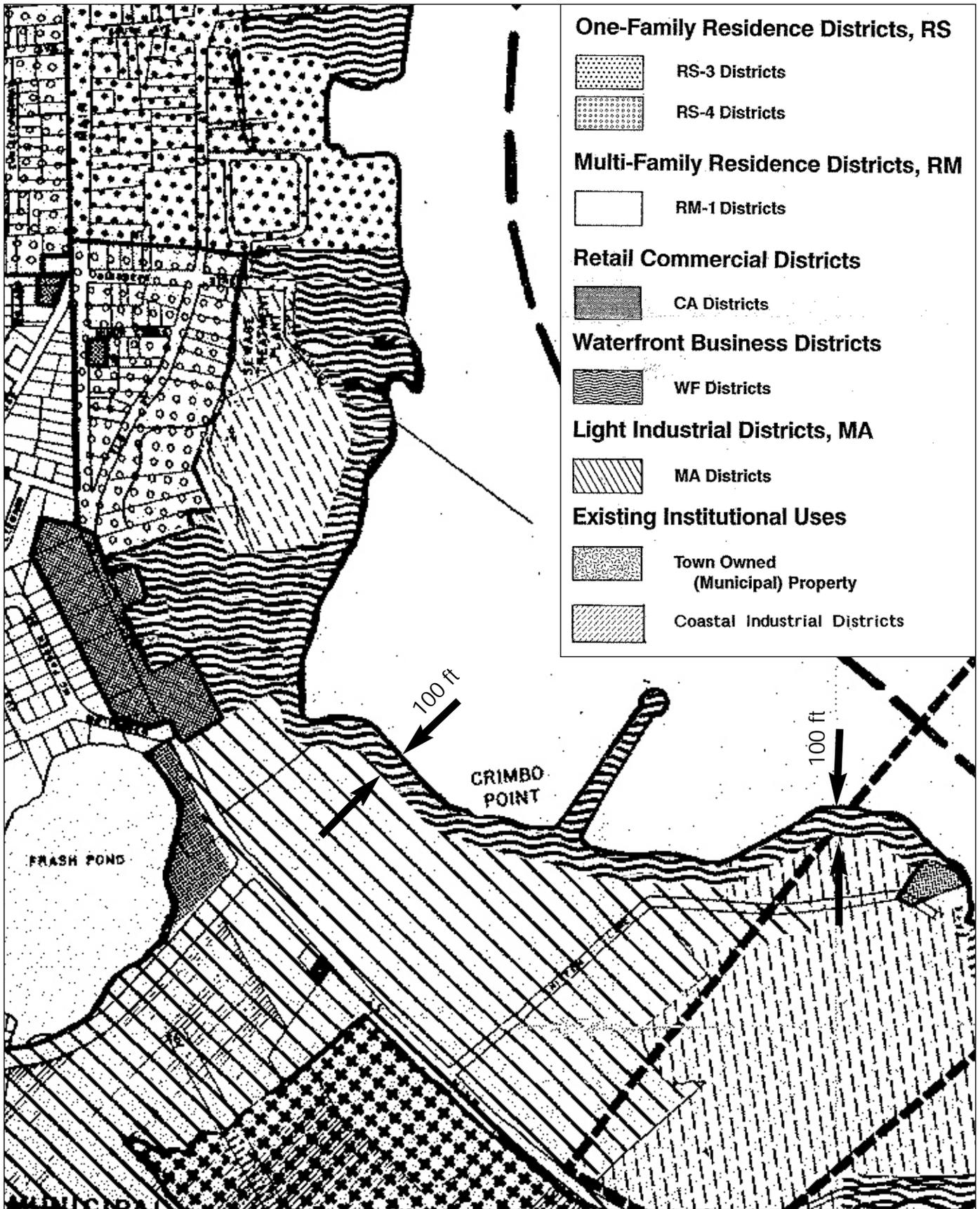
Proposed changes to the existing zoning (Figure 15) reflect public comments for a more integrated and accessible waterfront. The proposed rezoning expands the Waterfront Business (WF) district and the Commercial Retail (CA) district and decreases the amount of land zoned Coastal Industrial. The coastal industrial zoning district would remain across the wastewater treatment plant and the proposed expansion area. However, the remainder of the Hunter Haven property would be rezoned to Waterfront Business. Public recreation is an as-of-right use in this zone, rather than Coastal Industrial, where it is a special permit use (special case). For the same reason, the Frank DeLuca ballfield would be rezoned to Waterfront Business from Coastal Industrial. The existing retail parcel next to the ballfield would be rezoned from Coastal Industrial to Retail Commercial, the same zone as the property on the west side of Main Street.

Existing retail uses would not be affected by the rezoning. Across the Honeywell parcel, the easterly half of the property that abuts the proposed greenway would be rezoned to Waterfront Business. The existing parking lot that provides overflow parking for the ballfield would be rezoned to retail commercial and could become a future development site for additional convenience retail. The Army Engine Plant property would retain its Light Industrial zone, except for along the waterfront where it would be rezoned to Waterfront Business. Other industrial property along Sniffen's Lane would also retain its existing zoning, except for the lands adjacent to the riverfront which would be rezoned to Waterfront Business. The rezoning to the Waterfront Business District would extend along the waterfront from the Hunter Haven site to the existing Retail Commercial zone at the end of Sniffen's Lane. The 100-foot of land adjacent to the river that is proposed for the Waterfront Business district would accommodate the proposed greenway and public trail along the river's edge.

#### ***4.5 Implementation***

The Planning Commission is very concerned that the Greenway Plan be implemented as soon as it is feasible. Towards that end, the Commission supports the continuation of the Ad Hoc Waterfront Planning Committee for the following purposes:

- To identify and seek appropriate funding vehicles for construction and maintenance of the Greenway (including, but not limited to, grants and public/private partnerships).
- To develop a schedule for construction of the Greenway
- To advocate for necessary approvals, including zone changes.



**WATERFRONT PLAN**  
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Figure 15. Proposed Zoning

