

Perceptions

Reality

DEVELOPMENT SCALE: HROD allows 1,600 new apartments and is out of scale to the town.	False	<ul style="list-style-type: none"> This is not possible using the HROD regulations. Development is limited by multiple factors not just a maximum units per acre figure taken out of context. 3-story (max), 35' tall (same as C30-s existing regulations), 200' length (max) 20,000 SF footprint (max). Limits on lot coverage by buildings (40%) and by bldgs. + pkg. (75%) combine with required parking (per use) to limit density on any given site. <u>A major constraint.</u> Other factors (septic, environmental, lot size and shape, etc.) limit scale.
SAFETY: Halls Road is not pedestrian or cyclist friendly.	True	<ul style="list-style-type: none"> Safe streets are a top priority of Halls Road Master Plan. Plan calls for sidewalks, bike paths, pedestrian bridge, lighting and landscaping; opening up river views and connecting Halls Road to the Arts, Historic and Civic center on Lyme St. Town pays \$\$\$ for these improvements, with help from grants. HROD zoning costs nothing, and helps get grant \$\$\$ for sidewalks HROD allows Halls Road to become a place worth walking to: a shopping street, not huge parking lots.
TOWN CHARACTER: Most widely-shared wish in town is that any new development "look like Old Lyme."	True	<ul style="list-style-type: none"> All agree: "Should look like Old Lyme." Halls Road today DOES NOT! HROD Design Guidelines: <ul style="list-style-type: none"> Makes this goal an explicit part of Permitting. Helps developers know what works <i>here</i> in Old Lyme. A workable approach to a complex issue.
TAXES: HROD will increase our taxes!	False	<ul style="list-style-type: none"> New development brings new town REVENUE. Same # of rural units would cost town <i>more</i> to serve. Net effect: HROD <u>lowers</u> tax burden on OL residents.
HOUSING: We need multifamily and affordable housing.	True	<ul style="list-style-type: none"> Development on Halls Road uses <i>no</i> scarce open land. Location more convenient for older, younger folk. New neighborhood foot traffic supports businesses that serve town. Multi-family elsewhere costs town more to service.
BIG BUILDINGS: We should make all the new buildings small.	False	<ul style="list-style-type: none"> HROD limits size, shape, looks. Design Guidelines forbid long, unvaried facades. Larger buildings must look like multiple smaller ones. This, too, costs developers more. New housing depends on property owners' ability to build a profitable project. Bigger buildings are more profitable, smaller buildings less so (or not at all).
INFRASTRUCTURE: Septic and water cannot handle additional residential development.	False	<ul style="list-style-type: none"> Septic and groundwater are regulated by Ledge Light Health District, not OL Zoning. Sub-soils in the district are generally of the best types for water and septic. Capacity varies somewhat by location, requiring detailed tests for each project. Developers responsible for testing and showing their project can meet regulations. There is available capacity, but septic and water are a strong constraint on development <i>not</i> imposed by HROD regulations.
ENVIRONMENT: New development will harm the environment	False	<ul style="list-style-type: none"> Halls Road is fully developed with outdated environmental standards New development must comply with all modern standards: septic, rainwater runoff, dark-sky lighting, etc. Using already developed land in this district will avoid developing the last scarce open land left in town.

TRAFFIC: Shopping street and residential will create traffic jams.	False	<ul style="list-style-type: none"> • Traffic jams are caused by I-95 issues, not Halls Road traffic. • HROD promotes off-street connections between lots (limiting shop-to-shop traffic on Halls Road). • Zoning Comm. takes traffic impacts into account in Permitting • If we want pedestrian crossings and bike paths the current 40 mph traffic will have to be slowed. • Traffic calming makes for safer streets
RETAIL CHALLENGED: Internet competition makes retail too difficult to maintain.	Partly True	<ul style="list-style-type: none"> • The existing C-30S zoning on Halls Road is today most attractive to developers of <i>highway</i> services. We want something different. • Service-oriented businesses that serve the <i>Town</i> can survive, with our support: Restaurants, cafes, salons, cleaners, browsable gift shops, gyms, hardware, liquor stores and typical service businesses
RENT HIKES: Increased rents in new buildings will force small shops out.	False	<ul style="list-style-type: none"> • Developers – • +want tenants, and cannot charge more than the market will bear. • Existing businesses are prime candidates to occupy new spaces along Halls Road. • Many current buildings are aging and will need major upgrade/replacement in next decade. New investment, in the old or in the new, is much the same for tenants. • Many merchants would rather be on-street, and all want foot traffic and walk-ins – more likely on a shopping street.
COMMUNITY: We need a place to meet our neighbors.	True	<ul style="list-style-type: none"> • Bringing shops up to the street creates a new walkable town center – a place worth walking to. • Face-to-face contact is more vital as work and play go online. • A living neighborhood with real neighbors is the best possible environment for retail.
SCHOOL COSTS: New residents will create the need for additional school services.	False	<ul style="list-style-type: none"> • The number of children in town decreased by 17% 2010-2020, and LOL is soliciting students from outside. • Saybrook Depot apartments (180 units) added only 10 students to Old Saybrook. • New residential development on Halls Road would not increase school outlays.