

SCENIC ROADS

Old Saybrook Plan *of Conservation and Development*

A **corridor management plan** for
local and State scenic roads in Old Saybrook

July 2014

Town *of* Old Saybrook
Planning Commission



Corridor Management



SOME CRITERIA CONSIDERED IN DESIGNATING STATE AND LOCAL SCENIC ROADS IN OLD SAYBROOK

- ★ unpaved
- ★ bordered by mature trees and stone walls
- ★ has traveled portion no more than 20 feet in width
- ★ offers scenic views of areas or features of distinctive character, landscape or historic value
- ★ blends naturally into the surrounding terrain; or parallels or crosses over brooks, streams, rivers, coves, lakes, ponds



Old Saybrook's goals are for...
SAFEGUARDED SCENIC ROADWAYS
STEWARDED SCENIC RESOURCES

where are we?

Designation of a road as “scenic” by the State or the Town is its commitment to balance capacity and safety of travel with resources that make it picturesque.

SCENIC. As they stand now and have stood for hundreds of years, Old Saybrook’s designated scenic roads characterize much of the identity of the town. The historic origins of the narrow or curvy roadways serve to calm traffic, making neighborhoods walkable for residents who live within the special places that each of these roads make. *The observation of natural, cultural or other physical resources on the landscape makes a memorable experience for visitors.*

DESIGNATION. Section 169 of the Old Saybrook Town Code lists criteria by which the Planning Commission may consider whether a local road is eligible for designation as “scenic.” Free of intensive commercial development and intensive vehicular traffic, the travel way also must be characterized by any of the following: unpaved; bordered by mature trees and stone walls; no more than 20 feet in width; offers scenic views of areas or features of distinctive character, landscape or historic value; blends naturally into the surrounding terrain; or parallels or crosses over brooks, streams, rivers, coves, lakes or ponds. The Connecticut Department of Transportation’s Scenic Roads Advisory Committee likewise considers the context of the setting through which a State road travels as part of its criteria for designation.

In Old Saybrook, these scenic designations mean that we give special consideration in maintaining travel portions of Ingham Hill Road, Schoolhouse Road and Connecticut Route 154 along its coastal loop in keeping with their surroundings.

where are we going?

In the coming years, Old Saybrook will address challenges to scenic roads with long-term goals:

SAFEGUARDED SCENIC ROADWAYS

Designation of a road as scenic does not affect public ownership or the extent of the public right-of-way (license to travel within the boundaries of the public property). Instead, the objective is to guide Town or State repair of the physical infrastructure and utilities within it while preserving the resources that make the roads scenic. *This section of the Town’s Plan of Conservation and Development identifies natural, cultural and other physical resources that make these roads scenic, concerns about the roads themselves, and suggestions for preservation or enhancement of both.*

STEWARDED SCENIC RESOURCES

Designation of a scenic road does not affect the rights of abutting private property owners to maintain their land as they see fit. However, a lack of awareness sometimes results in a homeowner’s enhancement crossing the boundary (removing a stone fence boundary line or cutting down canopy trees). The Town or State corrects private encroachments onto public lands case-by-case, but each can more proactively create a culture of stewardship within the surrounding neighborhoods. The biggest threat to the scene remains over-improvement of the road by the Town or State itself. The residents of these roads petitioned for protection from improvements that might be insensitive to the context of the road. *For this reason, this section of the Town’s Plan of Conservation and Development serves as a corridor management plan for Old Saybrook’s scenic roads.*

how do we get there?

And, relevant near-term policies:

Awareness and Prestige (p.5)

- ... to promote a sense of place*
- ... to inspire people to care*

Access to Scenery (p.7)

- ... to maintain physical access within the scene*
- ... to improve visual access to the setting beyond*

Travel Safety and Capacity (p.9)

- ...to calm traffic on scenic roads*
- ...to better share scenic roads*

Conservation of the Natural Landscape (p.11)

- ... to retain the roadside forest canopy and cultivate the health of individual street trees and plants*
- ... to connect wildlife populations in migratory paths*

Preservation of the Cultural Landscape (p.13)

- ... to preserve historic structures or significant artifacts*
- ... to keep infrastructure context-sensitive*

scenic Ingham Hill Road (p.15)

- ...to access local resources of regional significance*

scenic Schoolhouse Road (p.19)

- ...to access regional resources of state significance*

scenic Route 154 (p.23)

- ...to access state resources of national significance*

Future Designations (p.29)

- ... to designate roads that connect scenic “loops”*
- ... to complement a historic area with a scenic road*

Awareness and Prestige



A typical indication of beginning a scenic stretch of a Connecticut scenic road.

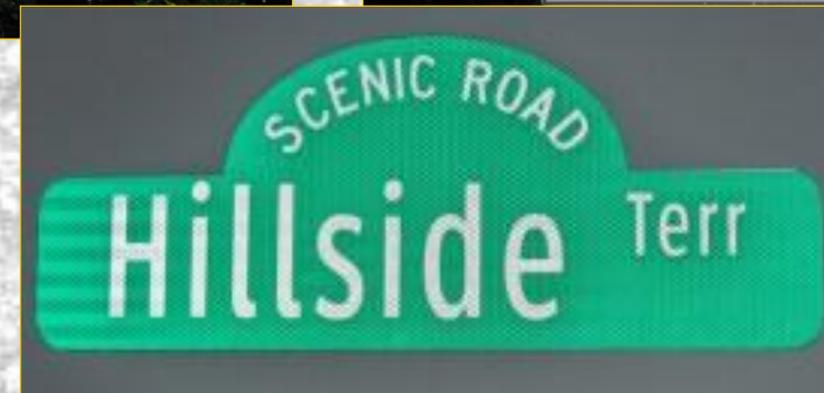
Native Americans called today's Saybrook Point "Pasbeshauke" (place at river's mouth), where Dutch traders made an outpost and settled "Kieveet's Hoek." A statue of Old Saybrook's first town planner stands near the site of the military fort that became an eventual English colony.



A well-tended commemorative stone and roadside marker keep alive the memory of the schoolteacher who last tended to the education of children in the ancient Oyster River Quarter of early Saybrook.



Traffic calms to match the pace of life on scenic Schoolhouse Road.



A special road sign signals the beginning of a noteworthy place.

It is the Town's policy:
... to promote a sense of place
... to inspire people to care

where are we?

where are we going?

how do we get there?

Scenic designation shows a community's desire to protect a roadway's character; yet, at its essence, there must remain loyalty and dedication to the cause.

With awareness and prestige as a goal for any scenic road in Old Saybrook, it is the Town's policy...

The Town prescribes these actions as its Plan for the next decade:

REACTION. During the 1990s, residents defended Schoolhouse Road's country charm against Town plans to improve automobile driving safety – removing trees as obstacles and smoothing curves for better line-of-sight. Opponents wrapped trees with yellow ribbons and enlisted residents on Bokum and Ingham Hill roads for support by pointing out “you’re next.” The Town dropped its plan and instead made small improvements sensitive to the context of the road’s setting. This was the thrust behind the Town’s enactment of procedures in its Town Code to designate a “Scenic Road,” leaving it up to residents to organize individual petitions. *Residents of Ingham Hill Road won first designation (2002), followed by residents of Schoolhouse Road (2003), and then the Town itself with a petition to the State on behalf of Old Saybrook’s portions of Connecticut Route 154 (2005).*

...to promote a positive sense of place.

How people perceive the personality of a place or those who live there is sometimes negative, but each of Old Saybrook’s scenic roads has a very positive sense of place. Townspeople have a real consciousness of particular patterns (tree canopy, historic neighborhood, stone walls, vast marshlands) or highlights (historic landmarks, notable trees, water views) and want to actively promote scenic legacies rather than risk loss in the placelessness of typical, uniform road treatment. For, without understanding the overall fabric of a place, there is little notice of, or no reaction to, instances of deterioration. When given a choice, the Town’s preference is *to promote a positive sense of place* in its scenic roads.

-  **NOTICE TO PROPERTY OWNERS**
-  **SCENIC ROAD SIGN** Signify scenic designation at intersections.
-  **NEWSLETTER ARTICLES OF INTEREST** Keep presence and preservation of scenic roads in mind with regular articles of interest.
-  **TOWN MAPS** Add symbology for scenic roads to Town maps to remind property owners, developers, Town officials and its Public Works Department of the special considerations for scenic corridors.
-  **TOWN CODE UPDATE** Revise Scenic Roads ordinance so the Town can prescribe appropriate restoration or restitution for unauthorized alterations to scenic roads or resources.
-  **SCENIC ROAD SUPPORT** Produce a promotional pamphlet about the value of scenic roads; collaborate on self-guided tour brochures, websites and education stations to note scenic roads.
-  **SPEAKER SERIES** Collaborate with local civic or philanthropic groups to host guest speakers about the characteristics of Old Saybrook’s scenic roads; resurrect the trolley bus for narrated tours.
-  **SCENIC ROAD RACE** Host an annual road race, “fun run” or biathlon for runners or bicyclists along any of Old Saybrook's scenic roads.

PROACTION. Today, subtle suggestions substantiate these scenic roads. The State maintains its standard sign for each end of the coastal loop of Connecticut Route 154. A notice on the land records and a note on each Assessor’s property card remind purchasers of properties abutting a designated scenic road. The Town publishes brochures on self-guided tours of Old Saybrook’s natural heritage (such as its notable trees) and its cultural history (such as the architecture of College Street) to celebrate roadside treasures accessible by scenic roads. Decades later, there remains some awareness and perhaps even a little prestige to living or travelling on a scenic road. *Nevertheless, Old Saybrook still faces losses of scenic resources for lack of attentiveness.* Residents have removed lengths of stone fence boundaries rather than incorporating them into front yard landscaping. Town or State road crews are forced to remove large, storm-ravaged trees entirely for lack of preventative pruning or natural lifespan replacement.

...to inspire people to care.

It is to the Town’s advantage to foster a feeling of belonging, to cultivate attachment to scenic roads as motivation for everyone to care for them voluntarily. A good reputation inspires a culture of stewardship by the Town to respect physical nuances in the public ownership. Ideally, there is a marketable prestige in living along a scenic road, akin to a historic district or the Connecticut River gateway conservation zone. Visitors recognize it as a place unto itself, award special esteem, and perpetuate appreciation. Sustaining voluntary compliance with the Town Code averts anguish from reactive enforcement. When given a choice, the Town’s preference is *to inspire people to care* about scenic roads.

Access to Scenery



Ingham Hill Road's viewshed includes a small pond setting



A view of a road ending at natural resources creates visual access to the coast



Route 154's viewshed over the beautiful setting of the shoreline's horizon



A view of a scene within the Route 154 corridor



Schoolhouse Road's viewshed reveals a stonewall boundary of the right-of-way

It is the Town's policy:
... to maintain physical access within the scene
... to improve visual access to the setting beyond

where are we?

where are we going?

how do we get there?

