



Prepared By:



Halls Road Master Plan

Prepared for the
Town of Old Lyme, CT

 BSC GROUP

August 2021

Acknowledgements

Master Plan Project Stakeholders

Halls Road Committee

Edie Twining, Committe Chair
Bud Canaday
Deb Czarnecki
J. David Kelsey
Howard Margules
Matt Merritt
Michael Reiter
Ray Thompson

Planning Team

BSC Group, Lead Planner

Bartram and Cochran, National Real Estate Consultants



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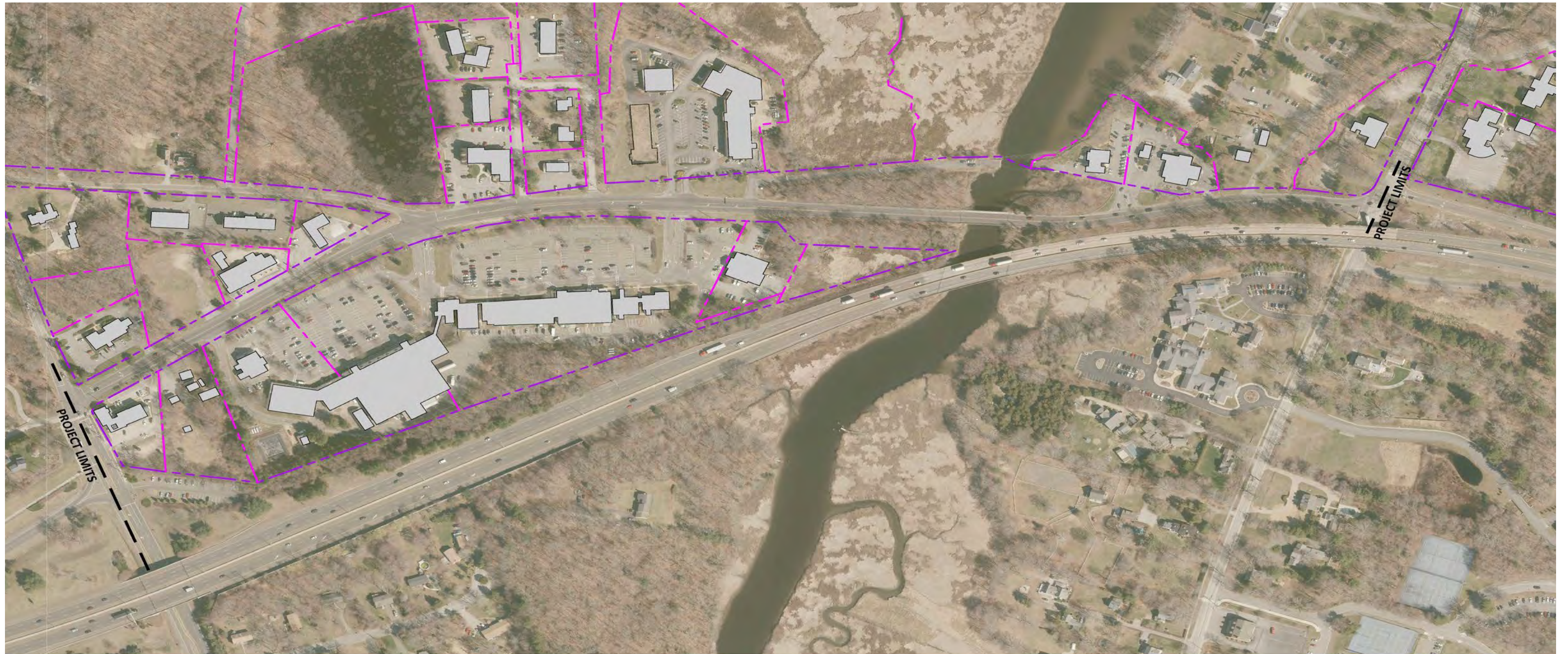
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Project Location Map

Source: CT ECO and Town of Old Lyme GIS

Executive Summary

At the end of 2020, the town of Old Lyme engaged BSC Group, Inc. and their subconsultant, Bartram & Cochran, to create a Master Plan, Design Guidelines, and to write Re-Zoning Language for the Halls Road area. These tools will consider existing conditions and uses, and will provide a strategic plan for future development of the parcels along Halls Road.

This report presents key elements of the master plan prepared for Halls Road in Old Lyme Connecticut. The following pages highlight detailed drawings from the plan which represent two distinct but interrelated aspects of the Halls Road Master Plan: Public Right-of Way Improvements for roadways and sidewalks, and a new Potential Private Redevelopment Plan resulting from the revised Halls Road Village District zoning for mixed use along Halls Road. These drawings will help guide and inform future development by to the public realm and by private investors.

The public right-of-way roadway and sidewalk improvements create safe pedestrian and bike routes along Halls Road to Lyme Street. Pedestrian lighting, landscaping, open green spaces, sidewalks, and crosswalks are all a part of the improvements the town will undertake. The plan also includes the most popular element suggested in town-wide surveys conducted at the beginning of the planning process: a new 'Bow Bridge.' This biking and walking bridge will span the Lieutenant River at the old bridge abutment, creating a safe and beautiful connection between Lyme Street and our main commercial district on Halls Road. Work on these improvements will begin as soon as the town secures funding and the required regulatory approvals.

The second illustrative plan shows how new zoning could affect future development. This is just one example of how new private investments could play out over the next 20 years. Village District zoning is designed to attract retail *and* residential investment, and will no longer require the deep set-backs and large parking lots that favored strip centers. The zoning that once attracted strip centers now disproportionately favors investments aimed primarily at serving highway traffic (e.g. gas stations and fast food chains). The town has said for decades it does not want Halls Road to be dominated by highway services. New zoning is required to address that. In the new zoning, cluster housing, town houses, and second-story apartments will help ease the severe shortage of smaller-scale housing options in Old Lyme, and help turn a “9-to-5, commercial-only” area into a living neighborhood with mixed use—as Lyme Street was before the 1960s. The drawing is a tool to help in writing new zoning and design guidelines. The goals of those guidelines are, first and foremost to attract the kinds of investments that serve the needs of Old Lyme, and to create a ‘look and feel’ in keeping with the rest of the town. The long term goal is to create a mixed-use commercial and residential neighborhood that feels like a part of Lyme Street and the wider town of Old Lyme.



Halls Road



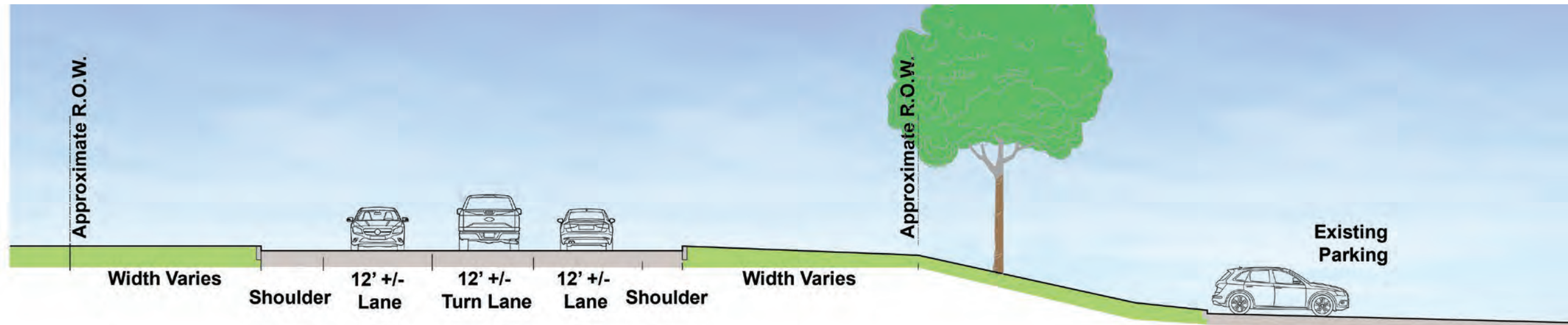
HALLS ROAD MASTER PLAN

OLD LYME, CT

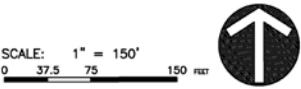
EXISTING CONDITIONS REPORT

- BASE MAPPING
- PUBLIC WAY
- UTILITIES AND INFRASTRUCTURE
- ARCHITECTURE
- SIGNAGE
- LANDSCAPING
- MARKET CONTEXT
- COMMUNITY GOALS





Existing Conditions Section



Existing Conditions and Analysis

Base Mapping

The base mapping for this project is a compilation of information gathered from the Committee, the Town of Old Lyme GIS system, 2016 orthophotography, Light Detection and Ranging data (LIDAR), data from the State of Connecticut, and data from site visits. The base mapping has been used for the Master Planning section of this report.

BSC Group participated in a kick-off meeting at the beginning of the project to meet with the Committee and other stakeholders to review the base mapping compiled, and to discuss the project area. During the meeting, BSC Group prioritized important development areas, and analyze each section.

Project Area Map

The Project Area map was created to help visually define the project area. It shows an aerial of the entire Halls Road area, and there are project limits shown. There are building footprints shown over the aerial to increase visual clarity, and they have been hatched as existing. Magenta property lines are shown to identify separate parcels in the area, and a purple property line is shown to denote the State-owned Right of Way.

Existing Conditions Mapping

The existing conditions mapping was created to show the project area details which informed the site analysis. Project area elements shown on the existing conditions map include: Planted areas outlined in a green treeline symbol, and elements such as guardrails, fencing, pavement markings, signalized intersections, bus stops represented as blue squares, utility and drainage structures, fire hydrants, light poles, flag poles, and utility poles are shown on the maps.

Wetland mapping from the GIS viewer and FEMA FIRM mapping show wetlands and water bodies, as well as areas of flooding. Bodies of water are outlined in blue, and wetlands are outlined in a turquoise dashed line. The cyan dashed line shows the area that floods during the 1% storm, and the yellow dashed line represents the area that floods during 0.2% storm. Wetlands and flood areas will impact the use and development potential of each parcel.

In summary, these key conditions are explained in detail on the following pages:

- No sidewalks along Halls Road
- Minimal street lighting
- No crosswalks from north to south sides of the road
- No safe bicycle pathways
- 60’ setbacks from road create parking lot view of strip center
- Commercial-only zoning disproportionately favors highway services in current market conditions