Providing access to scenery begs the question, "Isn't that what the road does?"

ROADWAY SCENE. Multiple modes of travel (passengers in cars, runners, dog walkers, bicyclists and persons exercising or resting on benches) occur along Old Saybrook's scenic roads. All enjoy the very narrow protected views each road affords, such as:

- the slender view from College Street of the flagpole at Saybrook Point Park with the Connecticut River just beyond.
- constricted horizons within Schoolhouse Road's densely wooded areas.
- long views of Ingham Hill's curves climbing between large trees.

It must be understood, *Old Saybrook's Town Code protects only views of the scene within the right-of-way.*

ROADSIDE SETTING. The viewsheds—settings seen to the left or right from the centerlines of the roads—are really what make these roads special. Each of Old Saybrook's three scenic roads passes through a setting of suburban residential development that either clusters amid mature hardwood forest between inland wetlands or that spreads out along coastal bluffs between tidal wetlands. Each setting showcases overlapping eras of natural processes and human history, each influencing the others, such as:

- the viewshed across an Ingham Hill Road hay meadow to a flag-adorned Tibetan Buddhist stupa.
- the viewshed of Town Park's ball fields off wooded Schoolhouse Road.
- the spacious viewsheds from Route 154 across Sound Long Island.

In recent years, the Town has also made progress connecting inland scenic roads with trails. *The State has commended the Town for creating access points – both visual and physical – to coastal environments.*

With access to scenery as a goal for any scenic road in Old Saybrook, it is the Town's policy...

...to maintain physical access within the scene.

The fundamental need for a way by which to travel to and from private property is met simply with responsive upkeep and maintenance of the road, bike lanes, multi-use trails or sidewalks. A safe and efficient travel way then becomes a scene in which we daily act parts of our lives—enjoying the journey along the particular path we have chosen to travel because of the views and freedom from worry about safety. When given a choice, the Town's preference is *to maintain physical access within the scene.*

...to help improve visual access to the setting beyond.

A glance in any direction outside the public right-of-way of any scenic road in Old Saybrook reveals a particularly lovely town. The Town regulates some aesthetics of commercial, industrial and multifamily development and holds up standards of performance on all properties. Many service organizations are dedicated to preserving the cultural landscape or conserving the natural landscape. However, opportunities to observe these viewsheds can sometimes benefit from some assistance – building, improving and sharing the story of what there is to see. When given a choice, the Town's preference is *to help improve the visual access to the setting beyond.*

The Town prescribes these actions as its Plan for the next decade:

- ✂ **VIEWPOINTS** Identify scenic spots for standard improvements as identifiable rest stops or viewpoints; enlist the help of local service organizations to sponsor installation; encourage businesses, neighbors and associations to monitor use and sponsor maintenance.
- ✂ **VIEW EASEMENT** Obtain permission to thin out dead or dying trees, underbrush and invasive vines to enhance topography, reveal open water and fields, and depth of view of stone walls, boundaries and other historic structural remnants of interest; replant disturbed areas and unmowable steep slopes with a native understory or groundcover.
- 🗺 **TOWN WEB PROFILES** Profile each designated scenic road as a separate page on the Town's website, inviting individual community initiatives to preserve local places of special merit.
- 🗣 **MOBILE STORY CORPS** Audio recorded interviews of historians, visitors and residents who have local knowledge about the history and resources of scenic roads; use multimedia for self-guided tours.

Travel Capacity *and* Safety



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People walk where they want to get to where they need to go.

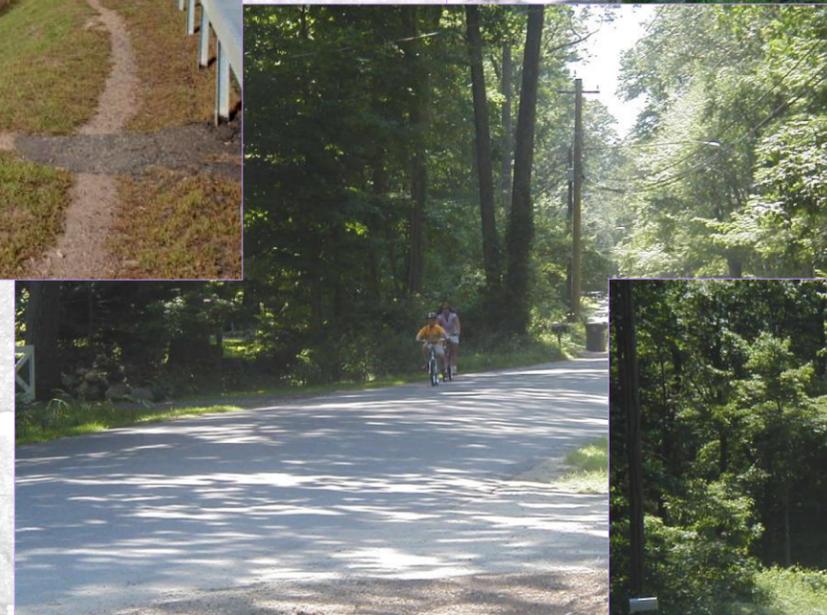


Steep topography limits the width of Ingham Hill Road



Sarah Perreten © 2014

Pedestrians are separated from automobiles as they cross over South Cove causeway



Bicyclists en route to the beach via State bike route along Schoolhouse Road



Traditional pavement width within Schoolhouse Road right-of-way

It is the Town's policy:
...to calm traffic on scenic roads
...to better share scenic roads

where are we?

where are we going?

how do we get there?

Transportation on scenic roads must benefit, not harm, the public’s general welfare. Yet, over-improvement can mean a loss of a road’s scenic look and feel.

With travel capacity and safety as a goal for any scenic road in Old Saybrook, it is the Town’s policy...

The Town prescribes these actions as its Plan for the next decade:

INTRINSIC QUALITY. Old Saybrook no longer is so rural as to have unpaved roads. Nevertheless, many of its older roads, such as Ingham Hill and Schoolhouse Roads, still show their history with narrow and often inconsistent widths along their travel ways. In many instances, properties on either side of a common path delineate the width of what is today’s public right-of-way. Over time, trees matured within these irregular corridors, further narrowing the travel path. “Over the river and through the woods to Grandmother’s house” would have been a steep, twisty and bumpy ride if she lived in Old Saybrook’s highlands. Current engineering practices would temper the natural topography of yesteryear that defined - and still defines - the horizontal and vertical grades of these scenic roads. Contemporary safety standards for comfortable curve radii, clear lines-of-sight, differences in speed among modes of travel (bicycles versus buses), and separate lanes for different modes of travel (pedestrians, bicycles, etc.) affect the quality of a road’s layout and width. *Designs to address safety concerns often conflict with the dynamic dimensions that make a scenic road scenic.*

... to calm traffic on scenic roads.

The Town and State adhere to a nationwide standard for highway signs and pavement markings that communicate the “rules of the road” in a uniform fashion to travelers. Increased tolerance for narrower lane widths on State and local roads mimics the narrow pavement of historic roads to calm the speed of traffic. Slow speeds allow pedestrians, bicyclists, new drivers with less experience and older adults with slower reaction times the extra moment needed to anticipate another’s actions and, thus, to adjust personal velocity to avoid accidents and personal injury. When given a choice, the Town’s preference is *to calm traffic, especially on scenic roads.*

... to better share scenic roads.

The mechanics, ideal infrastructure and laws for operation of each type of vehicle often are best served separately from automobile lanes of traffic, but typically, all share the same road. The advantage is significant savings for government capital and operations; the disadvantage—harm to vehicles and occasionally even death for drivers—calls into question our competency to share, due to a lack of observing “the rules of the road.” For bicyclists in particular, there is a need for more adequate signage, lane markings and roadway materials for the safety and convenience for all users; where not sensible, there is a need to separate facilities (sidewalks, multi-use paths, trails, bike lanes, etc.) from automobile lanes even for small stretches. When given a choice, the Town’s preference is *to better share scenic roads.*

ACCUMULATED QUANTITY. Roads make up key infrastructure necessary to transport people and goods. One measure of this essential function is a road’s capacity to accommodate as many travelers as efficiently as possible. The legacy of local scenic roads today is that historic dimensions can limit the ability to accommodate large volumes of traffic in multiple modes of transportation – cars, bicyclists, pedestrians, freight, mass transit. *On both Town and State scenic roads, these concerns amplify with each marginal increase in development, which, in turn, often diminishes the experience of travelling a scenic road.*

- ✘ **SCENIC ROAD SIGN**
- ✘ **VIEWPOINTS**
- ✘ **VIEW EASEMENT**
- ✘ **BIKEWAYS, MULTI-USE PATHS or SIDEWALKS** Implement the safety and capacity improvements recommended by the Sidewalk Plan, the memoranda of the BOS’s Bikeways Committee, and the Connecticut River Coastal Conservation District’s studies commissioned by Parks and Recreation and Conservation Commissions.
- ✘ **AESTHETIC GUIDERAILS** Replace obsolete steel cables with steel-backed timber guiderails or weathering steel where appropriate instead of galvanized steel, to better blend into the setting.
- ✘ **OFF-SITE IMPROVEMENTS** Lobby the Connecticut General Assembly to restore and more clearly define a town’s authority to require off-site improvements to road and stormwater infrastructure based on the impact of proposed development.
- ✘ **ROADSIDE FOREST REPLACEMENT PLAN**

Conservation of *the* Natural Landscape

An education station describing the Atlantic White Cedars within Great Cedars Conservation Area off Ingham Hill Road



A sand dune from Town Beach on either side of Route 154 buffers Plum Bank Creek marsh



Glacial moraine beach with garnet studded cobbles on Long Island Sound



Piers from Great Hammock island



View of a small pond from Ingham Hill Road

It is the Town's policy to:

... to retain the roadside forest canopy and cultivate the health of individual street trees and plants

... to connect wildlife populations within migratory paths

where are we?

where are we going?

how do we get there?

Bordered by mature trees, scenic Schoolhouse and Ingham Hill roads parallel ponds and cross over brooks that run from the highlands seaward to Long Island Sound where scenic Route 154 showcases the beauty of the Connecticut shoreline.

With conservation of the natural landscape as a goal for any scenic road in Old Saybrook, it is the Town's policy...

The Town prescribes these actions as its Plan for the next decade:

PERSPECTIVE. The scenic roads of today were once the means of access to life-sustaining harvests from Old Saybrook's animal habitats and natural plant communities (ice-harvesting, peat-mining, cedar-timbering, salt-haying, shad-fishing, oystering, strawberry and peach farming and boat-building). The long span of our natural history with the distinctive landscape that encompasses Old Saybrook's scenic roads chronicles locations, characteristics and conditions of ecosystems constantly changing through natural processes.

...to retain the roadside forest canopy and cultivate the health of individual street trees and plants.