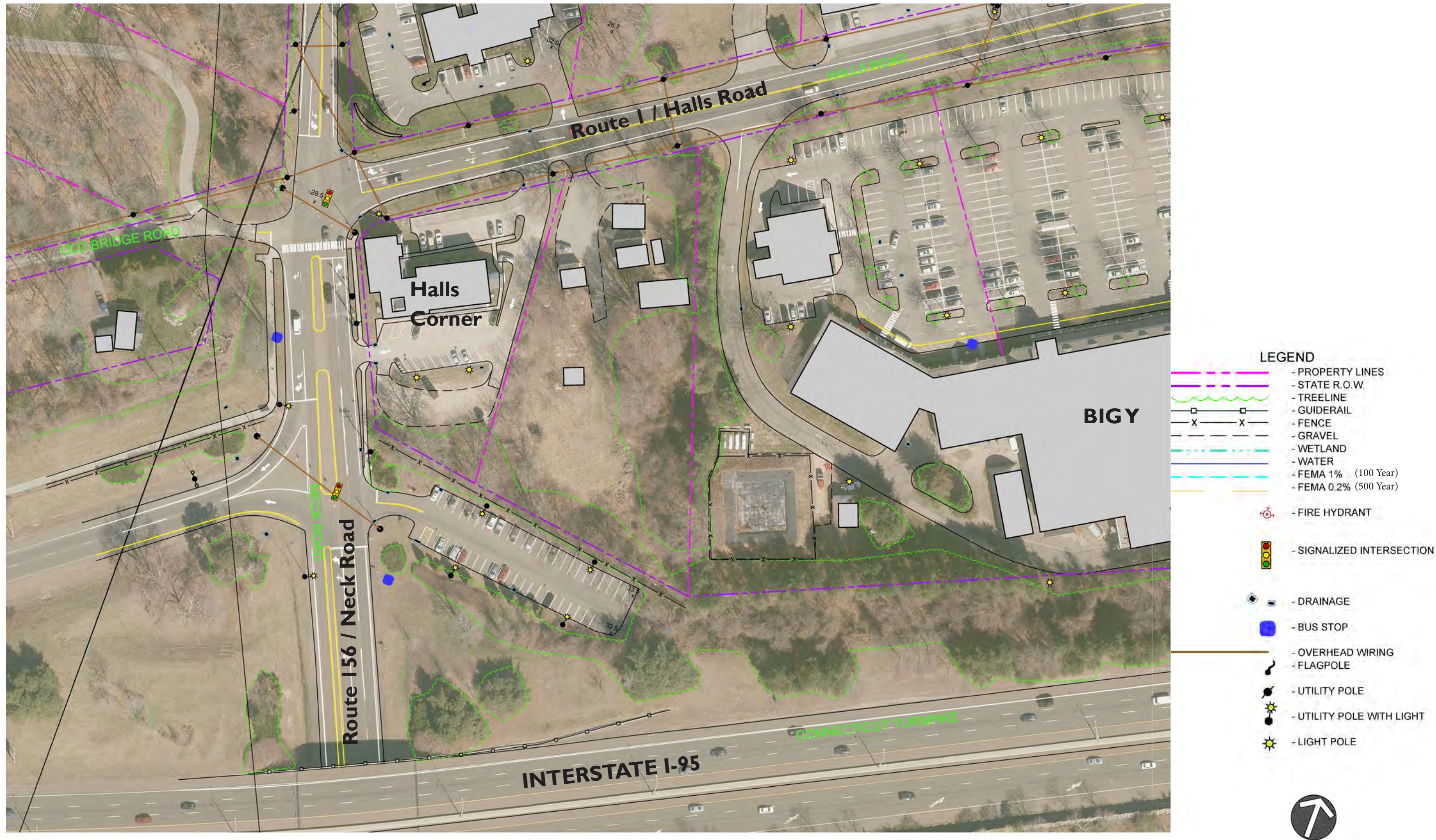
Existing condition of a street tree



Lookout at Lieutenant River



Existing Conditions at Halls Road



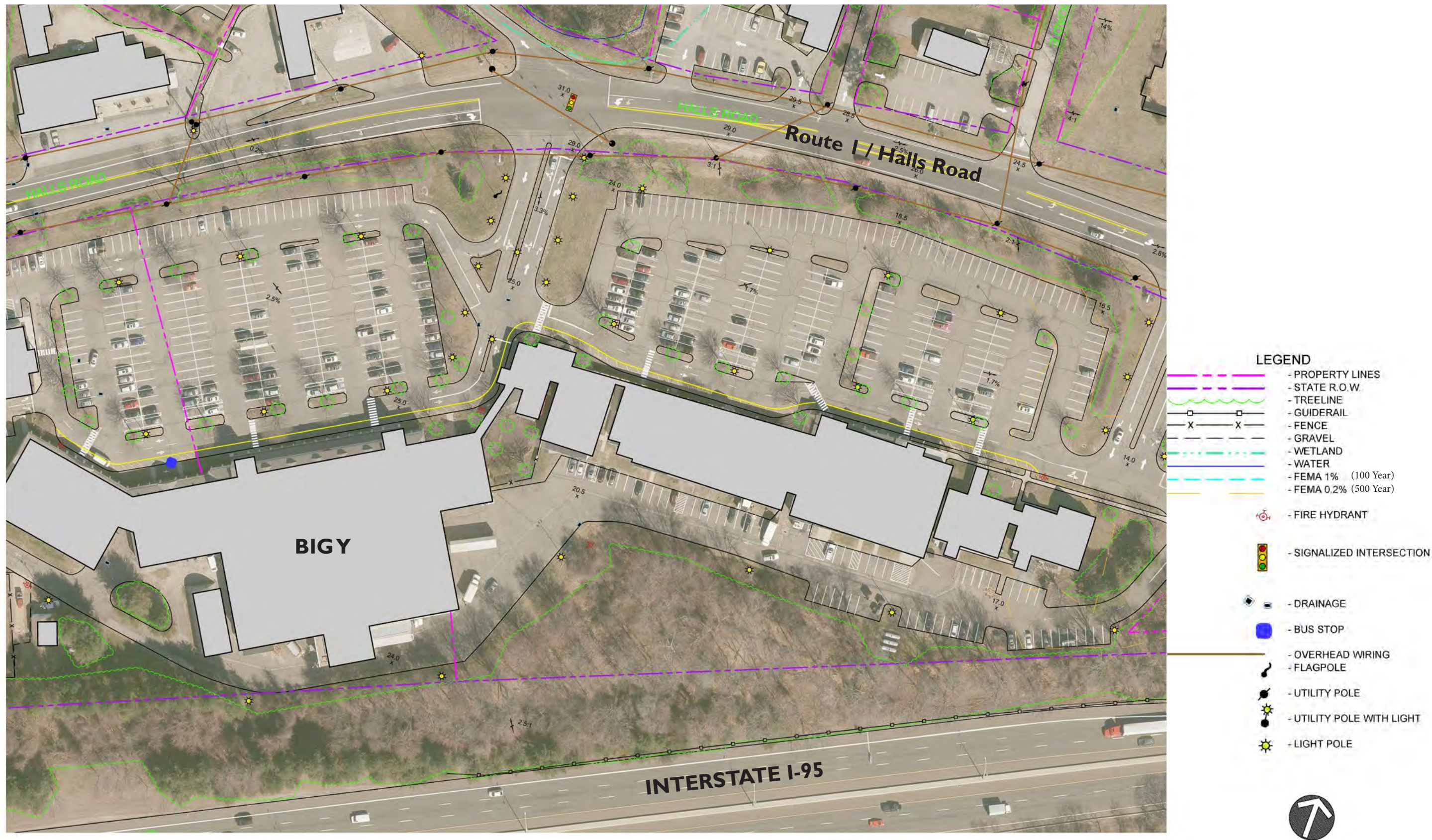
Existing Conditions Map I of 6

Source: CT ECO and Town of Old Lyme GIS



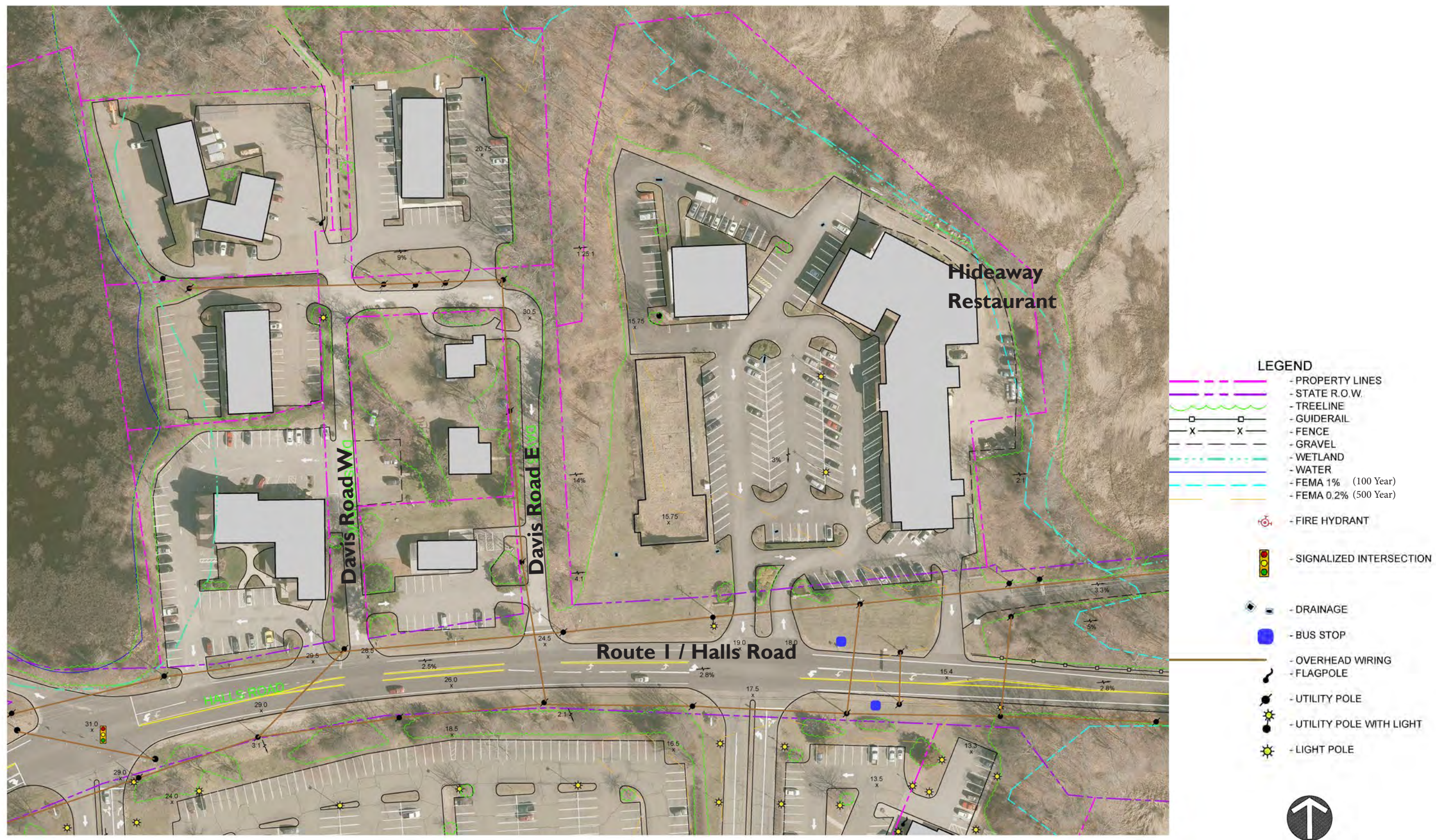
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Existing Conditions Map 2 of 6



Existing Conditions Map 3 of 6

Source: CT ECO and Town of Old Lyme GIS



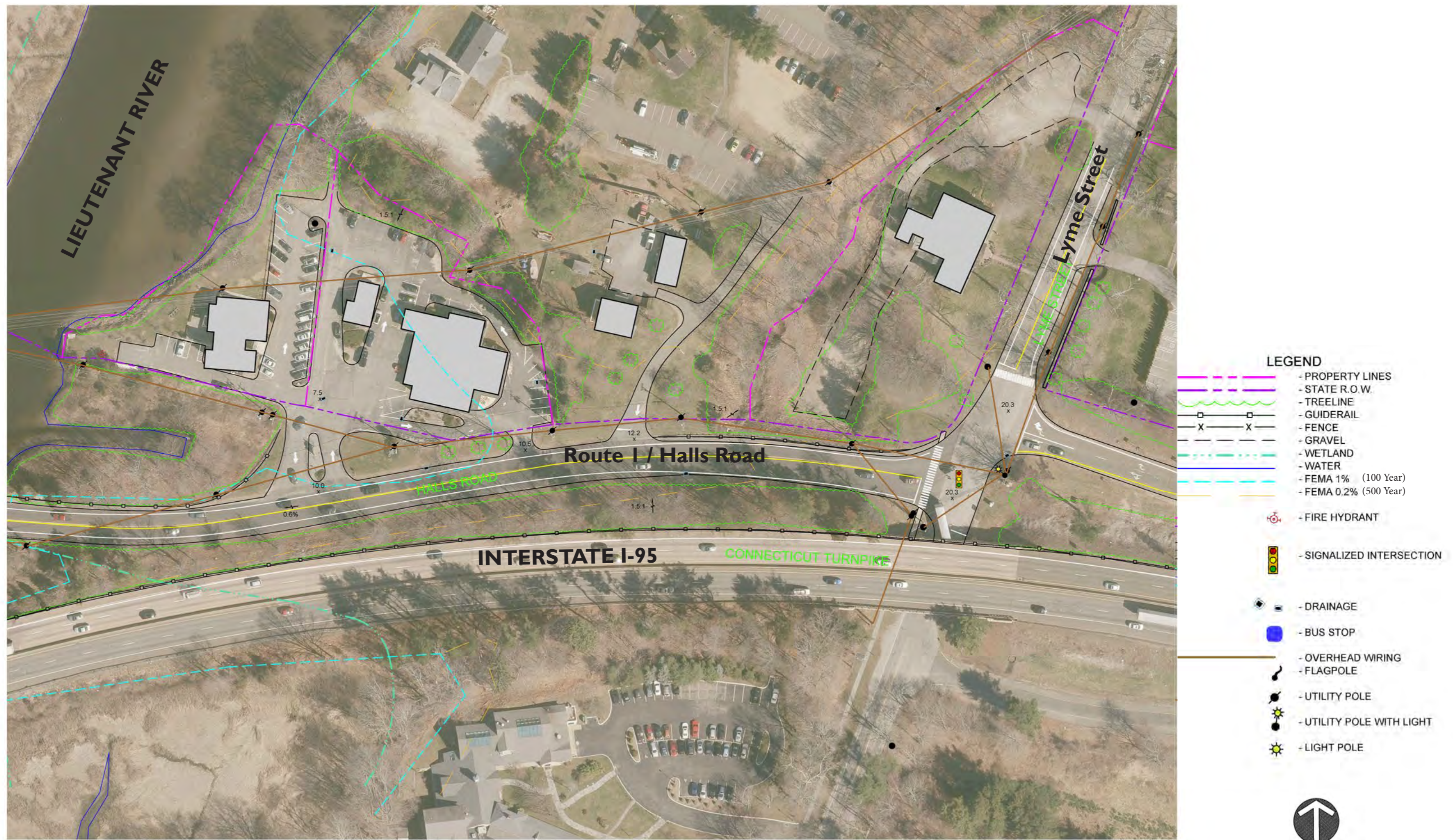
Source: CT ECO and Town of Old Lyme GIS

Existing Conditions Map 4 of 6



Existing Conditions Map 5 of 6

Source: CT ECO and Town of Old Lyme GIS



Source: CT ECO and Town of Old Lyme GIS

Existing Conditions Map 6 of 6

Public Way

Pedestrian Facilities

Pedestrian facilities (sidewalks, ramps, crosswalks, etc.) are extremely limited within the project area. There is a section of walkways at the eastern side of Halls Road which is denoted as the “Chamber of Commerce Safety Walk”. This walkway is not continuous, but provides some connectivity to the intersection at Halls Road/Lyme Street. There are no additional pedestrian walkways along the entire length of Halls Road. Concrete walkways are present along both sides of Neck Road directly south of the intersection at Neck Road/Halls Road, however they do not continue under the I-95 overpass.

Since there are limited sidewalks along Halls Road, only the Neck Road/Halls Road intersection and Halls Road/Lyme Street intersection are configured with crosswalks. The crosswalk located at the Neck Road/Halls Road intersection is oriented for pedestrians crossing Neck Road, and includes a pedestrian call button. There are no other connections at this intersection.