Historically, the Town follows a strategy of no net loss of shade canopy over its roads with tactical plantings to keep up the aesthetics of tree-lined streets. Today, the State and the Town begin a new era of assessing how to move forward with what remains of the remarkable numbers of street trees brought down by recent storms and responsive trimming by property owners and utility companies. Current thinking calls for avoiding costly infrastructure to collect and treat stormwater runoff and expensive indoor-comfort equipment to cool the solar heat gained by roads and rooftops throughout town. When given a choice, the Town's preference is *to retain the roadside forest canopy and cultivate the health of individual street trees and plants* along scenic roads.

-  **TOWN CODE UPDATE**
-  **SCENIC ROAD SUPPORT**
-  **SPEAKER SERIES**
-  **VIEW EASEMENT**
-  **BASELINE SURVEY OF NATURAL COMMUNITIES**
Document the locations, characteristics and conditions of ecosystems and natural habitats that encompass scenic roads, including significant or remarkable trees or stands of canopy trees, views of open water, fields, geological features, etc.
-  **ROADSIDE FOREST REPLACEMENT PROGRAM**
Maintain, replace and supplement mature hardwood canopy street trees along scenic roads; plant specimen trees without creating a monoculture susceptible to blight.
-  **VEGETATIVE BUFFER** Encourage the use of native trees and plants on properties adjacent to scenic roads in riverine, coastal and forested locations, and educate citizens about control of invasive plants.
-  **INVASIVE PLANT ERADICATION** Where possible, eradicate exotic or invasive species so that natural habitats may resume; coordinate efforts to eradicate the common reed *phragmites Australis* from salt marshes, viewed from scenic roads.
-  **SALT MARSH RESTORATION and DUNE STABILIZATION** Stabilize coastal sand dunes with appropriate native plantings.
-  **OPEN SPACE ACQUISITION** Allocate funds for acquisition of properties that serve the principal functions of open space – habitat, recreation, public health and safety, economy and culture.

CHANGE. Today's natural landscapes, when observed season-to-season and year-to-year, show increasingly rapid change – in their lifecycles, in their relation to each other, in tandem with adjacent human development and in adaptation to climate changes. In years past, Old Saybrook residents battled insects and diseases (gypsy moths, chestnut blight, Dutch elm disease, Japanese beetles, elongate hemlock scale, and the hemlock woolly adelgid), which posed serious biological threats to Connecticut's trees and roadside forests. While some see the interface between native species and introduced ones (swans, parrots, etc.) as evolving, others worry that there is an overall decline in health of the roadside environment, based on the visible invasion of non-native plant species (*phragmites Australis*, Japanese barberry, oriental bittersweet, etc.) quickly overcoming native species. The list of problems continues to grow at an increasingly rapid rate, with forecasts of new scourges (Asian longhorned beetles, emerald ash borers, oak wilt or sudden oak death) already expected to affect Connecticut, perhaps *changing Old Saybrook's natural landscape.*

...to connect wildlife populations within migratory paths.

Old Saybrook works to conserve ecosystems despite intervening patterns of ownership and development, such as roads and houses. Attempts at crossing roads often put at risk the local populations of animal species—turtles, salamanders, deer, mink, coyotes, etc. Roads also limit how species interact with one another (e.g. predators and their prey) and how they compete for resources. When given a choice, the Town's preference is *to keep populations connected within migratory paths* across scenic roads.

Preservation of the Cultural Landscape



Stone wall demarcating border of property abutting Ingham Hill Road and Pheasant Hill Road



Old Saybrook's iconic Lynde Point Lighthouse (Inner Light) and Saybrook Breakwater Lighthouse (Outer Light) are both privately owned.



The National Park Service contributed funds to convert the old Dibble Brothers' icehouse on Schoolhouse Road as a recreational pavilion with ball fields as Clark Community Park.



This millstone was used by English settlers living in the Fort at Saybrook Point in the 1600s; the Town oversees the boat mooring field of North Cove today, as seen from Main Street (Route 154)



The Town restored a former clam shack as Pasbeshauke Pavilion at Saybrook Point Park.

It is the Town's policy:
... to preserve historic structures or significant artifacts
... to keep infrastructure context-sensitive

where are we?

Views from each scenic road catalog the intertwined works of nature and humans.

FEATURES ALONG THE ROAD. “Scenic road” implies that *the pleasant features of the area are inherent to the roadway itself.* Historic structures reflect the distinctive character of the community through which Old Saybrook’s scenic roads pass. Churches, stores, lodging, houses and barns contribute to what remains of different eras of development. Less obvious are roadside artifacts, like the pilings of an old wharf seen at low tide. Stone walls are ubiquitous artifacts of the town’s by-gone timbering and agricultural industries when early settlers moved stones as they cleared woodlots and plowed fields; most physically define the legal boundaries between private and public property. Today, features such as these are at risk from residents attempting to enhance or remove them entirely from the roadside. The natural scenery of the road influences roadside architecture, too, most notably along the College and Bridge Street portions of Route 154, where there remain some once-common commercial developments designed to attract tourists.

ROAD AS THE FEATURE. Today, there are *distinguishing spaces and structures that are integral to the design and use of the road.* The advent of roads created access to beaches. Public parks, such as Fort Saybrook Monument Park, Gardiner’s Landing Park and Saybrook Point Park with its boardwalk, miniature golf and pavilion celebrate the setting. From Saybrook Point to Lynde Point to Cornfield Point, trails, boardwalks, walkways over the Causeway and sidewalks atop the Knollwood seawall were designed in conjunction with the road’s creation. Roads ending at natural resources serve as boat put-ins or woodland trailheads enjoyed by residents and visitors alike.

where are we going?

With preservation of the cultural landscape as a goal for any scenic road in Old Saybrook, it is the Town’s policy...

...to preserve historic structures or significant artifacts.

America’s enthusiasm for modernization and urban renewal removed many antique Old Saybrook buildings and treasured landmarks. Today’s ethos is to restore rather than tear down historic buildings and authentic neighborhoods and to preserve archaeological artifacts as they exist. Owners artfully incorporate into new construction elements of structures too far gone to restore. National and state registers of historic places list 16 properties (8 barns), 2 districts, 2 greens and 1 landmark in Old Saybrook, many of which are along scenic roads. Yet the cost of maintaining structures from outmoded industries once vital to Old Saybrook’s economy is more than nostalgia warrants in the view of some citizens. The critical cost to the Town is the loss of local heritage, upon which tourism depends. When given a choice, the Town’s preference is *to preserve historic structures or significant artifacts* along scenic roads.

...to keep infrastructure context-sensitive.

In recent years, Connecticut courts removed towns’ authority to improve conditions of feeder roads to ward off the burden conferred upon the building industry. Towns alone now face the fiscal responsibility of upgrading local infrastructure, including scenic roads. Our challenge is to retain a road’s scene by tempering standard road improvements, which often sacrifice a road’s unique qualities to make it wider and faster – and noisier and less friendly. When given a choice, the Town’s preference is *to keep infrastructure context-sensitive.*

how do we get there?

The Town prescribes these actions as its Plan for the next decade:

-  **TOWN CODE UPDATE**
-  **PROMOTIONAL SUPPORT**
-  **SPEAKER SERIES**
-  **VIEWPOINTS**
-  **VIEW EASEMENT**
-  **OPEN SPACE ACQUISITION**
-  **BASELINE SURVEY OF CULTURAL RESOURCES**
Document the locations, characteristics and conditions of resources that set apart scenic roads.
-  **OLD-FASHIONED ROAD MATERIALS** Use sand-colored aggregate and water-based sealant when chip-sealing scenic roads to create the appearance of an unimproved dirt road; use aesthetic guardrails.
-  **CERTIFICATE OF CONTRIBUTION** Assess how the characteristics of any particular property’s frontage along a scenic road contributes to the overall sense of place and commend the owner.
-  **SELF-GUIDED TOURS** Develop a brochure and viewpoints about Old Saybrook’s pre-industrial / agricultural relationship with the natural environment along scenic roads. Keep updated the self-guided tour of old Saybrook’s natural heritage and notable trees; collaborate with businesses or organizations to cover costs to reprint occasionally.
-  **SURVEY OF HISTORIC PLACES** Conduct a study of historic structures and places along Old Saybrook’s scenic roads to identify where the Town might assist property owners with designation as a historic place or rehabilitation of a historic structure in keeping with the U.S. Secretary of the Interior’s standards for historic preservation.

scenic Ingham Hill Road



View of open field maintained by clearing underbrush in front of stone fence



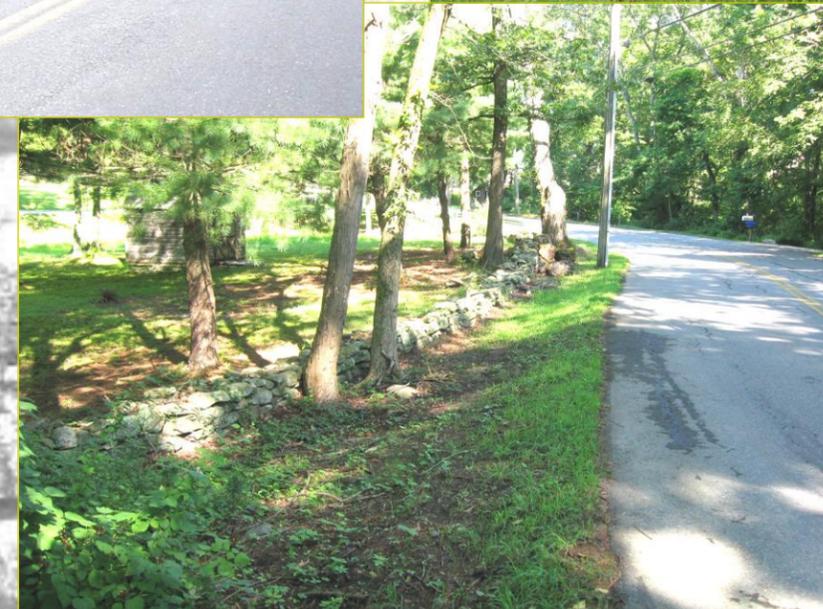
Residential re-use of the old icehouse on Chalker Mill Pond as seen from Ingham Hill Road



Mature street trees frame the view of a pond seen from Ingham Hill Road.



Narrow pavement within Ingham Hill Road right-of-way



Stone wall boundary on Ingham Hill Road

**It is the Town's policy:
...to manage access to local
resources of regional significance**

where are we?

Ingham Hill Road remains true to its early profile for 17th-century shoreline community settlers desiring to reach highland woodlots and millponds.

FOUNDATION. Ingham Hill Road typifies historic colonial routes inland from the coast to interior hardwood timber lots, ice harvests and stream-powered millwork. At the base of the hill, an old stone building, once a storehouse for ice blocks cut from Chalker Mill Pond, is now a home, among several others built of stone beside the pond. Physically, the road still reflects its origin like most roads built before modern earthmoving equipment.

In 2002, the Town approved the first petition to designate Ingham Hill Road as a local scenic road. The Town received the requisite signatures from a majority of owners along its 1.85 miles of frontage. The natural and cultural landscape made for an easy decision.

CENTER. Today, we honor the natural history of Ingham Hill Road. Mature trees canopy its path through the center of the 263-acre Great Cedars Conservation Area. Viewsheds open across the millpond to the east (a fishway bypasses its dam) and the hayfield to the west – focal points at the hub of 3½ miles of hiking and horse trails and other passive recreation. This is a significant preservation among hundreds of other yet-vacant acres at the heart of Old Saybrook. Though no longer a through-road to Essex, the remaining forestlands and cedar swamps along Ingham Hill Road contain nine dead-end side roads of contemporary residential development. Another 950 acres of vacant lands pose a future threat of worsening the inherent conflict in maintaining a narrow, dead-end road typical of its rural beginnings – how best to accommodate its current and potentially increasing suburban service to vehicular traffic.

where are we going?

With regard to scenic Ingham Hill Road in Old Saybrook, it is the Town's policy...

...to access local resources of regional significance.

In the next decade, the Town's challenge is to maintain scenic Ingham Hill Road as the principal access for townspeople to enjoy passive recreational amenities at Great Cedars Conservation Area (and its growing annexes). Simple quality-of-life enhancements to the scene within Ingham Hill Road will benefit Old Saybrook residents above all—a scenic road sign reminding travelers to PLEASE DRIVE SAFELY; a small storyboard, perhaps about the Ingham family's activity in this part of town; a cleared spot for bird watching or to set up an easel and paint birds on Chalker Mill Pond; or more daffodils naturalizing along stone walls. To do more than aesthetic retrofits and safety upgrades to Ingham Hill Road's infrastructure would overburden its particularly restricted profile. Thus, to meet the goals and policies of corridor management, the Town's preference is *to manage access to local resources of regional significance* on scenic Ingham Hill Road.

how do we get there?

The Town prescribes these actions as its Plan for the next decade:

-  **NOTICE TO PROPERTY OWNERS**
-  **PROMOTIONAL SUPPORT**
-  **SCENIC ROAD SIGN**
-  **VIEWPOINTS**
-  **VIEW EASEMENT**
-  **TOWN WEB PROFILE**
-  **MOBILE STORY CORPS**
-  **MULTI-USE PATHS**
-  **AESTHETIC GUIDERAIL**
-  **BASELINE SURVEY OF NATURAL COMMUNITIES**
-  **ROADSIDE FOREST REPLACEMENT PROGRAM**
-  **VEGETATIVE BUFFER**
-  **INVASIVE PLANT ERADICATION**
-  **THE PRESERVE ACQUISITION** Allocate funds for acquisition of this significant acreage as open space.
-  **BASELINE SURVEY OF CULTURAL RESOURCES**
-  **OLD-FASHIONED ROAD MATERIALS**
-  **CERTIFICATES OF CONTRIBUTION**
-  **SELF-GUIDED TOURS**
-  **SURVEY OF HISTORIC PLACES**
-  **INGHAM HILL DESIGNATION EXTENSION** Extend "scenic road" designation southerly to include all of Ingham Hill Road and perhaps contiguous Old Post Road.

scenic Ingham Hill Road

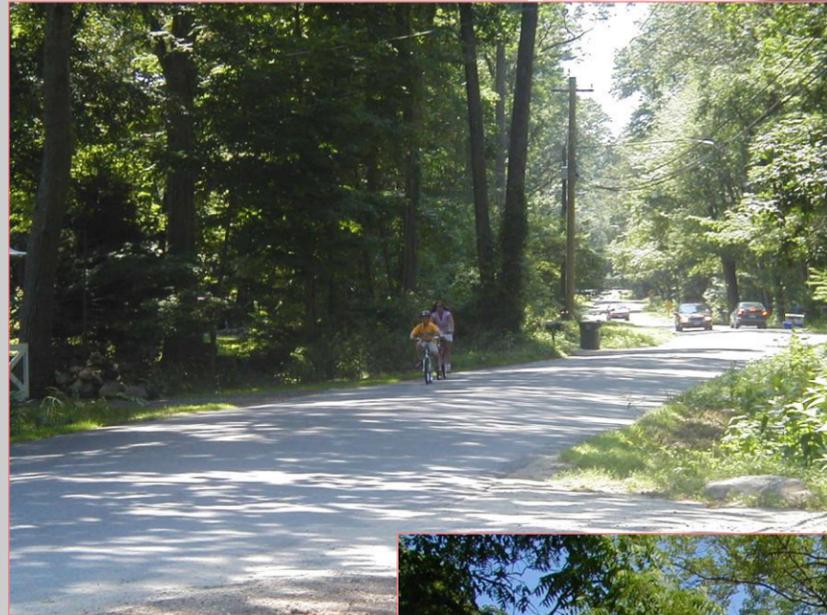


Legend

-  View Point
-  Cultural Resource
-  Natural Resource
-  Proposed Scenic Road Sign
-  Proposed Road Improvement
-  Stonewall
-  Proposed Multi-Use Path
-  Bike Route
-  Hiking Trail
-  Railroad



scenic Schoolhouse Road



Bicyclists en route to the beach via State bike route along Schoolhouse Road

Historic house and barn on Schoolhouse Road



Narrow pavement within Schoolhouse Road right-of-way



House built by the son of Ebenezer Ingham on Schoolhouse Road (c. 1817)



Memorial marker for schoolmistress Crane on Schoolhouse Road

**It is the Town's policy:
...to manage access to regional
resources of Statewide significance**

where are we?

where are we going?

how do we get there?

Schoolhouse Road serves as a principal route to Clark Park’s complex for active recreation, as well as a bicycle route to and from Essex.

With regard to scenic Schoolhouse Road in Old Saybrook, it is the Town’s policy...

The Town prescribes these actions as its Plan for the next decade:

A LEARNING CURVE. Clapboard Hill Road, as it was known in the late 1600s, was a road to the sawmill in the Oyster River Quarter of Old Saybrook, and later lengthened beyond the town’s border. During the late 1800s, it became Moynihan Road in Old Saybrook (Monahan Road in Westbrook) in reference to a resident peacock farmer. It became Schoolhouse Road many years after a smallpox epidemic caused the Town to raze the schoolhouse. The road was unpaved until 1955, yet it remains narrow, curving and hilly. The old stone walls of farm fields of the past define long stretches of the right-of-way. Outcroppings of rocks and ledge add to the character and limit the travel portion to no wider than 20’ of pavement. The pavement blends naturally into the surrounding terrain, crossing over Squaw and Willow brooks, and it parallels Wood and Turtle ponds.

In the 1990s, the Town proposed improvements to address safety concerns created by increased traffic generated from the 1980s building boom – 108 parcels along the road and 15 feeder roads. Citizens protests tempered the Town’s treatment of trouble spots. In 2003, 70 percent of Schoolhouse Road landowners petitioned successfully for scenic road designation to protect its antique traits from modern “over-engineering.”

THE STRAIGHT AND NARROW. In the early 2010s, violations on scenic roads prompted the Town to remind adjacent landowners of the scenic road designation and to tell new owners of the scenic character and values of their neighborhood. Schoolhouse Road still serves as an intermunicipal road (3,000+ cars per day) and bike route between the Boston Post Road (US Route 1) and Essex Road (Connecticut Route 153).

...to access regional resources of state significance.

In the next decade, the Town’s challenge is to uphold the key level of service scenic Schoolhouse Road provides for Connecticut bicyclists and as the principal access for intermunicipal recreation at Clark Community Town Park (and its growing annexes). Durable enhancements to the scene within Schoolhouse Road will keep Old Saybrook residents from being harmed by through-traffic from Connecticut Route 153 to U.S. Route 1: a scenic road sign reminding travelers to PLEASE DRIVE SAFELY; a small storyboard, perhaps about the “ice wars” between long-gone families in this part of town; a multi-use path or pondside overlook for cyclists; or replacement of several large shade trees and wooded hillsides denuded by the Town. Inbound travel on Schoolhouse Road will transition to an in-town pace. Thus, to meet the goals and policies of corridor management, the Town’s preference is *to manage access to regional resources of state significance* on scenic Schoolhouse Road.



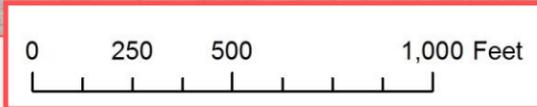
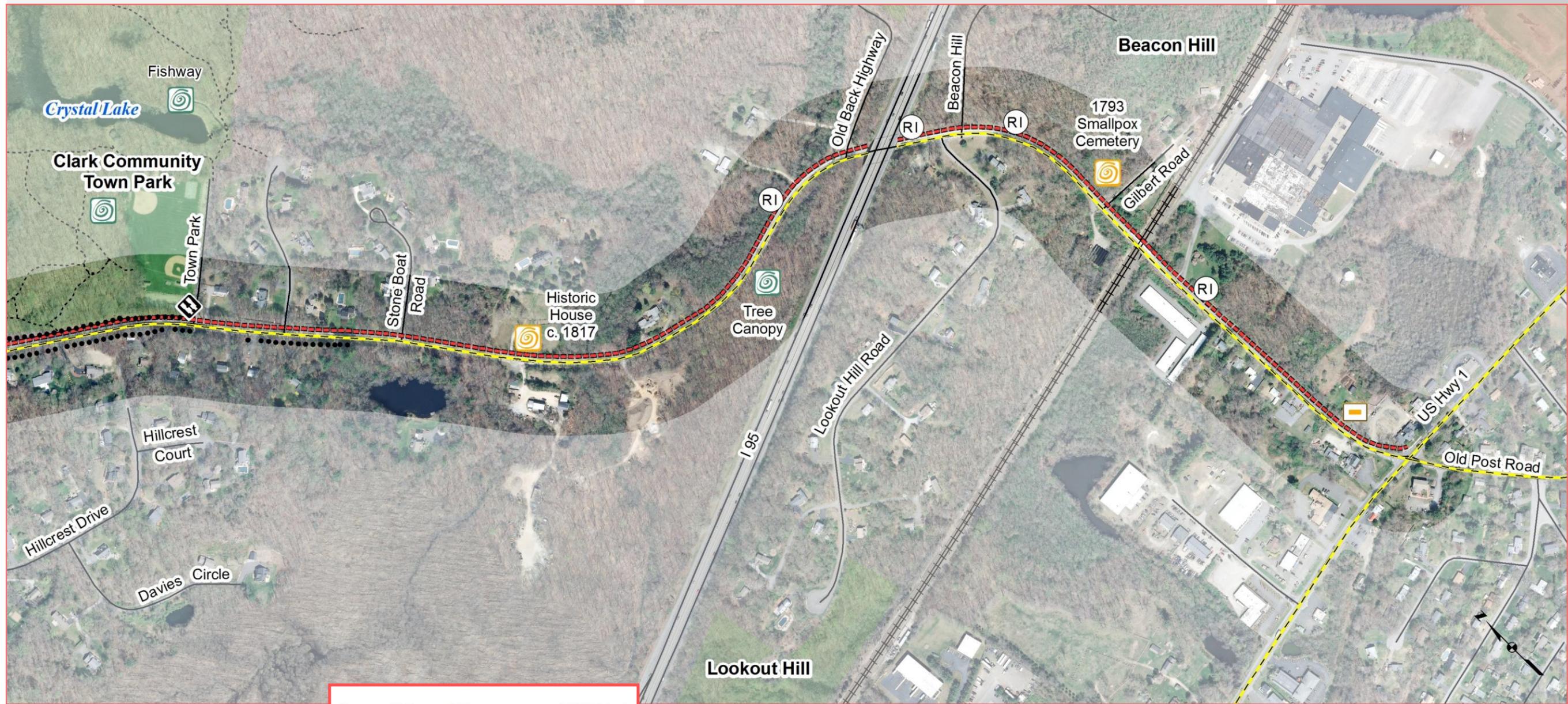
- NOTICE TO PROPERTY OWNERS**
- SCENIC ROAD SIGN**
- PROMOTIONAL SUPPORT**
- VIEWPOINTS**
- VIEW EASEMENT**
- TOWN WEB PROFILE**
- MOBILE STORY CORPS**
- BIKEWAY or MULTI-USE PATH**
- AESTHETIC GUIDERAIL**
- BASELINE SURVEY OF NATURAL COMMUNITIES**
- ROADSIDE FOREST REPLACEMENT PROGRAM**
- VEGETATIVE BUFFER**
- INVASIVE PLANT ERADICATION**
- BEACON HILL ACQUISITION** Allocate funds for future acquisition of this landmark peak as dedicated open space.
- BASELINE SURVEY OF CULTURAL RESOURCES**
- CERTIFICATES OF CONTRIBUTION**
- SELF-GUIDED TOURS**
- SURVEY OF HISTORIC PLACES**
- SCHOOLHOUSE ROAD DESIGNATION EXTENSION** Extend “scenic road” designation southerly to include all of Schoolhouse Road and perhaps contiguous Old Post Road.