Neck Road/Halls Road Intersection

The crosswalk located at the Halls Road/Lyme Street is oriented for pedestrians crossing Halls Road, and includes a pedestrian call button. There is a crosswalk and pedestrian call button oriented for pedestrians crossing Lyme Street at the north side of the intersection, however there are no sidewalks to connect it to anything else. At the south side of the intersection there is an existing curb ramp on both sides of the roadway, however the ramps are not connected to sidewalks and there are no pedestrian call buttons associated with this crossing.



Halls Road/Lyme Street Intersection

The signalized intersection at Halls Road/Huntley Road/Big Y Plaza is equipped with a pedestrian call button, but the intersection does not have a crosswalk.



Halls Road/Huntley Road/Big Y Plaza Intersection



Chamber of Commerce Safety Walk

There are two distinct and discontinuous segments of sidewalk which exist along Halls Road and make up the “Chamber of Commerce Safety Walk”. It should be noted that painted Osprey were found along the two segments of sidewalk at regular intervals to denote the walkway.

The first segment is approximately 280-feet in length and constructed of bituminous concrete. This segment is located on the north side of the road extending from the Halls Road/Lyme Street intersection to where it ends at the exit of the Florence Griswold Museum property (by the “Saunders House”). This segment of sidewalk is approximately 3-feet in width and is considered substandard. While there is a flush segment of pavement at either end of this walkway, it does not meet ADA standards and does not provide an accessible path.

A second segment (approximately 460-feet from the first segment) is approximately 810-feet in length and constructed from bituminous concrete. This segment is also located on the north side of the road, beginning approximately 30-feet west of the Lieutenant River Center commercial driveway, extending across the Lieutenant River bridge (as concrete), and terminating approximately 80-feet to the east of a commercial driveway at the Old Lyme Shopping Center. This segment of sidewalk is approximately 3-feet in width and is considered substandard, with the exception of the segment on the Lieutenant River bridge.



Chamber of Commerce Safety Walk

Bicycle Facilities

Bicycle accommodations such as dedicated bicycle lanes and bicycle parking areas are not found within the public way. This prevents the encouragement of other modes of travel within the Halls Road project area. There is an existing pedestrian and bikeway which travels across the Connecticut River along the Baldwin/I-95 Bridge. There are not many existing connections to this asset within the area. Capitalizing on this existing facility, the Town of Old Lyme could consider accommodating and encouraging bicycle use to further enhance the area.

Roadways in the Project Area

The primary roadway within the Halls Road project area is Connecticut Route 1 (Halls Road), which extends from the signalized intersection with Connecticut Route 156 (Neck Road) approximately 0.7 miles east to the signalized intersection of Halls Road at Lyme Street. The intersection of Halls Road at Neck Road is located approximately 250-feet from the on ramp to Interstate 95 South (at the I-95 North Exit 70). The intersection of Halls Road at Lyme Street is co-located with ramps for Interstate 95 (at the I-95 South Exit 70). There are three local roads in the project area which intersect Halls Road; Huntley Road which is one-way north connecting to Neck Road, Davis Road West which is a one-way that loops through the Old Lyme Professional Center and becomes Davis Road East, which also intersects with Halls Road. All other intersecting curb cuts are for private driveways or businesses.

Halls Road

Halls Road is a State Highway designated as Route 1, and is classified by the Connecticut Department of Transportation (CTDOT) with a Functional Classification (Urban) of Minor Arterial Road. It is a single-lane roadway approximately 0.7 miles in length between Connecticut Route 156 and Lyme Street. The roadway utilizes one bridge at the Lieutenant River (Bridge 01013).

There are three signalized intersections along the 0.7-mile roadway segment. The first is at the Halls Road/Route 156 intersection, the second is at the Halls Road/Huntley Road intersection at the Big Y Plaza entrance, and the third is at the Halls Road/Lyme Street intersection. Numerous commercial driveways of various configurations (i.e. single, one-way, split) connect with the road along the length of the project area. The only commercial driveway that is signalized is the Big Y Plaza (west access point; 1 of 2) as it is co-located with the Halls Road/Huntley Road intersection.

Halls Road is a bituminous roadway with nominal 11-foot lanes and paved shoulders of varying width. No passing zones are present on the roadway segment, and the posted speed limit along the segment is 35 miles per hour. The roadway is equipped with dedicated turning lanes at the three signalized intersections as well as one commercial driveway (Big Y plaza driveway east).

The maximum Annualized Average Daily Traffic Volume (AADT) for Halls Road is 11,000 vehicles per day (bi-directional) as measured by the CTDOT. Specifically, CTDOT lists two bi-directional AADTs for Halls Road, with one data set representing east of the Halls Road/Huntley Road/Big Y Plaza signalized intersection (9,000 AADT).

Huntley Road

Huntly Road is a Town-owned roadway with a Functional Classification (Urban) of Improved Local Road. This is a one-way bituminous paved road extending between Halls Road (at the Halls Road/Huntley Road/Big Y Plaza signalized intersection) to Route 156 (Neck Road). The roadway hosts a limited mix of commercial and residential development. There is not sufficient signage denoting one-way travel, creating minor confusion for drivers. The slope of Huntley Road to the intersection of Neck Road creates a situation of poor sight distance, which makes exiting the roadway more dangerous.

Davis Road West / Davis Road East

Davis Road West and Davis Road East are Town-owned roadways with a Functional Classification (Urban) of Improved Local Road. These roads connect to form a one-way bituminous paved roadway extending in a loop from Halls back to Halls Road (non-signalized intersections). The intersections at these roads are 180-feet apart from each other, and there is not sufficient one-way signage, which creates minor confusion for drivers. The road hosts several commercial developments and a couple private residences.

Utilities and Infrastructure

Electric

Eversource Energy provides the electrical service for Halls Road. BSC coordinated with Eversource general information and received the circuitry mapping for Halls Road. There is single phase, aerial service along utility poles on both the north and south sides of the road.



Typical Utility Pole

Natural Gas

There is not currently any Natural Gas infrastructure located in Old Lyme.

Lighting

Minimal lighting is present along the roadway. The existing lighting along Halls Road is utility pole-mounted “extended arm” style. The lack of lighting makes pedestrian use of the site unsafe at night, and reduces the safety of vehicular traffic at night. Minimal lighting also visually affects the character of the Halls Road during both day and night.



Examples of Lighting

Telecommunications

Frontier provides telecommunications service for this area of Halls Road. BSC coordinated with Frontier General Information and received the telecommunications circuitry mapping for this area. Underground ductbanks and associated telecommunication manholes are located on the south side of Halls Road, and currently only provide standard telephone service. Fiber Internet is currently not available in this area. Given sufficient demand (i.e. number of proposed residential units) would dictate Frontier’s decision to expand the Fiber Internet Network to this area.

Cable Television

Comcast is the current Cable provider for the Halls Road area. There is currently fiber capacity for 100-150 residential units on Halls road. Comcast utilizes a “0 node” system that brings fiber into a designated area, and then splits off with Coaxial to up to 50 units. Multiple nodes can be installed for a designated area. If the unit count were to increase beyond the 150 residential units, additional fiber feeds would need to be brought in from Haddam CT, and this most likely will be covered by Comcast due to their desire to provide that service to the development.

Crown Castle - High Speed Fiber Optic

High Speed Fiber optic cable is located beneath Halls Road, however this fiber only provides service to a cell tower located to the northeast of the project corridor. Crown Castle provides service to large enterprise users that are interconnecting multiple business nodes in different locations. However, GoNetSpeed residential fiber internet is a spin-off of the former FiberTech service that uses the Crowne Castle fiber infrastructure as its backbone. Gonetspeed fiber is currently not located in the Old Lyme Market area. However, given sufficient demand (number of units) Gonetspeed would investigate expanding its service area to this portion of Halls road, if not townwide.

Water

Connecticut Water Company (CWC) is the local water provider for Old Lyme, however, the CWC Service area is very limited throughout Old Lyme, and does not include Halls Road. The developments along Halls Road are all serviced by private wells. If the wells serve more than 25 people over the course of 60 days, they will be under the jurisdiction of the CT DPH. Ledge Light Health District will also have input on the well installations, their location, and their relation to other wells in the area that also serve Halls Road.

Sanitary

Currently, there is no sewer service located in Old Lyme. All of Halls Road is serviced by septic systems of varying size and capacity. Ledge Light Health District would be the jurisdictional body that would handle the installation of sanitary systems that would generate 7500 gallons or less of wastewater per day. In accordance with the Department of Public Health Standards of 150 Gallons per day of wastewater generated per residential bedroom, a 50 bedroom development would be under Ledge Light Jurisdiction, whereas anything larger than that would be under CT Department of Energy and Environmental Protection (DEEP) Jurisdiction. Initial coordination with Ledge Light representative Wendy Brown-Arnold, Supervisor of New Development, indicated that the Halls Road area has a history of containing high groundwater and ledge which may limit the ultimate capacity of a system to adequately treat larger developments. However, coordination with the DEEP Water Permitting and Enforcement division represented that the state has approved several alternative or innovative treatment systems around the state that may provide options for the Halls Road project area.

Drainage

Drainage along Halls Road will be under the jurisdiction of the CT Department of Transportation. The majority of the roadway is curbed, and stormwater drainage along the segment is managed with a CTDOT stormwater drainage system. A hydrologic analysis of the site area will be required, as well as an analysis of the existing roadway drainage system to ensure adequate capacity for any future discharges, if connection to the system is required.

Architecture

Architecture

The majority of the current buildings in the Halls Road project area were developed in the second half of the twentieth century when this section of Halls Road was designated as a commercial zone. There are a few exceptions of earlier structures, most of which have been modified over time. In general buildings are set back from the road with parking in front including larger parking areas at the Old Lyme Market Place and Old Lyme Shopping Center. Buildings are mostly one or two stories, with a few three-story structures. Commercial buildings along the corridor in general have simple colonial inspired utilitarian forms, several which have applied one or two-story porticos.



Shoreline Dentistry



Essex Savings Bank



Bank of America



Treasuries



Shell Gas Station



Old Lyme Business Center



Old Lyme Professional Center



Post Office



Old Lyme Marketplace



Old Lyme Marketplace



Old Lyme Marketplace



Old Lyme Marketplace



Old Lyme Marketplace



Old Lyme Marketplace



Old Lyme Marketplace



Old Lyme Marketplace



Old Lyme Marketplace



Old Lyme Marketplace



Old Lyme Shopping Center



Webster Bank



Old Lyme Marketplace



The Hangry Duck



Private Residence



Yale University Health



Peck, DeFiore Architects



Four Davis Road



Advanced Family Dentistry of Old Lyme



Saunder's House



Lyme Art Association



Two Huntley Road



Circulatory Centers



Northeast Plastic Surgery Center

Signage

Throughout the Halls Road project area, signage is present to assist visitors and other stakeholders. The typical types of signage found in the area are roadway signs, and commercial signage. There are very few signs for pedestrian wayfinding.

Typical Roadway Signage

There is a significant number of roadway and directional signs along Halls Road. The majority of the roadway signage in the Halls Road area seems to be acceptable, with few exceptions. The public parking area signage is damaged and could be improved. The signage for the Pedestrian / Bike Route signage could be enhanced to be read easier, as it reads as additional roadway signage. As mentioned previously, one-way signage along Huntley Road and Davis Road West/Davis Road East could be increased to reduce confusion for motorists. Additional signage could be added to Davis Road West that would help vehicles understand which driveway to use to access the back businesses.



Signage could be improved



Signage examples

Commercial Signage

Commercial signage types, styles, and sizes along Halls Road varies widely. The signage at the dentist office at the Neck Road / Halls Road intersection is small and barely readable from the road. The Essex Savings Bank is appropriately sized and is surrounded by landscaping. Various retail signs mark properties along Halls Road. There is no sign for the small set of businesses to the east of the Shell gas station besides the one on the face of the building. The Shell gas station has the typical gas station signage.



Signage

The Old Lyme Marketplace has one, double-sided sign at each public entrance, and each is landscaped. The text displayed on each is small and hard to read, and the signs have been installed on the right-hand side of the driveway, making it more difficult to read from the westbound lane. From the roadway, it's difficult to tell from the signage which businesses are at this location. There is also not separate signage for the post office.

Signs for the Old Lyme Professional/Business Center are unorganized and confusing. There is one set of signs that lists buildings for the Old Lyme Business Center and one for the Old Lyme Professional Center. Additionally, there is a separate sign for the Old Lyme Veterinary Hospital, sandwich board signs, and separate Citizen Bank entrance signage. From the roadway, it's difficult to tell from the signage which businesses are at this location.



Signage

The sign for the Old Lyme Shopping Center is set back from the roadway, and the sign is faded and difficult to read. There is some small landscaping at this sign. From the roadway, it's difficult to tell from the signage which businesses are at this location. There are also various sandwich board signs in this area that act as supplemental signage. There is a set of utility poles on either side of Halls Road in this location, which appear to be used for temporary event signage which hangs over the roadway.



Signage

The signage at the Lieutenant River Center looks decent, however the businesses are listed small and are difficult to read from the roadway. It is also difficult to see the small "Exit Only" sign, and the Webster Bank entrance sign partially confuses this driveway entrance.