scenic Schoolhouse Road



Legend

-  View Point
-  Cultural Resource
-  Natural Resource
-  Proposed Scenic Road Sign
-  Proposed Road Improvement
-  Stonewall
-  Proposed Multi-Use Path
-  Bike Route
-  Hiking Trail
-  Railroad



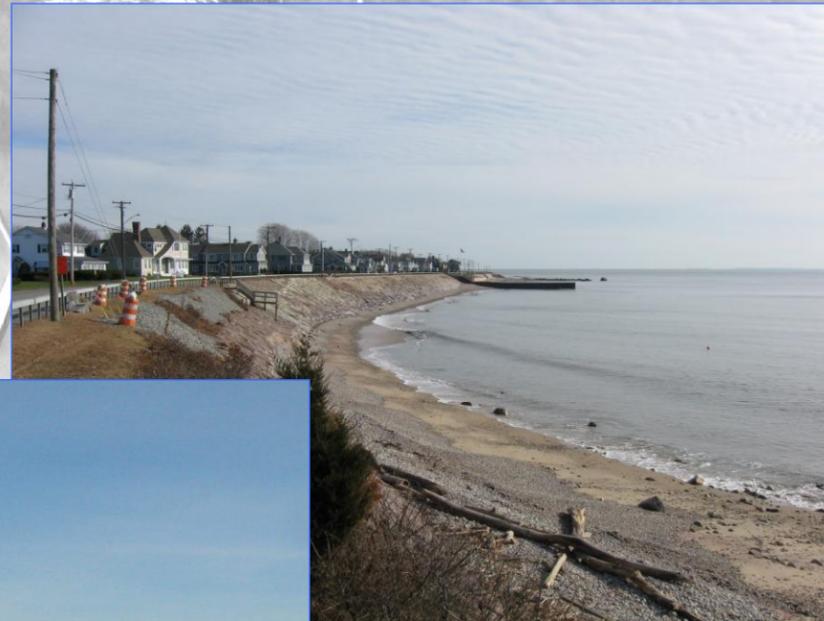
scenic Route 154



The common reed *phragmites Australis* invades the view across a healthy marsh of low native grasses as seen from Route 154 (Great Hammock Road).



Flocks of the exotic mute swan migrate only locally from icy ponds to open river embayments such as South Cove.



Shoreline armoring to manage the natural process of coastal erosion



Sands of local beaches come and go with the natural forces of wind, currents, tides, and bigger geological climatic processes causing sea level rise on the East Coast.



Context-sensitive guiderails and granite curbing do not detract from the view and keep vehicular traffic safe.

**It is the Town's policy:
...to manage access to state
resources of national significance**

where are we?

where are we going?

how do we get there?

Route 154 is increasingly popular as a bicycle and pedestrian route, even while the hazards of natural processes threaten its viability as a road.

COASTAL LOOP. In 1986, the State completed cobbling together old toll roads and coastal routes now collectively numbered as Connecticut Route 154. In its course from Middletown to Old Saybrook, Route 154 offers intermittent glimpses of the 28-mile natural and traditional riverway scene of the 8-town Connecticut River gateway conservation zone (1974). A regional initiative to nominate further portions (in addition to 9.16 miles in Haddam) resulted in the 2005 designation of the terminal 6.10 miles as a State scenic road where the river meets Long Island Sound in Old Saybrook. There are 425 parcels abutting this scenic segment, which nearly doubles back on itself in a loop through Old Boston Post Road. Daily summertime traffic travels on Main Street (8,100 vehicles), College Street (3,300 vehicles), Plum Bank Road (2,700 vehicles) and Great Hammock Road (4,000 vehicles). Upon designation of Route 154 as scenic, the State posted Scenic Route signs at each end.

BIKES AND DUNES. Connecticut takes a comprehensive approach to managing its coastal zone—balancing the often competing and occasionally conflicting demands of economic development and environmental conservation of coastal resources. Route 154 in Old Saybrook exemplifies many pressing coastal issues, such as increasing pressure to accommodate multi-modal use of the road, especially bicyclists, even while the State struggles to adapt to coastal storms and rising sea levels. Roadside development along Route 154 is water-related (rather than water-dependent), so Old Saybrook vies with larger and more economically engaged coastal ports for resources necessary to sustain its leisure-oriented infrastructure, such as coves of recreational boat mooring.

With regard to scenic Route 154 in Old Saybrook, it is the Town’s policy...

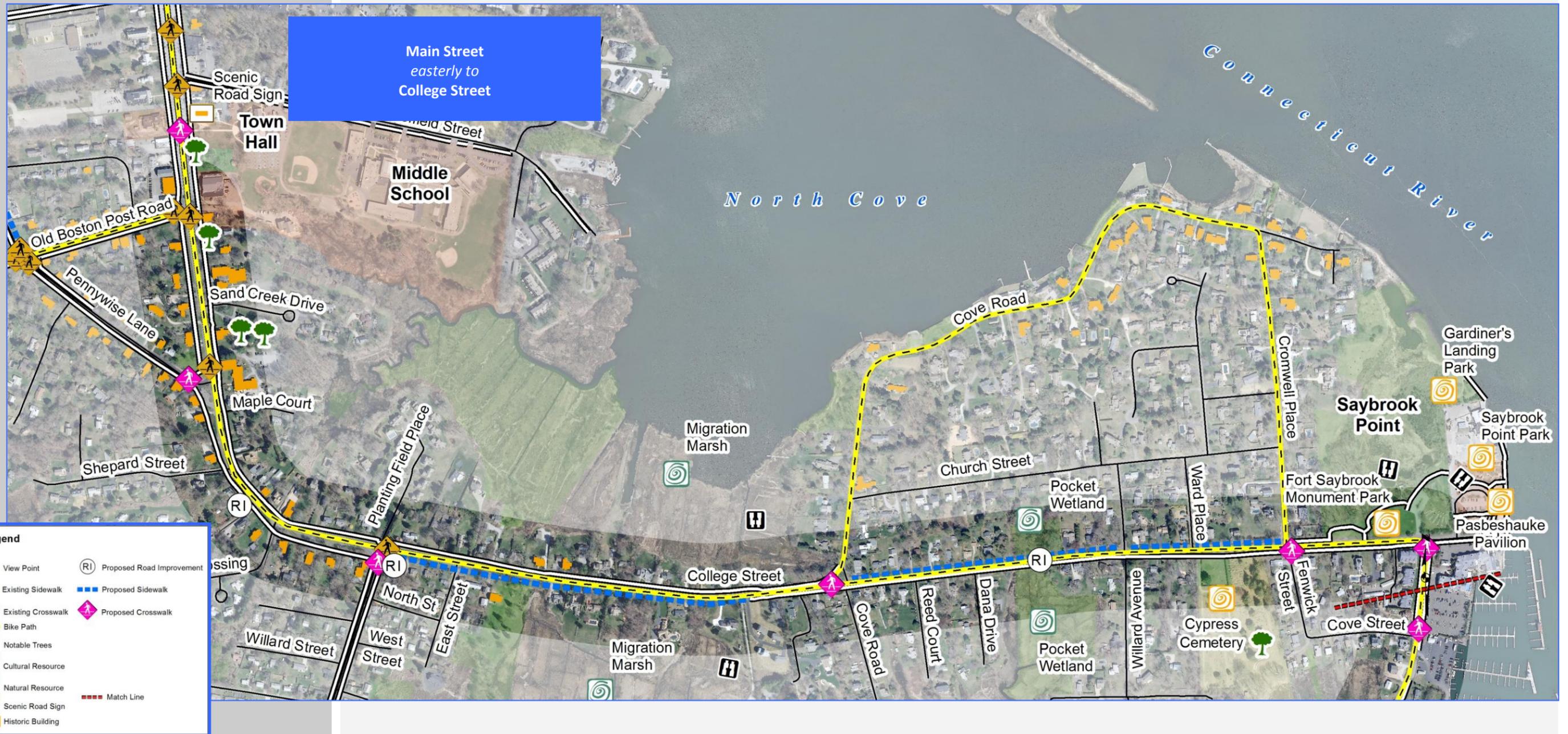
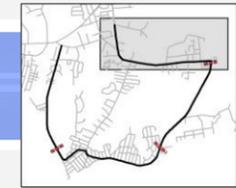
...to access state resources of national significance.

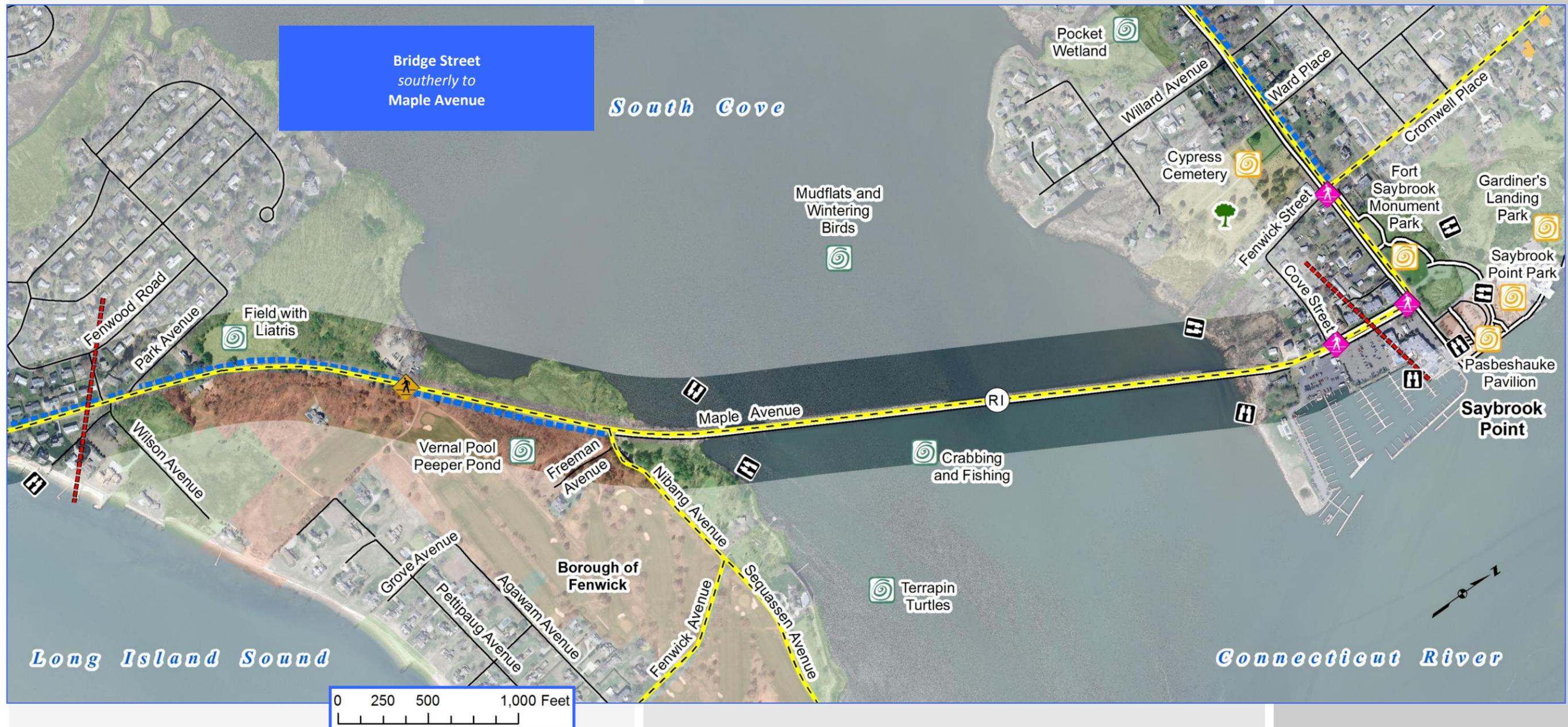
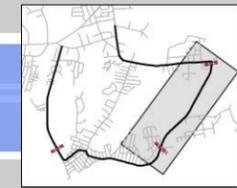
In the next decade, the Town’s challenge is to organize State and Federal resources to advance hazard-resilience and multi-modality for the access that scenic Route 154 brings to the year-round amenities enjoyed on Old Saybrook’s shoreline. Innovative systems will address age-old events—a series of small storyboards about Old Saybrook’s fascinating natural and cultural heritage; a formal bike lane or cantilevered boardwalk along constricting causeways; physical improvements to mitigate against sea-level rise and coastal storms; or restoration of the natural tidal flow in silt-filled, reed-choked marshes of international importance. The Town must become a dedicated and methodical champion of tackling “big picture” dilemmas. Thus, to meet the goals and policies of corridor management, it is the Town’s preference is *to manage access to state resources of national significance* on scenic Route 154.

The Town prescribes these actions as its Plan for the next decade:

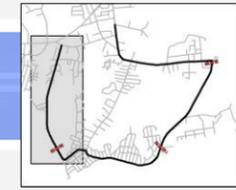
-  **NOTICE TO PROPERTY OWNERS**
-  **SCENIC ROAD SIGNS**
-  **PROMOTIONAL SUPPORT**
-  **VIEWPOINTS**
-  **VIEW EASEMENT**
-  **TOWN WEB PROFILE**
-  **MOBILE STORY CORPS**
-  **BIKEWAY or SIDEWALK**
-  **AESTHETIC GUIDERAIL**
-  **BASELINE SURVEY OF NATURAL COMMUNITIES**
-  **ROADSIDE FOREST REPLACEMENT PROGRAM**
-  **VEGETATIVE BUFFER**
-  **INVASIVE PLANT ERADICATION**
-  **SALT MARSH RESTORATION and DUNE STABILIZATION**
-  **REPETITIVE LOSS ACQUISITION** Allocate funds to offer future acquisition as open space those properties with repetitive flood insurance claims.
-  **BASELINE SURVEY OF CULTURAL RESOURCES**
-  **CERTIFICATES OF CONTRIBUTION**
-  **SELF-GUIDED TOURS**
-  **SURVEY OF HISTORIC PLACES**
-  **NATIONAL BYWAY DESIGNATION**

scenic Route 154

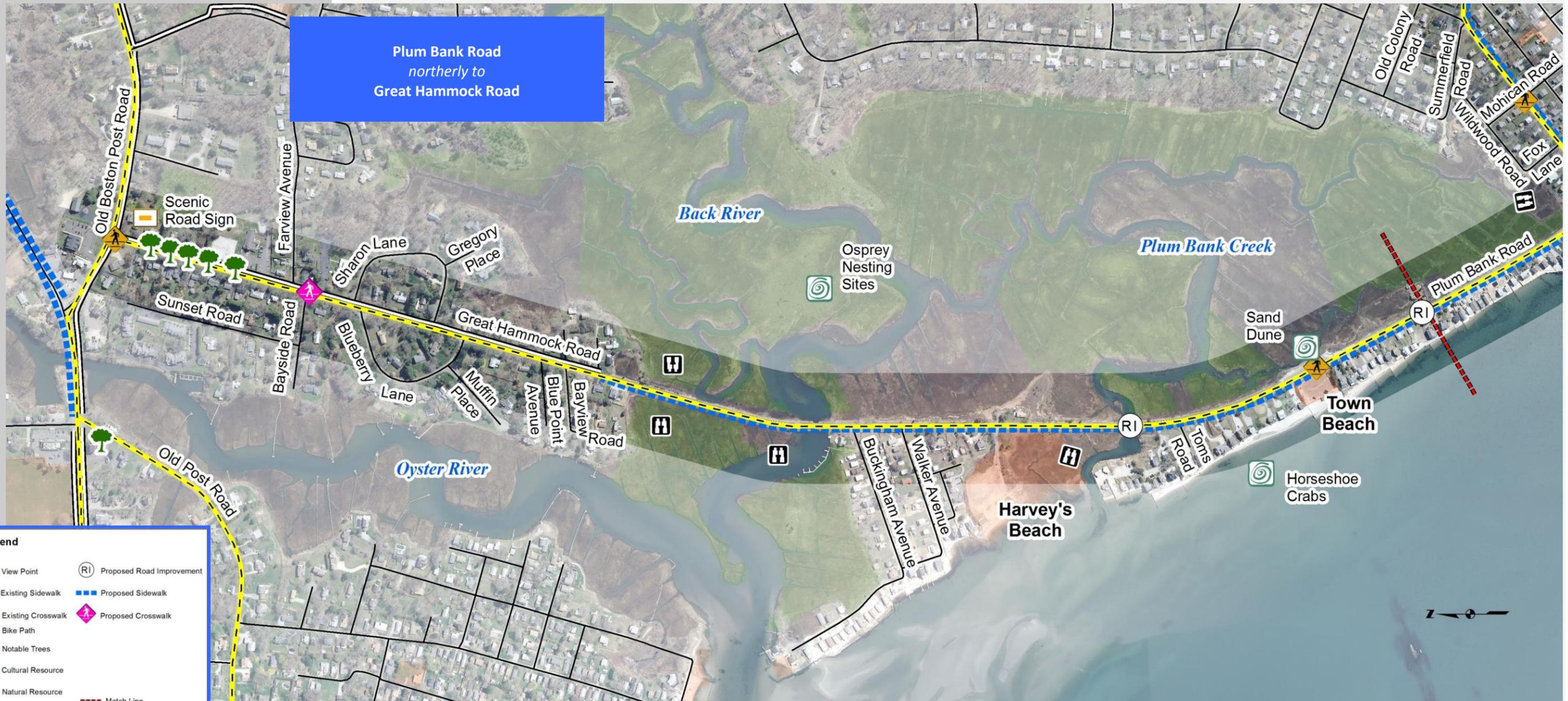




scenic Route 154

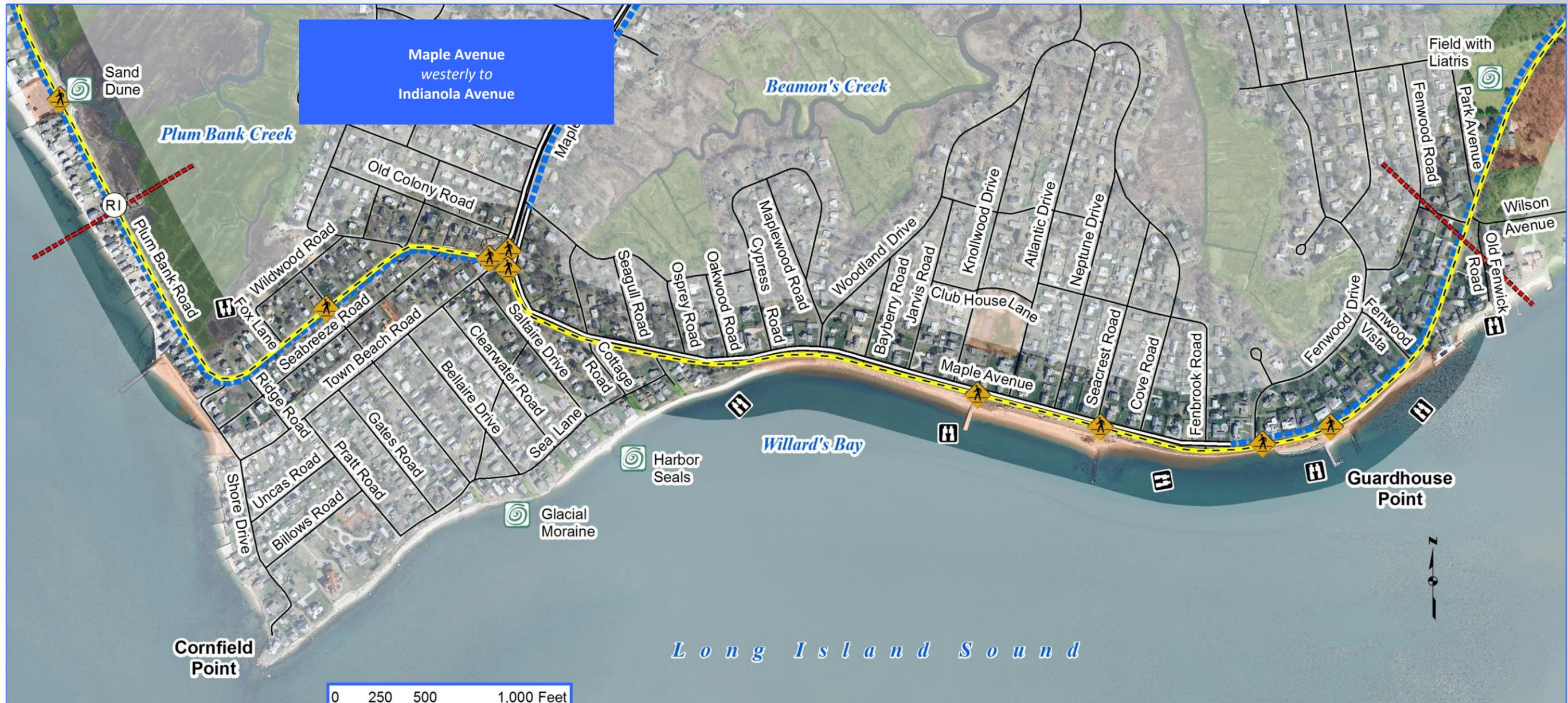
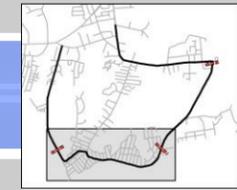