Signage

Landscaping

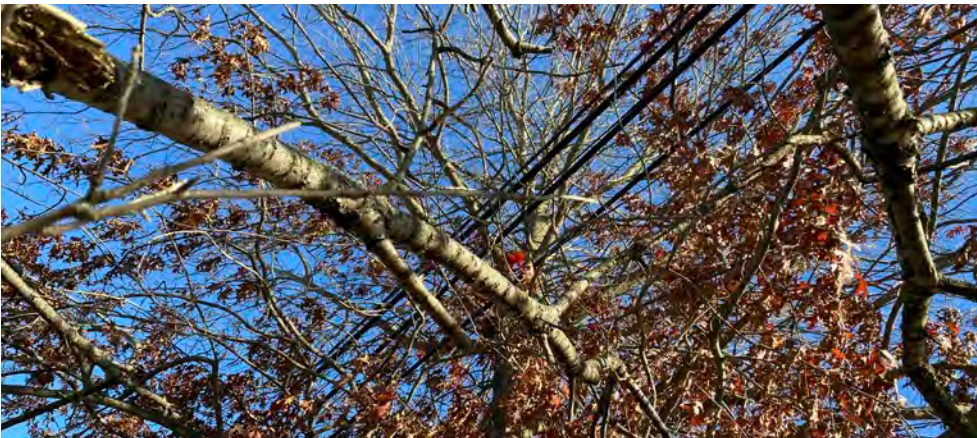
Street Trees

At the intersection of Neck Road/Halls Road there are very few street trees. Moving westward, along the southern side of Halls Road, there are several somewhat mature trees in front of the parking areas. These trees have been heavily affected by the presence of overhead wires directly above them. It's likely that if any utility work needs to happen in this area, the trees will need to be pruned. The amount of pruning necessary may severely impact the health of the trees.

This pattern continues westward along Halls Road until just after the post office. The land becomes more naturally forested in this area, and little to no change in this area is expected.

At the Lieutenant River Center, the forested area along the southern side of Halls Road thins out as the R.O.W. gets closer to the I-95 corridor, and there are very few street trees along the northern side. There are several mature street trees at the Halls Road/Lyme Street intersection.

The reality of installing street trees along Halls Road is that it will be difficult to get many larger street trees because of the frequency of overhead wiring on either side of the roadway. Careful consideration will be needed for the successful placement and selection of street trees.



Typical wires going through street trees



Typical street trees at post office



Typical street trees at Lieutenant River Center

Typical Landscape Character

The main characteristic of the landscaping along Halls Road is a wide lawn space. Several businesses have an additional landscaped area set behind that space. Essex Savings Bank has a manicured set of small evergreen shrubs. There are groupings of mature and manicured shrubs which screen the parking lot at the Old Lyme Marketplace. These shrubs are a mixture of evergreen and deciduous. There are few shrubs or similar plantings along the northern side of Halls Road. These characteristics continue westward along Halls Road, with exceptions around the Lieutenant River and other wet and undeveloped areas.



Typical landscape at Neck Road/Halls Road Intersection



Typical landscape shrubs



Street Trees at Old Lyme Marketplace

Market Context

As part of the research done for the Halls Road Master Plan existing conditions report, BSC Group engaged Bartram and Cochran, a National Real Estate Consultant to studied the project area, interviewed stakeholders, compared the market to surrounding area uses, and provided market context information to be considered as part of the final master plan.

Bartram and Cochran’s Methodology

- Toured the study area
- Interviewed owners, brokers and local subject matter experts to determine current, near term and long-term trends
- Researched local/ regional residential and commercial markets for availabilities and rents
- Did mock site plans for several properties along Hall Rd
- Based on other projects that we are currently working on, determined the cost of new construction for both commercial and multi-family units.
- Created pro formas for different development scenarios
- Joined team meetings with BSC to review the outcome of our work and discuss viable alternatives
- Contributed to the final team report.

Key Findings

The main key findings were based on the Pro Formas and observations or recommendations made off the existing conditions.

Pro Formas

- Market rates for general office and retail do not support new speculative construction.
- Specialty buildings, such as non-spec medical offices, are financeable, as there is a long-term lease to a credit tenant.
- Also profitable are developments that are retail/office on the first floor and residential for two floors. The profits from the residential offsets the lower retail rents. The residential needs some density to make the cost of construction numbers work.

Development Obstacles and Recommendations

- As Halls Road does not have sewer, and an exceptionally high-water table, any development will need to resolve the waste-water issue. There are several engineered septic systems that would work. We recommend that the Town Engineer put out a “white paper” outlining which alternatives would be acceptable, so developers could submit plans accordingly.
- The current zoning is restrictive. Creating an overlay district that would allow mixed-use development with some density will incentivize owners to move forward towards implementation of the Halls Road Vision Plan.

Market Report

Residential

- As of May 25, 2021, there are no residential rental units available in Old Lyme (Zillow and Realtor.com); there is a pent-up demand for rentals.
- Newer apartments in East Lyme and Old Saybrook have very high occupancy and rents that justify new construction.

Halls Road

- The commercial buildings on Halls Road currently have a vacancy rate under 5%; vacancies are expected to grow in 2021 as leases come due.
- 25 Neck Road and 99 Halls Rd (site that wraps around Essex Savings Bank), is back on the market. As on May 10th, the Big Y withdrew its application for a gas/ convenience store at that location.
- 100-102 Halls Rd office condo may be for sale. A social media posts of 5/12 reports that this site may have a letter of intent signed by a developer who plans to build a gas/ convenience store.
- 96 Halls Rd (former nursery and adjacent to 100 Halls Rd)) A Farm-to-Table Local Market has entered into a long-term land lease for \$2,500/ month.
- Bank of America, in Old Lyme marketplace, is not renewing that branch’s lease, owner has listed it with OR&L. Broker reports that there is no activity for leasing to another bank. They are marketing to medical office users.
- 4 Huntley Road (7,500 SF) is available for or sale or lease. It is 67% occupied and has 2,575 sf of medical office

- available at \$21.50/ SF. The building is also for sale at \$1,200,000 (\$160/ SF).
- 1 Huntley Rd (6.2 acres, formerly approved for a 14,600 SF office building) reported to be going on the market. It is owned by Lawrence and Memorial Hospital.
 - 4 Davis Rd (7,240 SF) is for sale or lease, 50% occupied, rent \$10/ SF, sale \$131/ SF.
 - 17 Halls Rd (13 acres, of which 0.66 acres are dry), surrounds OLSC, is available for sale. Limited use other than to owner of Old Lyme Shopping Center if they expand.

List of Stakeholders Interviewed

- BGP Developers
- Bob Giammotti
- CB Commercial
- Steve Lynch
- Coldwell Banker
- Karen Conniff
- Lex Limited
- Robert Reardon
- Lyme Art Association
- Laurie Pavos
- O,R & L
- Frank Hurd
- O,R & L
- Tim McMahon
- Old Lyme Marketplace
- Matt Procser
- Ravies
- Rick Allen
- Sotherbys
- Susan Malan
- US Properties
- Susan Howard

Comments from Interviews

- Revise/ improve/ enforce signage program (6 responses)
- Need sidewalks on both sides of street, extremely dangerous to cross Halls Rd (5 responses)
- Town needs to address septic if they want to see development
- Change zoning to allow residential
- Only thing that would work in new construction would be housing
- Put apartments on the second floor of retail
- Town could use 830G Housing - think that there will be great opposition
- OLSC Foundation wall for another wing that was never built- take down or build new
- Please improve the aesthetics
- Apply for a Main Street Grant (Note: State not accepting applications at this time)
- Create a common marketing effort to attract new business

Community Goals

Following the completion of the existing conditions analysis, master plan goals were developed to guide the preparation of plans and recommendations for public improvements and private investment.

Public Improvements

- Safe streets with sidewalks, crosswalks, and pedestrian safety
- Bicycle accommodating pathways
- Pedestrian lighting
- Green space for town gatherings
- Connect old town center to renewed Halls Road commercial center
- Pedestrian bridge at old bridge abutment to allow non-vehicle access to Halls Road across the Lieutenant River
- Bridge opens the Lieutenant River to residents and visitors

Private Investment

- Reflect Old Lyme's small town feel in any future development
- Maintain and enhance Old Lyme's commercial center
- Address ongoing need for diverse housing for young and older residents
- Provide new Halls Road Village District zoning to allow mixed use residential and commercial developments
- Provide new options for private property owners as older developments become vacant or outdated



HALLS ROAD MASTER PLAN

OLD LYME, CT

PUBLIC RIGHT OF WAY IMPROVEMENTS

- INTRODUCTION

- PLANS



Public Right of Way Improvements

Introduction

The Public Right of Way Improvements plan represents the major items and improvements that will start to create the character of the new “Halls Road Village District”. This plan for public improvements provides Halls Road with an enhanced public realm that will support for future development.

Complete Streets

The Public Right-of-Way improvements for Halls Road build upon “Complete Street” policies. A complete street provides safe and accessible options for various modes of travel for people of all ages and abilities. The intent of a Complete Street design is to improve safety, alleviate vehicular congestion, reduce environmental impacts and improve non-motorized facilities. Furthermore, an action item of the Halls Road master plan is to implement proven complete streets concepts that meet the approval of the CTDOT and are within the guidelines for various funding programs

For the Halls Road Master Plan, key complete street elements proposed for both initial and long-term actions include:

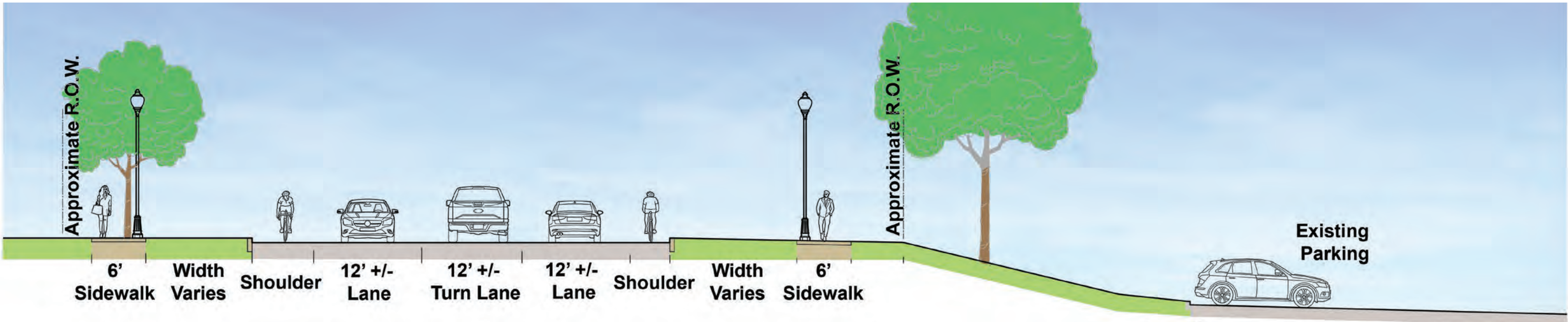
- Provide pedestrian facilities (sidewalks and upgraded crosswalks and curb ramps) throughout the corridor to promote safe and enjoyable non-vehicular movement
- Provide bicycle facilities (bike lanes and/or share the road) so promote safe and enjoyable non-vehicular movement within the project corridor
- Promote connectivity outside the project corridor such as 9 Town Transit, the CT Transit Park & Ride System (Old Saybrook/Middletown) and Amtrak (Old Saybrook) by providing commuter facilities
- Provide on-street parking where appropriate
- Improve access management throughout the project corridor by reducing and/or reconfiguring curb cuts
- Include street lighting to provide appropriate vehicular and pedestrian scale lighting with an aesthetic appeal.
- Provide benches to allow pedestrians resting locations and to promote socializing in the public space

In addition, some of the elements proposed along the Halls Road are specific to this location, but also contribute to a Complete Street solution, such as:

- Pedestrian Bridge over Lieutenant River with multi-use path
- Boardwalk over existing culvert at eastern end of Halls Road
- New Town Green open space within ROW

Pedestrian Connections

The plan provides new pedestrian connections and amenities all along Halls Road from the intersection at Lyme Street to and across Route 156 / Neck Road. Sidewalks and new pedestrian street lighting will run along Halls Road, leaving enough space for street trees and future on-street parking. Crosswalks have been provided across commercial driveways and all intersections to further enhance pedestrian connectivity.



Public Right of Way Improvements Section

The Public Right of Way Improvement plan takes advantage of the infrastructure from the former bridge crossing over the Lieutenant River by installing a new and iconic pedestrian bridge in this location. The new bridge and multi-use path will provide greater pedestrian and bicycle connectivity from the Town's historic center to and within the Halls Road Village District. The multi-use trail will also include a boardwalk over the culvert located near the Lyme Street intersection, which has great potential to become a gateway feature for the area. This multi-use path then crosses the river and goes through a new river park and ends at the new trail head and bus stop locations along Halls Road. This new multi-modal hub provides the Halls Road Village District area with new ways for people to access with the space, and encourages people to spend longer times circulating throughout the corridor.

Open Space Enhancements

Open space improvements such as a river park area and new town green space enhance and formalize the existing public space, helping to create that vital central space where people will gather. These types of spaces encourage recreation and pedestrian movement throughout the space, and will help define the new village character of the project area.

Additional Public Improvement to Support Private Redevelopment

As development proposals come forward from private land owners and developers, the Town is prepared to invest in even more public right of way improvements as appropriate, such as:

Pedestrian and Bicycle Connections

The plan provides recommendations for additional pedestrian connections along Halls Road, leaving enough space for street trees and future development. The Potential Private Redevelopment Plan also builds on the multi-use path created in the master plan by reallocating space on the roadway to install bike lanes. This provides a continuous connection from the Lyme Street intersection to the pedestrian connection to the bridge located off Neck Road. This is important since it provides an additional method people can use to access the Halls Road Village District.