Plum Bank Road
northerly to
Great Hammock Road



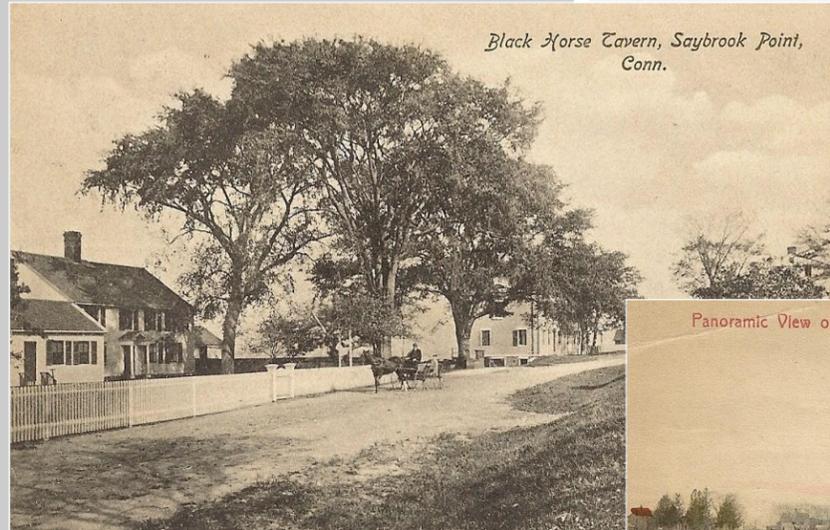
Legend

- View Point
- Proposed Road Improvement
- Existing Sidewalk
- Proposed Sidewalk
- Existing Crosswalk
- Proposed Crosswalk
- Bike Path
- Notable Trees
- Cultural Resource
- Natural Resource
- Scenic Road Sign
- Historic Building
- Match Line



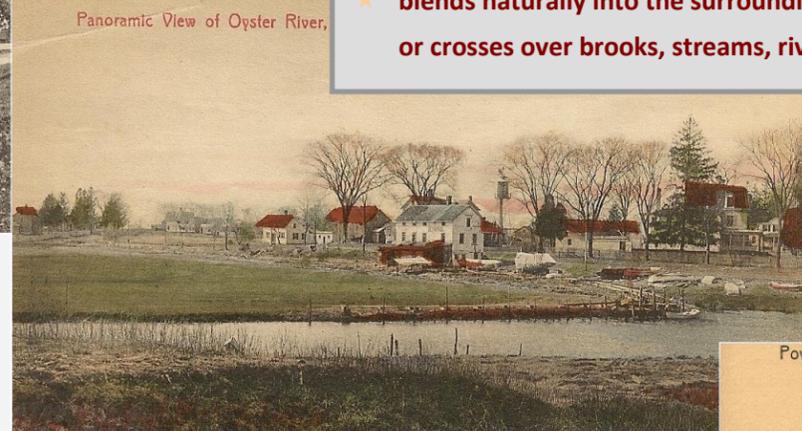
considerations for Future Scenic Designations

- SOME CRITERIA CONSIDERED IN DESIGNATING STATE AND LOCAL SCENIC ROADS IN OLD SAYBROOK**
- ★ unpaved
 - ★ bordered by mature trees and stone walls
 - ★ has traveled portion no more than 20 feet in width
 - ★ offers scenic views of areas or features of distinctive character, landscape or historic value
 - ★ blends naturally into the surrounding terrain; or parallels or crosses over brooks, streams, rivers, coves, lakes, ponds



Black Horse Tavern, Saybrook Point, Conn.

Looking east, the Connecticut River in the background of North Cove Road

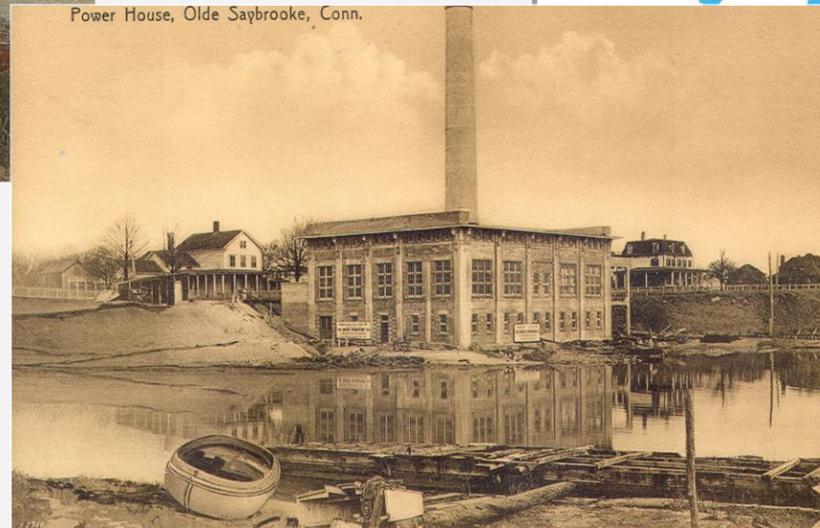


Panoramic View of Oyster River,

Looking west, a view of the Old Post Road as it runs along the Oyster River

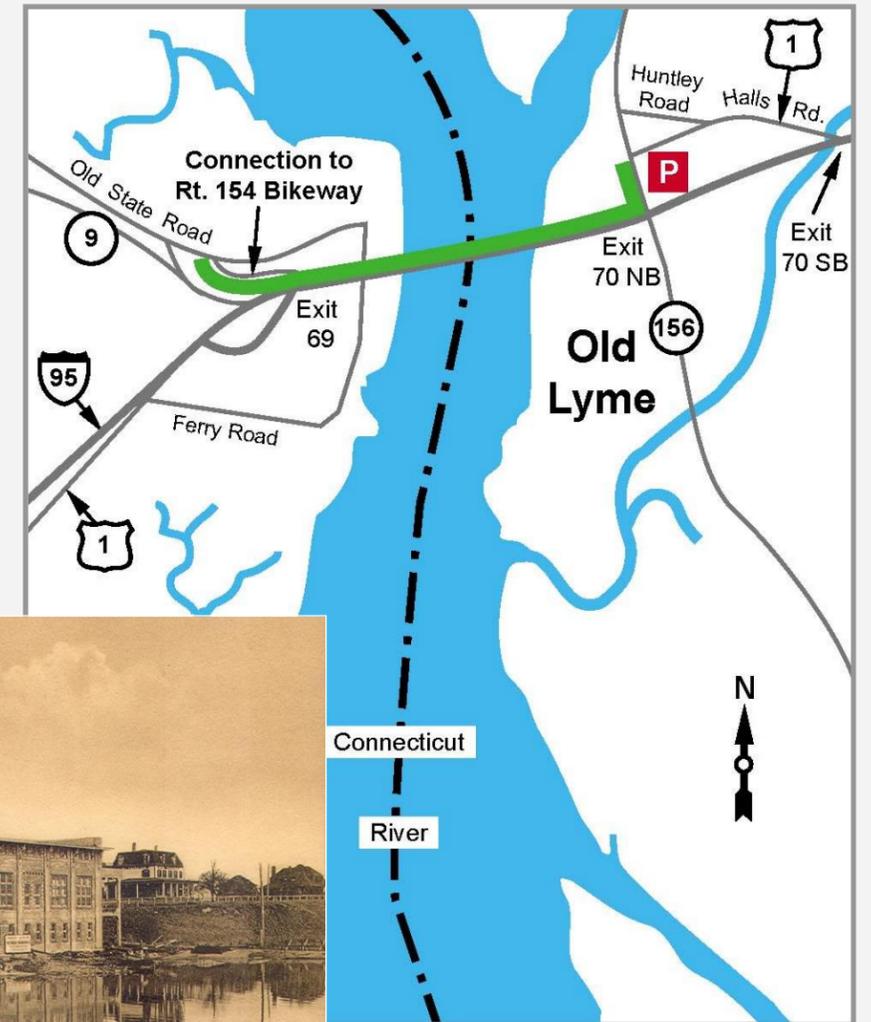


Looking east, the original Acton Public Library on the Old Boston Post Road at Pennywise Lane



Power House, Olde Saybrooke, Conn.

As seen from the railroad bridge northerly towards Ferry Road, the old coal-fired electric generation plant on the Connecticut River



It is the Town's policy:
... to designate roads that connect scenic "loops"
... to complement a historic area with a scenic road

where are we?

where are we going?

how do we get there?

The roads currently designated as “scenic” are far from the only roads in Old Saybrook affording views of its abundant natural resources and colorful history.

During this study, residents and officials suggested additional designations:

OLD POST ROAD. The Old Post Road connects the southern ends of scenic Ingham Hill Road and scenic Schoolhouse Road where they meet Route 1. It is bordered by mature trees and offers scenic views as it crosses over a tidal creek and parallels the Oyster River and its coves.

OLD BOSTON POST ROAD. The Old Boston Post Road is bordered by mature trees and stone walls. Its strength lies in the variety of residential architecture of the federal South Green historic district. The paved travel way exceeds 20 feet to accommodate bicycle lanes and on-street parking.