Open Space Enhancements

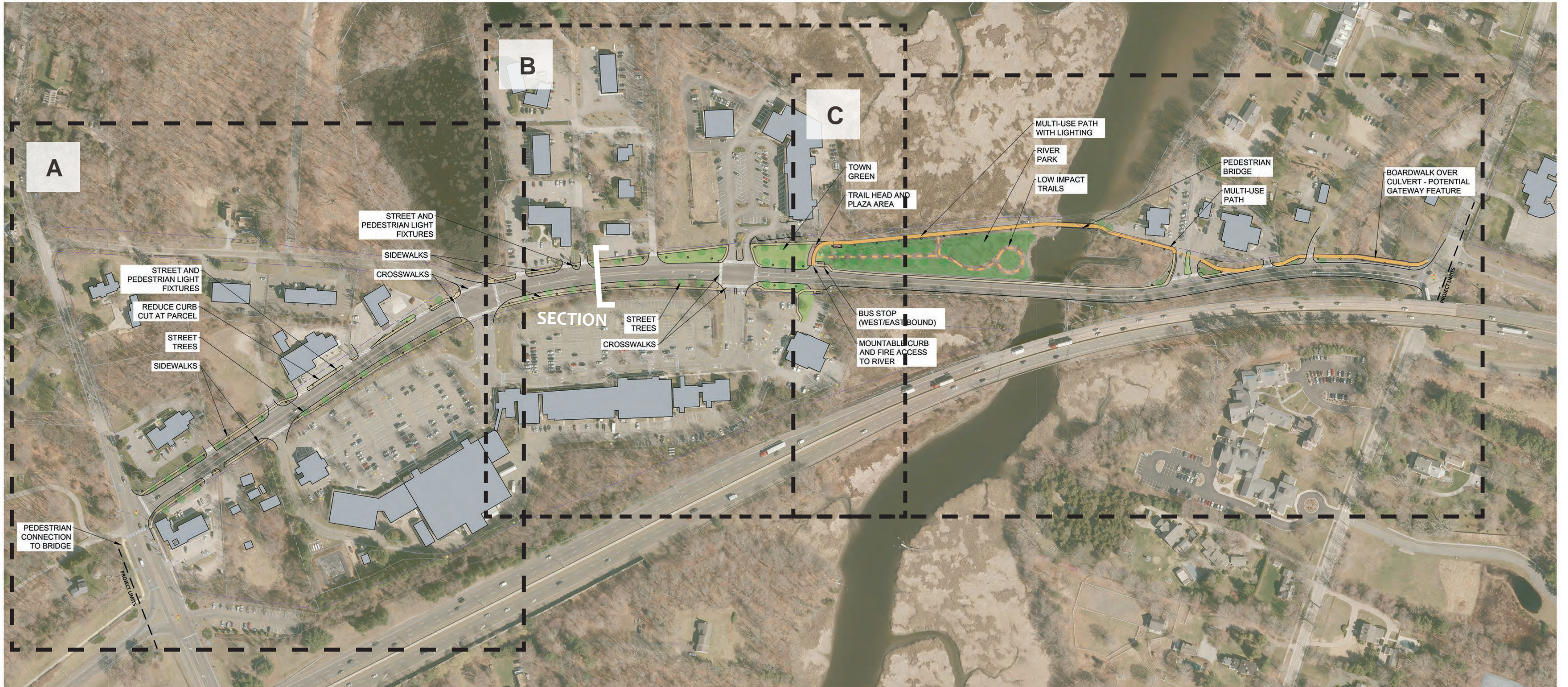
Additional open space and public areas could be created between buildings which would draw pedestrians to the new storefronts. By building new buildings close to the right of way, pedestrians will have better access to the storefronts, and on-street parking could be installed to further increase circulation to the street-level businesses. These public areas could even become outdoor dining areas or small outdoor market areas.

Transit Oriented Development

Transit Oriented Development, as defined by Section 13b-790 of the Connecticut General Statutes, refers to:

the development of residential, commercial, and employment centers within one-half mile of walking distance of public transportation facilities, including rail and bus rapid transit and services, that meet transit supportive standards for land uses, built environment densities, and walkable environments, in order to facilitate and encourage the use of those services.

Whether it is new construction, redevelopment, or small-scale infill development, a fundamental characteristic of TOD is that its physical form responds to - and is interrelated to - transit. TOD generally provides a mix of residential and commercial uses and is designed to make public transit successful, enhance the convenience and safety of walking and bicycling, and provide for a vibrant, livable community. While the Halls Road master plan does not contemplate transformation of the project corridor into a TOD, it does include some elements of a TOD where practical and feasible. On Halls Road, two co-located transit nodes (bus) have been envisioned (one on each side of the road; north and south). The north stop is near the proposed green space and walking trails to the Lieutenant River, adjacent to existing/future commercial, and potential future residential developments. The south stop is near the existing post office and can serve existing/future commercial and potential future residential developments. A third transit node has been envisioned at the existing CTDOT commuter lot on Route 156. The lot would be enhanced to provide circulation for larger bus traffic, such as CT Transit and coach buses. Because of the commuter parking lot associated with this node, it is envisioned that it could serve daily commuters with bus connections to Old Saybrook for CT Transit Park & Ride System and Shoreline East and Amtrak train services as well. The node could serve commercial and potential future residential developments.



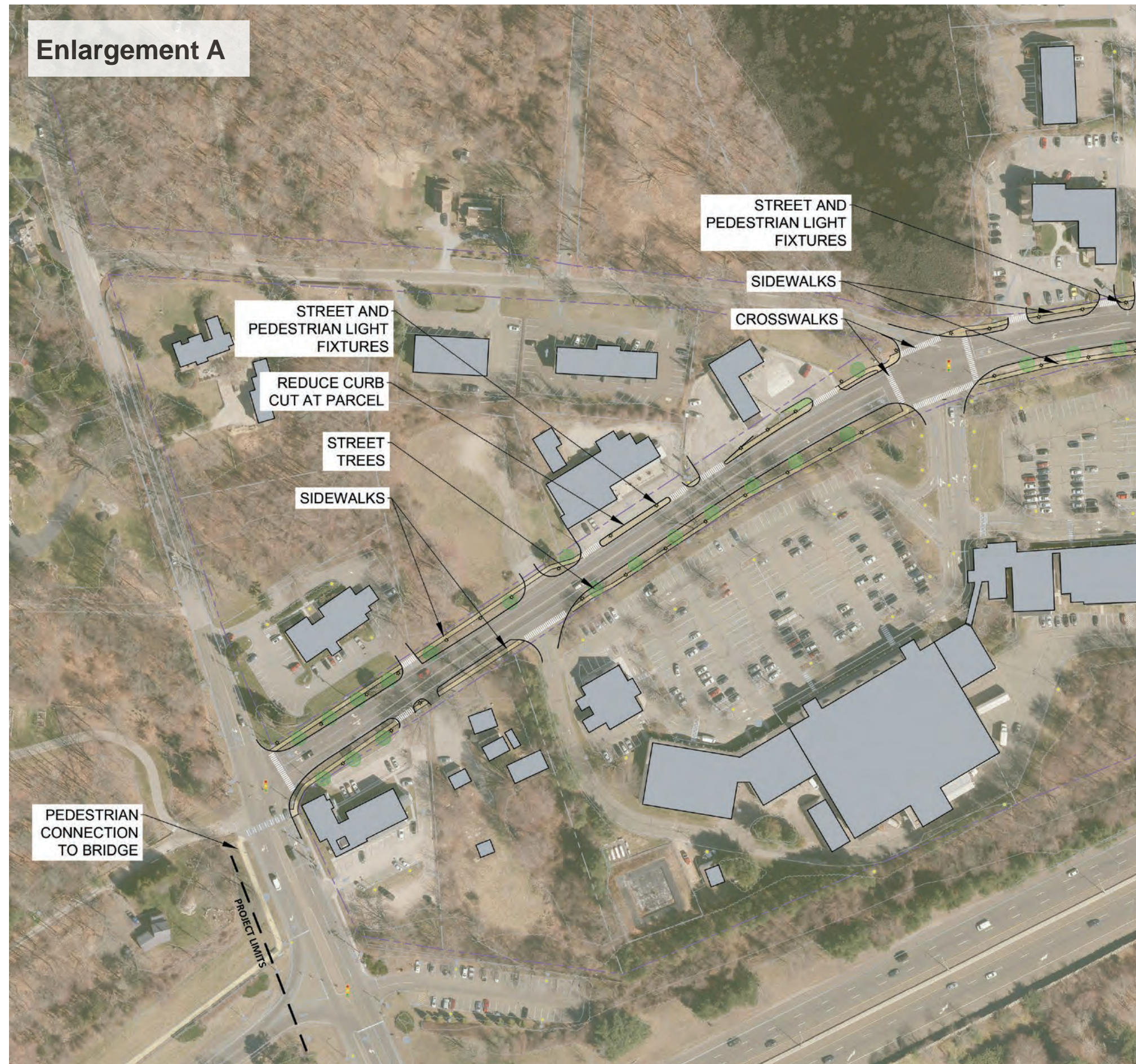
HALLS ROAD VILLAGE DISTRICT

PUBLIC RIGHT OF WAY IMPROVEMENTS

HALLS ROAD MASTER PLAN
OLD LYME, CT



Enlargement A



Western Gateway to Halls Road Village District

- New crosswalks at Halls Corner to connect pedestrians from Halls Road to the Baldwin Bridge and adjacent park.
- Street trees line roadway along with pedestrian lighting, sidewalks, bike paths, and street furnishings
- Existing commuter parking with future bus stop kiosk

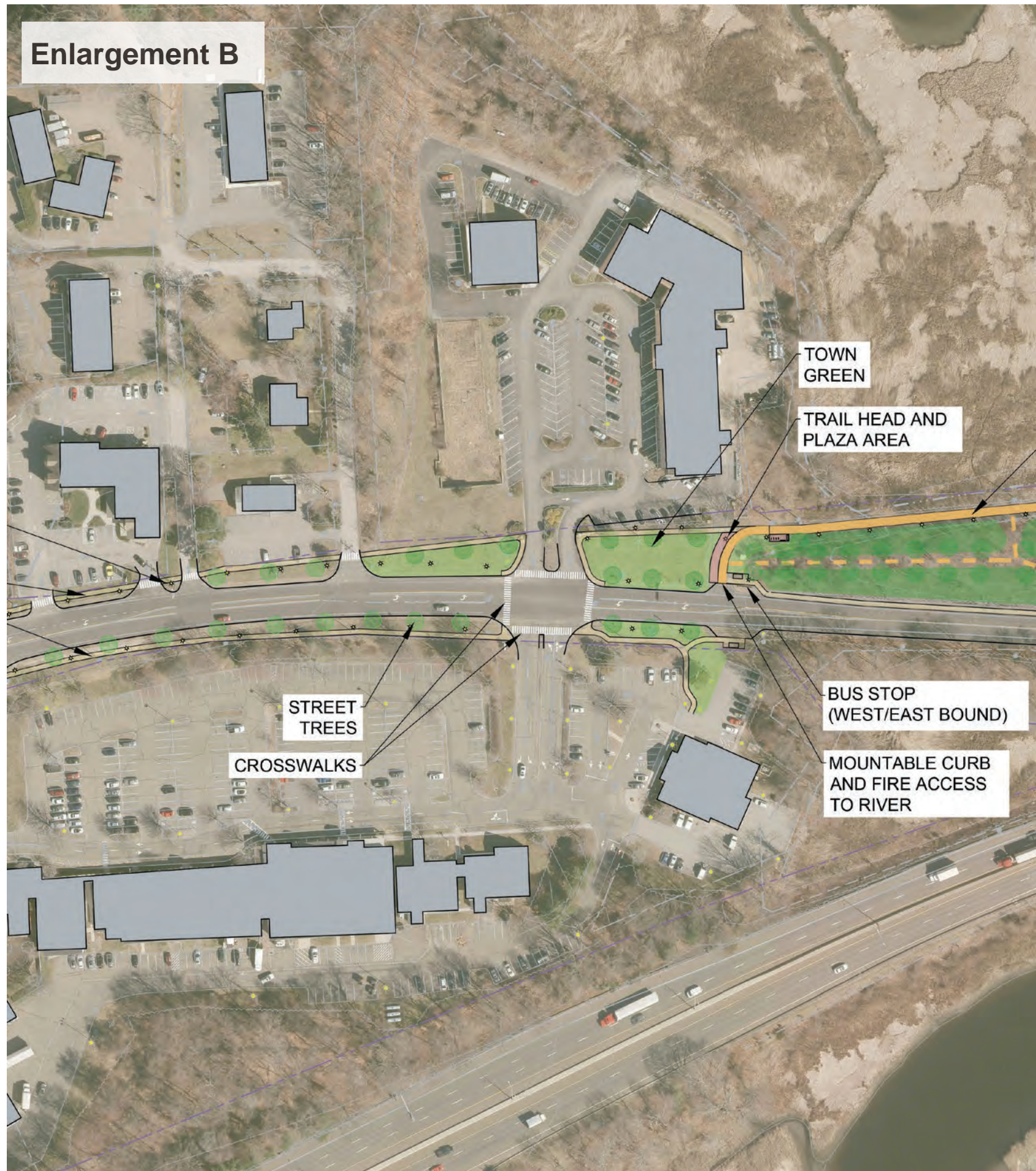


Future Bus Stop Kiosk



Existing Western Gateway

Enlargement B



Halls Road Village District Center

- New Town Green for community gatherings
- Access to Lieutenant River
- New bus stop kiosk
- Street trees line roadway with streetscape lighting, sidewalks, bike paths, and streetscape furniture



Future Bus Stop Kiosk



Streetscape Furniture



Eastern Gateway to Halls Road Village District

- New boardwalk to span culvert at Lyme Art Association and provide pedestrian and bike path connections from Lyme Street to the Halls Road Village District Center
- New pedestrian bridge provides views of the Lieutenant River and safe access into commercial and residential center
- Formalize a River Park with low impact walking trails to connect the new pedestrian bridge with the new Town Green
- Pedestrian lighting allows for evening use and connection between old and new sections of town



HALLS ROAD MASTER PLAN

OLD LYME, CT

POTENTIAL PRIVATE REDEVELOPMENT PLAN

■ INTRODUCTION

■ PLANS



Potential Private Redevelopment Plan

Introduction

The concept plan that illustrates potential private redevelopment represents the way that the “Halls Road Village District” could evolve when property owners redevelop their property in accordance with new Halls Road Village District zoning regulations. This Potential Private Redevelopment Plan builds off the Public Right of Way Improvements plan by making additional roadway improvements such as restriping, planted median islands, on-street parking, bike lanes, safety improvements to commercial driveways, and redevelopment of the adjacent parcels to build multi-use buildings close to the sidewalk.