NORTH COVE ROAD. North Cove Road affords views of Old Saybrook’s North Cove on the Connecticut River through mature trees and beyond the historic homes of the local North Cove historic district.

FERRY ROAD. The bluff between the I-95 and railroad bridges bestows long views of the Connecticut River and Long Island Sound. Ferry Road is a popular place to walk and a recommended connection of the State bicycle route. Historic sites include the Whittelsey House and the iconic red-and-white smokestack of the old coal-fired power plant.

ROUTE 1 at the OYSTER RIVER. A particularly short and scenic stretch of Route 1 occurs as it crosses the Oyster River’s tidal marshes. Flanked by Old Boston Post Road and Old Post Road, Route 1 would connect scenic local Ingham Hill Road with Route 154’s coastal loop.

As relates to considerations for future designations of scenic roads in Old Saybrook, it is the Town’s policy...

...to designate roads that connect scenic “loops.”

Designation is the Town’s commitment to the bigger picture through which a scenic road travels, such as **conservation of the natural landscape**. So, too, should the Town consider the setting in maintaining **access to scenery**. The “Sunday drive” is an especially leisurely pastime along any scenic route. In this, there is more satisfaction in moving forward rather than doubling back along a path just taken; roads that “loop” keep up the momentum of a sightseeing tour. Designating connecting roads formalizes the scenic road look, feel and flow, as well as enhancing **travel capacity and safety** for residents and visitors.

...to complement a historic area with a scenic road.

The Town’s commitment to the bigger picture through which a scenic road travels, such as **preservation of the cultural landscape**, includes the several historic districts in Old Saybrook (local and federal) that require or encourage property owners to pay special attention to the context of the neighborhood’s history whenever renovating structures. A partnership between the Town and abutting property owners in designating new scenic roads is more likely to meet the goal of **awareness and prestige**.

The Town prescribes these actions as its Plan for the next decade:

-  **SCHOOLHOUSE ROAD DESIGNATION EXTENSION**
-  **INGHAM HILL ROAD DESIGNATION EXTENSION**
-  **SURVEY OF HISTORIC PLACES**
-  **NEW SCENIC ROAD DESIGNATIONS.** Partner/co-apply with property owners to designate additional or expanded scenic roads (Town will provide base mapping, conduct scenic resource inventory, bear cost of personal notice to property owners, general notice in newspaper, etc. in addition to formal consideration / decision process).
-  **NATIONAL BYWAY.** In collaboration with Connecticut River valley towns to the north, investigate eligibility of elevating status of scenic Connecticut Route 154 to that of a National Byway.

Acknowledgments

**Scenic Roads: A Corridor
Management Plan for local and
State scenic roads in Old Saybrook**

section of the **Old Saybrook
Plan of Conservation &
Development**

adopted: **June 18, 2014**

effective: **July 15, 2014**

The Planning Commission maintains this plan as a section of the Town's Plan of Conservation & Development. The goal is the preservation or enhancement of the natural, historic and other resources that make the roads "scenic" and the multi-modal function of the roads themselves.

To prepare for a study of the roads, the entire physical Commission converged "in the field" many times during the summer of 2012 to inventory the scenic characteristics, and they held interviews and community forums during 2012 before setting pen to paper.

The Planning Commission consists of:

Janis L. Esty, Chairman
Robert D. Missel, Vice Chairman
Cathryn M. Flanagan, Secretary
David M. Shearer
Kathleen A. Sugland
Kenneth W.A. Soudan
Michael K. Urban
Daniel J. Walden

This plan offers orientation to existing standards, recommendations to update long-held or to codify new policies, and guidance for implementation of physical improvements. As with all plans, the Board of Selectmen must champion not only the vision but also the allocation of resources necessary to leverage opportunities, both offered and created, on an on-going basis. The Board's approval of this report is the beginning of its pledge to do so.

Photographs in this section of the Plan are donations from residents Sally Perreten and Carin Roaldset, stock images of the Old Saybrook Land Use Department, or works in the public domain.

In preparing this Plan, the Commission acknowledges many people as valuable resources with thanks for their time and added energy:

Carl Fortuna, First Selectman; Larry Bonin, Director, Public Works Department; Barbara Maynard and Robert Lorenz of Ingham Hill Road; Robert Day and Bud Skelly of Schoolhouse Road; Judy Preston of Saybrook Point; Tedd Levy of Cornfield Point; Kathleen Connolly, Chairman, former BOS' ad hoc Bikeways Committee; L. Jean Davies, Deputy Director, Lower Connecticut River Valley Council of Governments; Stephen Tagliatella, Innkeeper, Saybrook Point Inn and Spa and Marina Point Condominiums; and Colleen Kissane and R. Bruce Villwock, Connecticut DOT's Scenic Roads Advisory Committee.

The Committee considered the results of a special session with researchers at the Stevenson Archives Building of the Old Saybrook Historical Society on November 15, 2012. The Commission thanks: Linda Kinsella and Ann Sweet.

The Committee held a public information session on the evening of March 20, 2013, to gather concerns and ideas from residents and businesses about scenic roads. Attendees included: Debbie Ferrer, Keith Wescovich, Priscilla Moore, Andy Abels, Robert Raffalo, Jan Fraser, Rodney Bailey, and Rex McCall. Letters were received from Tom Gezo, Thomas Figlioli, Nila Plocha, and Virginia and Mary Grosso. This Report integrates some of this information throughout.

The Planning Commission is grateful for staff assistance from: Joanne Rynecki, Project Clerk; Christina M. Costa, Zoning Enforcement Officer; Sandy Prisloe, Environmental Planner; and Christine Nelson, Director, Old Saybrook Land Use Department.

Resources

In preparing this plan, the Commission referenced the data and recommendations of the following resources:

CONNECTICUT BICYCLE MAP. Produced by the Connecticut Department of Transportation. 2002.

CONSERVATION AND OPEN SPACE PLAN. Prepared by the Conservation Commission in September 2003; adopted in part by the Planning Commission as a section of the Plan of Conservation and Development. February 15, 2006.

FERRY POINT PLANNING CONCEPTS AND FERRY POINT ADDITIONAL PLANNING CONCEPTS. Produced by Planimetrics 2005.

FINAL REPORT. Produced by the State Vegetation Management Task Force; prepared for the Connecticut Department of Environmental Protection. August 28, 2012.

GREAT CEDARS CONSERVATION AREA EAST: NATURAL RESOURCE ASSESSMENT AND MAPPING STUDY. Produced by the Connecticut River Coastal Conservation District for the Conservation Commission. October 2005.

INGHAM HILL ROAD PETITION. Approved by the Old Saybrook Planning Commission. 2002.

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (“MUTCD”). Published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F. Adopted May 14, 2012, effective June 13, 2012.

NATURAL HAZARD MITIGATION PLAN. Produced by Connecticut River Estuary Regional Planning Agency and adopted by the Board of Selectmen on March 1, 2007. Draft update prepared by the Lower Connecticut Valley Council of Governments for an ad hoc committee of the Planning Commission, to be adopted by the Board of Selectmen. (proposed 2014)

NATURAL HERITAGE TOUR: A SELF-GUIDED TOUR OF OPEN SPACES THROUGHOUT OLD SAYBROOK, CONNECTICUT. Produced by the Old Saybrook Land Use Department for the Old Saybrook Conservation Commission. 2008, revised to March 2012.

OLD SAYBROOK’S NOTABLE TREES. Produced by Tidewater Institute for the Old Saybrook Conservation Commission. 2009.

OPEN SPACE STEWARDSHIP PLAN. Produced by the Conservation Commission. 2006.

PATHWAYS THROUGH CONNECTICUT: A TRANSPORTATION GUIDE TO MULTIUSE TRAILS. DEP Bulletin 33, ISBN 0-942085-09-4. Revised to June 14, 2013.

PLAN OF CONSERVATION AND DEVELOPMENT. Produced by the Connecticut River Estuary Regional Planning Agency and the Old Saybrook Land Use Department for the Old Saybrook Planning Commission. Adopted at Town Meeting February 15, 2006.

PRESERVING CONNECTICUT’S SCENIC ROADS: A HANDBOOK FOR COLLABORATION ON CORRIDOR MANAGEMENT PLANNING. Produced by Lardner/Klein Landscape Architects, Mary Means and Associates, Inc., Hutton Associates, Inc., and Ken Kruckemeyer; prepared for the Connecticut Department of Transportation Scenic Roads Advisory Committee. 1998.

ROAD CIRCULATION: ROUTE I-95 AND NORTH. “Development Program #4.15”. Produced by Robert S. Bryan and Associates, adopted by the Planning Commission as a supplement to the 1990 Plan of Development. March 1, 1987.

ROUTE 1 STUDY. Produced by the Yale Urban Design Workshop; prepared for the Old Saybrook Board of Selectmen. December 2005.

ROUTE 154 PETITION. Produced by the Connecticut River Estuary Regional Planning Agency for the Old Saybrook Board of Selectmen. Approved by the Connecticut Department of Transportation. 2005.

SAYBROOK POINT PROGRAM. Produced by Lane, Frenchman and Associates, Inc., adopted by the Planning Commission as a supplement to the 1990 Plan of Development. June 1, 1984.

SAYBROOK POINT ENHANCEMENT PLAN. Produced by East Wharf Architects, Inc. May 1, 1998.

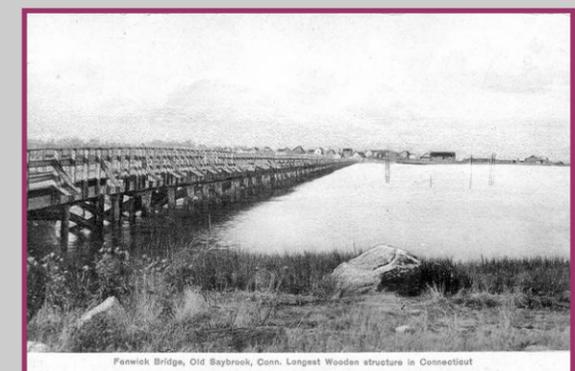
SCHOOL HOUSE ROAD PETITION. Approved by the Old Saybrook Planning Commission. 2003.

SIDEWALK PLAN. Produced by the Old Saybrook Land Use Department for the Old Saybrook Planning Commission; adopted by the Old Saybrook Board of Selectmen. April 6, 2006.

TOWN CODE SECTION 169. SCENIC ROADS. Adopted by Town Meeting on September 19, 2002.

TOWN CODE SECTION 185. STREETS AND SIDEWALKS. Adopted by Town Meeting on November 24, 1980, amended through September 19, 2002.

TYPICAL OVERLOOK/TRAILHEAD IMPROVEMENT SPECIFICATIONS. Produced by Nathan L. Jacobson & Associates for the Old Saybrook Planning Commission.



produced by

TOWN *of* OLD SAYBROOK
Land Use Department

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Old Saybrook, Connecticut 06475

www.oldsaybrookct.org