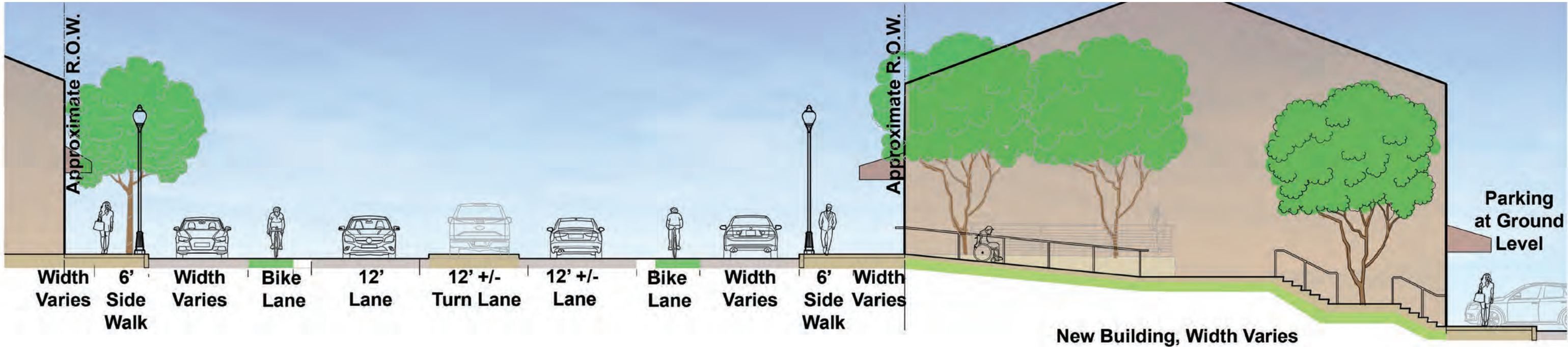
Village District Redevelopment Potential

Based on prior community input, citizens voiced their preference to encourage redevelopment along Halls Road that is economically viable as well as in keeping with the older and more traditional character of Old Lyme. The following items were expressed as community preferences for the Halls Road corridor and have been reflected in the Potential Private Redevelopment Plan. The plan is conceptual in nature and is intended to:

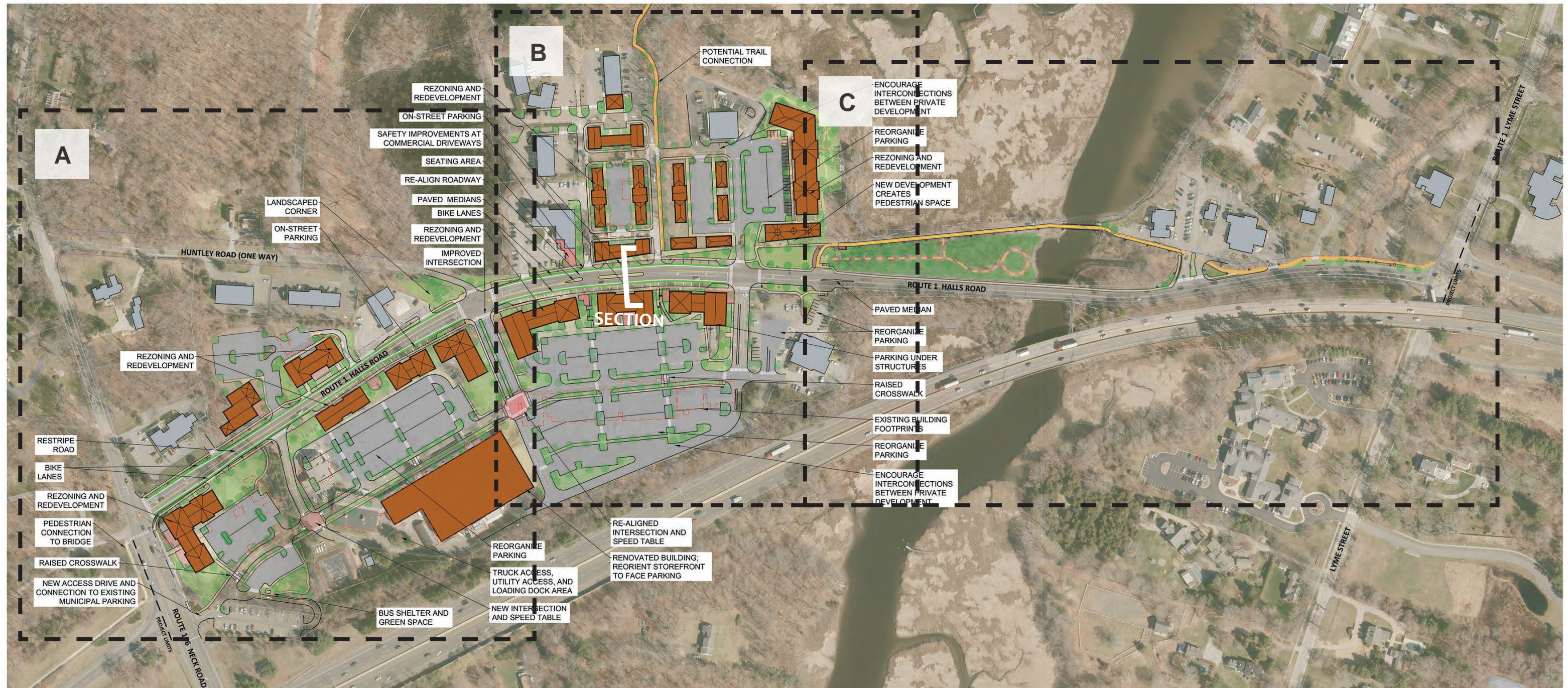
- Show that Old Lyme is serious about creating a more prosperous business environment
 - Attract good investment and developers to the Halls Road area
 - Guide development to be in keeping with Old Lyme’s traditional look and feel
 - Help create town homes and apartments to meet the unserved needs of young and old
 - Reconnect Lyme Street to a pedestrian and bicycle friendly shopping and dining area
 - Increase town revenues without spreading new development across acres of open land
 - This plan will help create a place where people want to “park once and walk”, which is better for business, for socializing, and for the environment
- Zoning Regulations will be updated to allow development consistent with this conceptual plan to encourage redevelopment that allows elements lacking from the corridor such as:

- Outdoor dining, cafes, and retail displays
 - Active first floor uses with engaging storefronts along new sidewalks and safe streets
 - Places to live above and behind retail uses
 - Parking located behind or beside businesses with easy access to retail and sidewalks
 - Public spaces that complement abutting private uses
- New design guidelines will help guide the design of buildings and sites to reinforce the character of Old Lyme by recommending appropriate materials, features, and architectural styles.

Again, the following plans are conceptual in nature, showing the redevelopment potential, which will be guided new zoning regulations and design guidelines. Actual redevelopment plans by private property owners and developers have not yet been proposed, but are anticipated once new regulations are adopted.



Potential Private Redevelopment Plan Section



HALLS ROAD VILLAGE DISTRICT

POTENTIAL PRIVATE REDEVELOPMENT PLAN

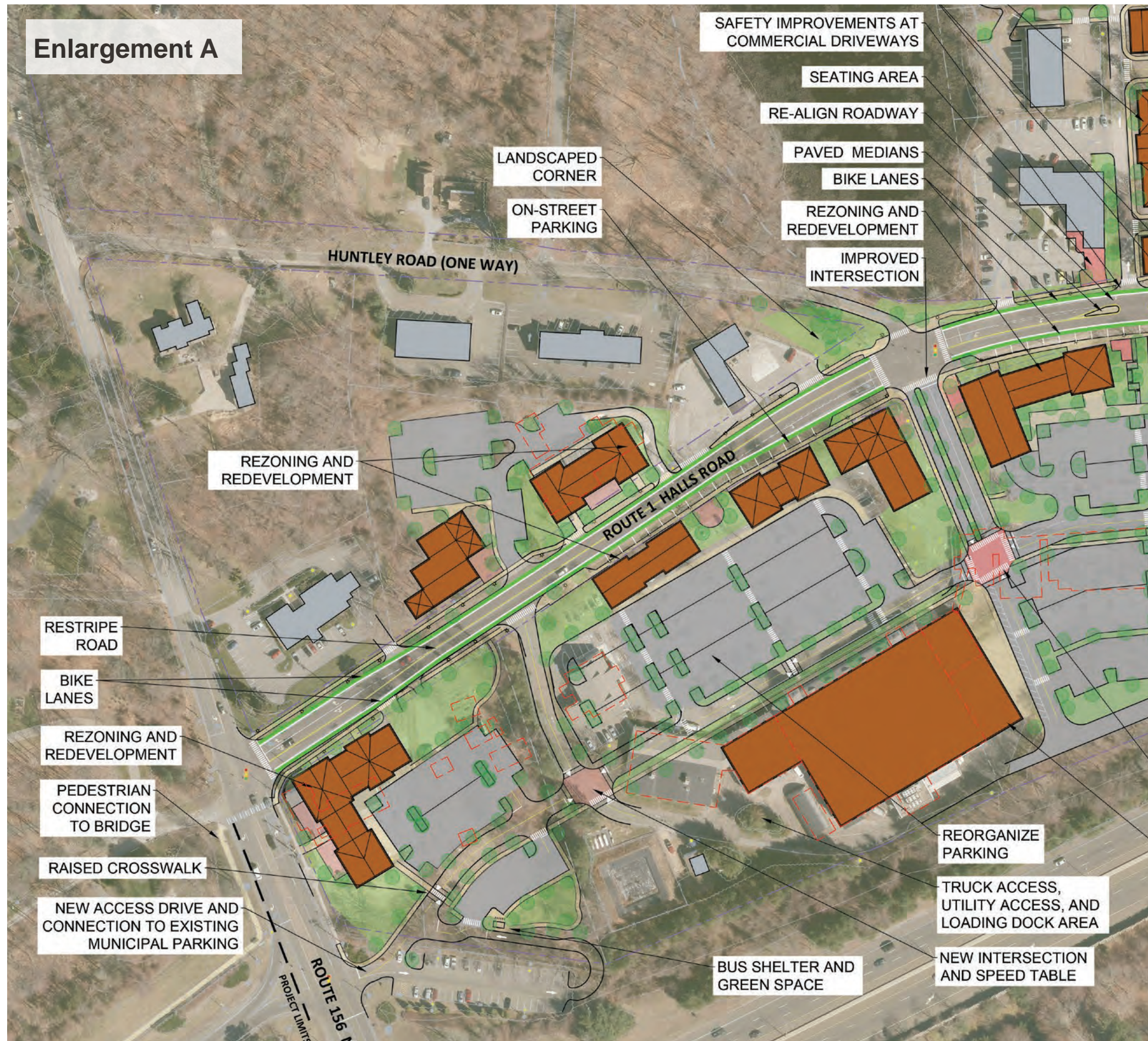
HALLS ROAD MASTER PLAN
OLD LYME, CT

SCALE: 1" = 60'



BSC GROUP

Enlargement A



Western Gateway to Halls Road Village District

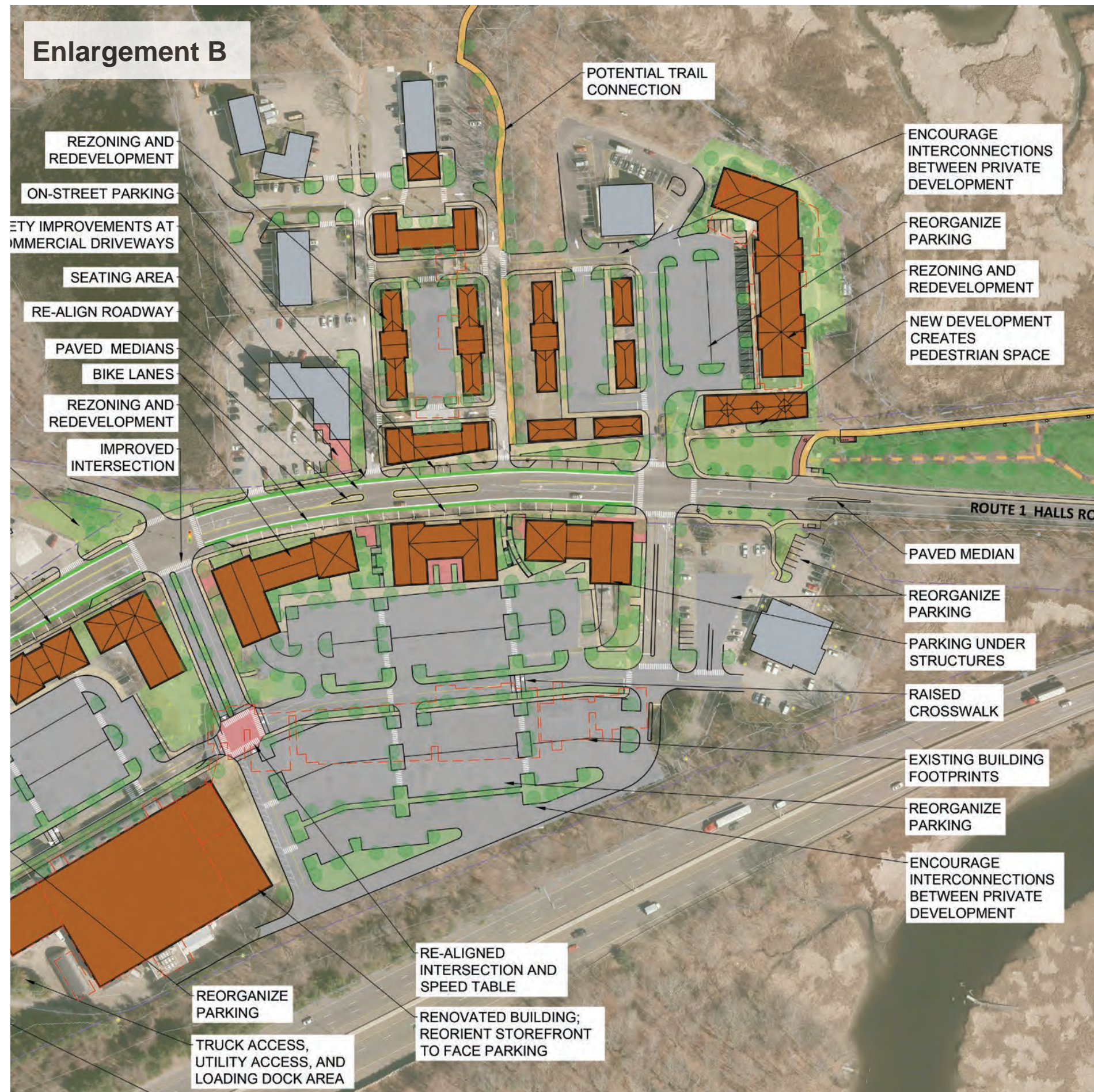
- New signature building provides gateway to Halls Road Village District
- New access drive to private property and connection to existing commuter parking with bus stop kiosk
- Encourage landscaping improvements by new developers
- Reorganized parking, access roads, and supermarket entry with truck access maintained



Proposed Western Gateway

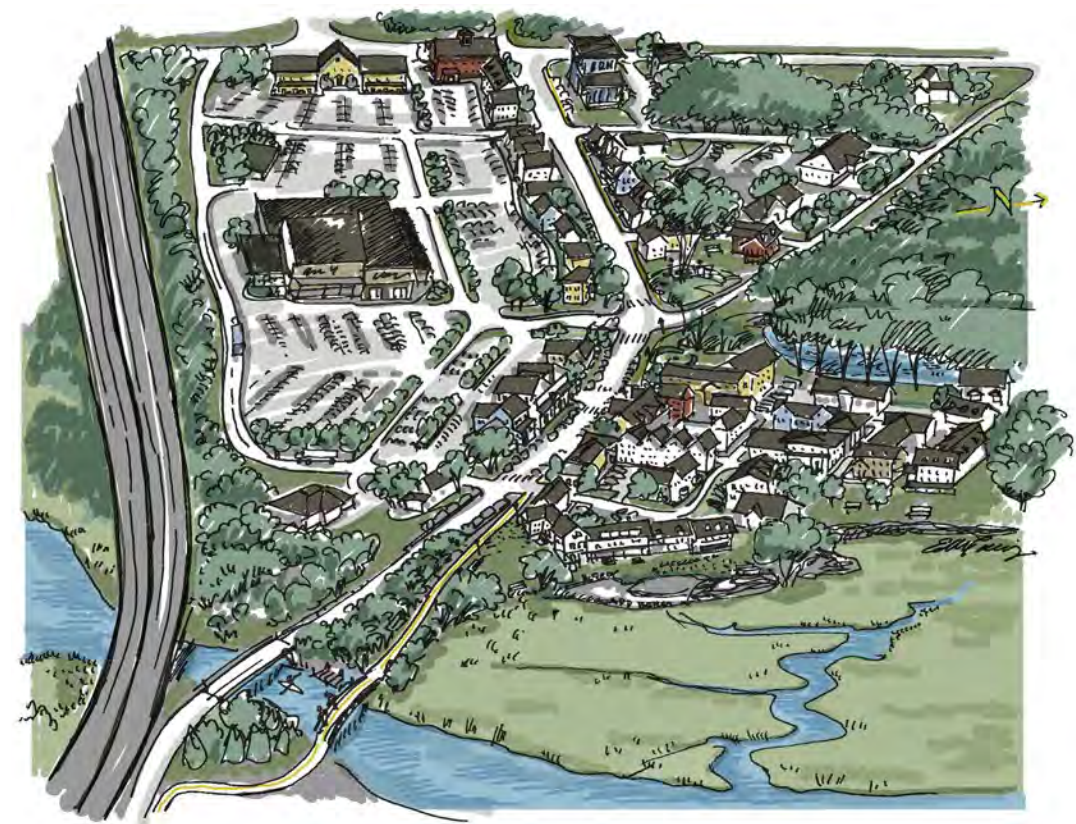
Edie Twining Design

Enlargement B



Halls Road Village District Center

- New streetscape with Mixed-use buildings defining the Halls Road Village District
- Allow for additional rental income from apartments above shops
- New residential opportunities near Halls Road for town houses and apartments\
- Walkable browsing and community interaction



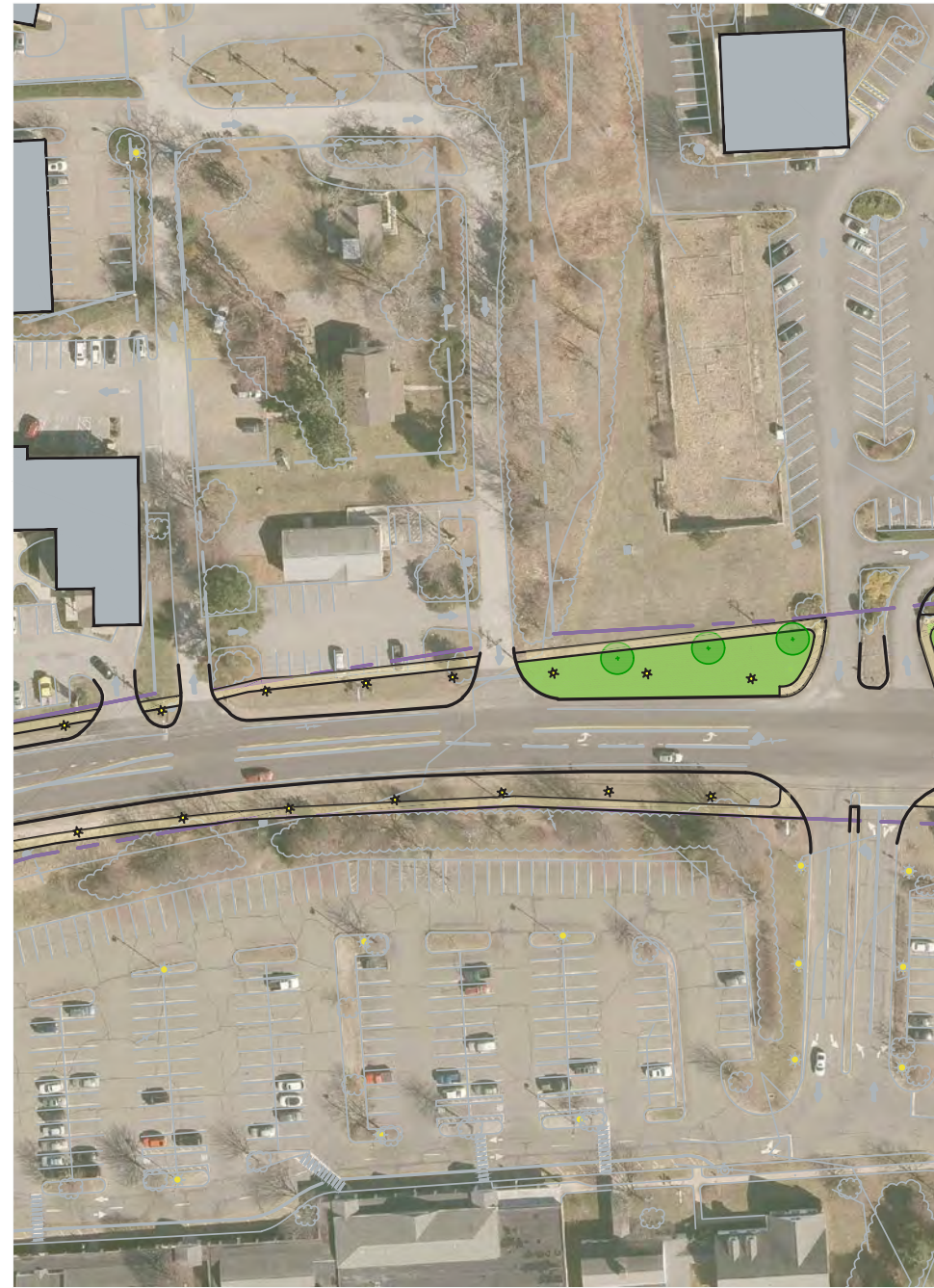
Proposed Halls Road Village District

Edie Twining Design

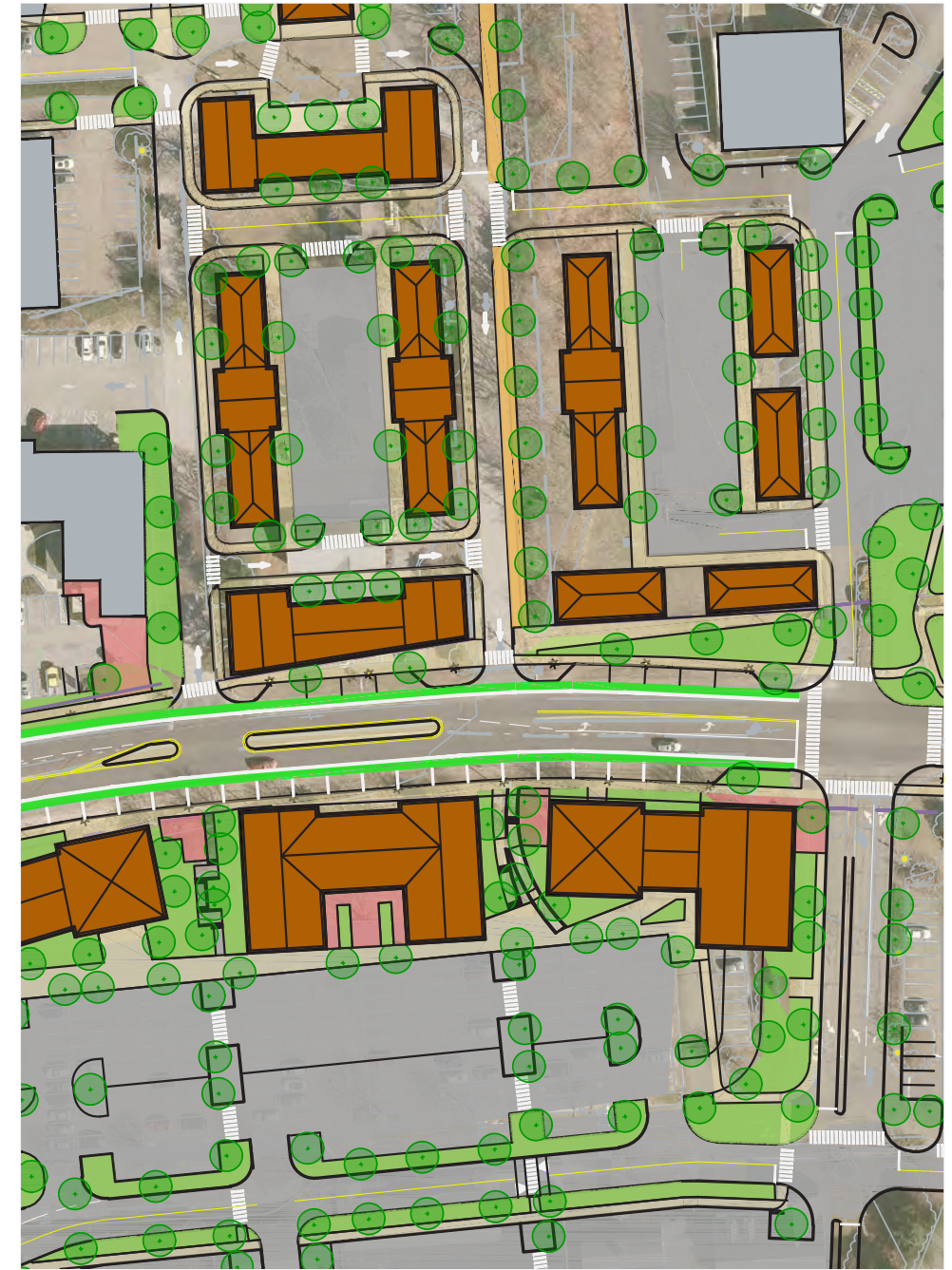




Existing Conditions



**Public Right of Way
Improvements**



**Potential Private
Redevelopment**



HALLS ROAD MASTER PLAN

OLD LYME, CT

ACTION PLAN

- FEASIBILITY MATRIX AND COST ESTIMATE
- FUNDING
- ZONING RECOMMENDATIONS
- DESIGN STANDARDS



Action Plan

Community Benefits

The Public Right of Way Improvements along with the Potential Private Redevelopment Plan that will be guided by new zoning regulations that will result in many community benefits including:

- Reinvigorated commercial center to emulate the Old Lyme small town feel
- Increased tax base for town, with introduction of mixed-use buildings
- Iconic pedestrian bridge connecting the Halls Road Village District to Lyme Street

- Open space leading to community access of the Lieutenant River
- Walkable shopping
- New housing opportunities
- Investment incentives created by the new Halls Road Village District zoning

Feasibility Matrix

Transportation Infrastructure	Probable Timeframe	Funding Opportunities Available	CTDOT Required	Approval	Feasible/Not Feasible	Notes
Implement proven complete streets concepts that meet the approval of the CTDOT and are within the guidelines from funding programs	Mid-term		Yes		Feasible	
Provide pedestrian facilities (sidewalks and upgraded crosswalks and curb ramps) throughout the corridor to promote safe and enjoyable non-vehicular movement	Short-term		Yes		Feasible	
Provide bicycle facilities (bike lanes and/or share the road) so promote safe and enjoyable non-vehicular movement within the project corridor	Mid-term		Yes		Feasible	
Promote connectivity outside the project corridor such as 9 Town Transit, the CT Transit Park & Ride System (Old Saybrook/Middletown) and Amtrak (Old Saybrook) by providing commuter facilities.	Short-term		Yes		Feasible	
Provide on-street parking where appropriate.	Long-term		Yes		Feasible	
Improve access management throughout the project corridor by reducing and/or reconfiguring curb cuts	Long-term		Yes		Feasible	
Improve and coordinate traffic and directional signage along the corridor	Short-term		Yes		Feasible	

Continued

Continued

Streetscape and Open Space Enhancements	Probable Timeframe	Funding Opportunities Available	CTDOT Required	Approval	Feasible/Not Feasible	Notes
Include street lighting to provide appropriate vehicular and pedestrian scale lighting with an aesthetic appeal.	Short-term		Yes		Feasible	Coordinated with Sidewalks
Provide street trees and greenspaces to incorporate Green Streets strategies	Short-term		Yes		Feasible	Coordinated with Sidewalks
Provide benches to allow pedestrians resting locations and to promote socializing in the public space	Short-term		Yes		Feasible	Coordinated with Sidewalks
Pedestrian Bridge over Lieutenant River with multi-use path	Short-term		Probable		Feasible	
Boardwalk over existing culvert at eastern end of Halls Road	Short-term		Yes		Feasible	
River Park improvements including low-impact trails, trail head and plaza	Short-term		Probable		Feasible	
New Town Green open space within ROW	Short-term		Yes		Feasible	
Site Development	Probable Timeframe	Funding Opportunities Available	CTDOT Required	Approval	Feasible/Not Feasible	Notes
Revise zoning regulations to allow multi-uses development guided by design standards	Short-term		No		Feasible	Per Master Plan recommendations
Utility Infrastructure	Probable Timeframe	Funding Opportunities Available	CTDOT Required	Approval	Feasible/Not Feasible	Notes
Extend public sewers to the project corridor from Route 156					Not Feasible	Not allowed by Town
Extend public water to the project corridor from Route 156					Not Feasible	Not allowed by Town
Relocate electric and tel/data facilities underground					Not Feasible	Cost prohibitive

COST BREAKDOWN

The following table summarizes the recommendations of this study and expected project costs. The project costs are based on CTDOT's unit pricing and similar project pricing. Due to many unknown details of some recommended construction projects, such as utility impacts, these costs should be considered preliminary and used for budgetary and planning purposes only. Updated and more detailed costs estimates should be conducted for grant applications and design documents.

Public Right of Way Improvements

Project Element	Conceptual Cost Range
Sidewalks and Crosswalks	\$80,000 to \$120,000
Bus Stops	\$80,000 to \$100,000
Transportation Improvements (roadway restriping, safety signage)	\$35,000 to \$50,000
Lightpoles	\$450,000 to \$700,000
Trees	\$75,000 to \$100,000
Pedestrian Bridge	\$350,000 to \$450,000
Boardwalk	\$200,000 to \$300,000
Multi-Use Path	\$165,000 to \$200,000
Green Spaces and Parks	\$100,000 to \$250,000
Total	\$1,535,000 to \$2,270,000

Public Right of Way Improvements to Support Potential Private Redevelopment Plan

Project Element	Conceptual Cost Range
Sidewalks and Crosswalks	\$20,000 to \$50,000
Bus Stops	\$40,000 to \$60,000
Transportation Improvements (on-street parking, reset curbs, repave, etc.)	\$1,440,000 to \$1,800,000
Lightpoles	\$30,000 to \$40,000
Trees	\$38,000 to \$50,000
Green Spaces and Parks	\$675,000 to \$850,000
Total	\$2,243,000 to \$2,850,000

Funding

Local Transportation Capital Improvement Program (LOTICIP)

The Local Transportation Capital Improvement Program (LOTICIP) is administered by the Connecticut Department of Transportation and provides State funds to urbanized area municipal governments in lieu of Federal funds otherwise available through Federal transportation legislation (see below). Legislation was drafted in July 2012 to establish the LOTICIP and Public Act 13-239, Section 74 was subsequently passed in the spring 2013 legislative session to formally establish the LOTICIP. The program is intended to reduce the administrative requirements imposed by Federal funding programs and simplify municipalities' ability to implement capital infrastructure improvements while concurrently minimizing the use of CTDOT resources. Under the LOTICIP, the state's COGs are responsible for the solicitation, ranking and prioritizing of their municipal members' project proposals. Funding under the program is variable and would be based on the Lower Connecticut River Valley Council of Governments ("RiverCOG") annual LOTICIP funds. Based on historic funding levels, a reasonable maximum project funding under the program through RiverCOG should be considered approximately \$2,000,000 as of the writing of this report. To apply for funding, an application would be prepared and submitted to the CTDOT through RiverCOG. The application includes specific project information and associated supporting information specific to the project. Basic eligibility criteria for two of the most common improvement types include:

- In general, LOTICIP projects must be located on a roadway classified as an urban collector or higher on the Departments Functional Classification database. SR 1 (Halls Road) is classified as a "State Highway, Principal Arterial" and meets these criteria.
- Exclusive (stand-alone) sidewalk projects may be considered eligible along other roadway classifications.

- Bridge improvements may be eligible on other roadway classifications as long as the Federal definition (20 feet or greater span length as defined in 23 CFR 650.305) of a bridge is met.
- The LOTCIP is primarily intended to address regional transportation priorities through capital improvement projects prioritized and endorsed by the applicable COG. Projects are selected based on regional transportation priorities, deficiencies identified in the respective long-range plans, and the specific merits of the individual projects. Details on the LOTCIP program are available on the CTDOT website at <https://portal.ct.gov/DOT/Office-of-Engineering/Highway-Design---Local-Roads--LOT-CIP>.

Transportation Alternatives (TA) Set Aside Program

The Transportation Alternatives (TA) Set-Aside program was created through the Fixing America's Surface Transportation (FAST) Act. With the passage of the FAST Act, the TA Set-Aside program replaced the similar Transportation Alternatives Program (TAP). The TA Set-Aside program is designed to help expand transportation choices and enhance the transportation experience. Federal regulations define categories of eligible activities encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safer routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. Although the FAST ACT expired at the end of Federal Fiscal Year 2020, it is anticipated that a similar program will provide funding in Federal Fiscal Year 2021 through 2025. Details on the TA Program are available on the CTDOT website at <https://portal.ct.gov/DOT/Office-of-Engineering/Highway-Design/Local-Roads/Transportation-Alternatives-Multi-Use-Trail-Program-Trail-Maintenance>.

RAISE Discretionary Grants

The U.S. Department of Transportation (DOT) recently published a Notice of Funding Opportunity to apply for \$1 billion in Federal Fiscal Year 2021 discretionary grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE has been in-place since 2020 and was formerly known as Better Utilizing Investments to Leverage Development (BUILD) and prior to that, Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants Program. Funding secured by CTDOT in 2020 was used to improve a variety of state transportation facilities. Projects for RAISE funding are evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, projects will be prioritized that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs. For the Federal Fiscal Year 2021 round of RAISE grants, the maximum grant award is \$25 million, and no more than \$100 million can be awarded to a single State. Up to \$30 million will be awarded to planning grants, including at least \$10 million to Areas of Persistent Poverty. It is anticipated that projects funded by RAISE would be led by CTDOT through their Project Development process.

Community Connectivity Program (CCGP)

The Community Connectivity Grant Program (CCGP) provides funding to municipalities for targeted infrastructure improvements to improve accommodations for bicyclists and pedestrians in urban, suburban and rural community centers. The goal of the program is to make conditions in the public realm, including state and local roads, safer and more accommodating for pedestrians and bicyclists, thereby encouraging more people to use these modes of travel.

The program was developed by, and is administered by, CTDOT, to provide funding directly to municipalities to perform smaller scale infrastructure improvements that are aligned with the overall program's goals. Grants are awarded by CTDOT on a competitive basis. The program is currently in "Round 3" and grants range between \$125,000 and \$600,000. Grant funds can only be used for construction activities. Costs associated with other activities such as engineering; rights-of-way negotiations and acquisitions; utility relocation; and public involvement, are the responsibility of the municipality. Detailed information is available on the CTDOT website at <https://portal.ct.gov/DOT/PP-Intermodal/CTConnectivity/CT-Connectivity-CCGP>.

Zoning Regulations and Design Guidelines

Two additional elements are being prepared to help guide the redevelopment of the Halls Road area. One is a recommendation that the Town establish a new zoning district called the Halls Road Village District. The second is the preparation of Design Guidelines that will be used by the Zoning Commission to guide the design of new buildings and sites as well as the rehabilitation of existing buildings within the Halls Road Village District.

The zoning regulations and design guidelines are in the process of being written, reviewed and hopefully adopted by the Town. Following is a summary describing the intent of both documents. Once formally adopted by the Town, they will become part of this Master Plan.

New Zoning Regulations for the Proposed Halls Road Village District (HRVD)

The proposed the Halls Road Village Zoning District (HRVD) is intended to encourage the redevelopment of this older commercial corridor in a manner that is more consistent with the character and scale of the older areas of Old Lyme. The proposed regulations have been written to encourage safe and healthy use of the area by providing for a mix of residential and commercial uses along or within close proximity of the road corridor to encourage walking and shopping within a family atmosphere. Further, the intent is to encourage a new mix of residential and non-residential uses within the HRVD, and, in accordance with Connecticut General Statutes Section 8-2 and 8-2g, to encourage the creation of additional diverse housing types within the Town.

Once the HRVD are adopted by the Town, development in the HRVD shall be designed to achieve the following compatibility objectives: (1) The building and layout of buildings and included site improvements shall create a village character and streetscape environment through the placement of buildings and included site improvements to enhance the district; (2) existing and proposed streets shall be inter-connected; (3) open spaces within the proposed Village District shall reinforce open space patterns of the district in form and siting; (4) locally significant features of the area, such as natural resources or sight lines of vistas from within the district, shall be integrated into the site design; (5) the landscape design shall complement the district’s landscape patterns; (6) the exterior signs, site lighting, and accessory structures shall support a uniform architectural theme; and, (7) the scale, proportions, massing and detailing of any proposed building shall be consistent.

Design Guidelines Will Supplement the New HRVD Zoning Regulations

Through surveys and public meetings, Townsfolk have expressed an interest in seeing the Halls Road Village District (“District”) transition to a walkable area with safe streets, and a neighborhood feel that includes diverse housing opportunities. For example, the original characteristics of Lyme Street in themselves constitute a walkable sense of place which was lost when the Halls Road district was developed. Old Lyme is a traditional New England Village with unique qualities and a strong sense of place. It has small and cohesive neighborhoods; an historic main street; extensive history of the arts, beaches and waterfronts along the Connecticut and Lieutenant Rivers.

The commercial village center along Lyme Street was relocated in the 1960s to Halls Road as a series of shopping centers with vast parking lots fronting the roadway. This Halls Road commercial corridor, with its car centric layout, is now outdated and was never typical to the original style of Old Lyme. Additionally, the economic viability of this retail district is becoming challenged by internet shopping.

The Halls Road Village District Design Guidelines will look to Lyme Street for setting the style of future development along Halls Road. A physically and aesthetically enhanced village also typically results in increased property values. These values ultimately reflect on the degree of a place’s desirability.

The purpose of these Design Review Regulations (“Regulations”) are to establish design standards for new or renovated buildings that will:

- Enhance the character of Halls Road Village District
- Provide a framework for design that draws inspiration from the traditions of Old Lyme and similarly situated Connecticut communities
- Promote the safe, functional and attractive development of the Halls Road Village District
- Enhance the public experience
- Reinforce the preservation of the distinctive landscape and architectural character within the Town of Old Lyme

