



**HALLS ROAD IMPROVEMENTS**  
**Concept Development**  
**2019**



COMMUNITY GOALS  
for HALLS ROAD



Outdoor Dining



Old Lyme Character



Walkable Browsing



Shops



Wide Sidewalks



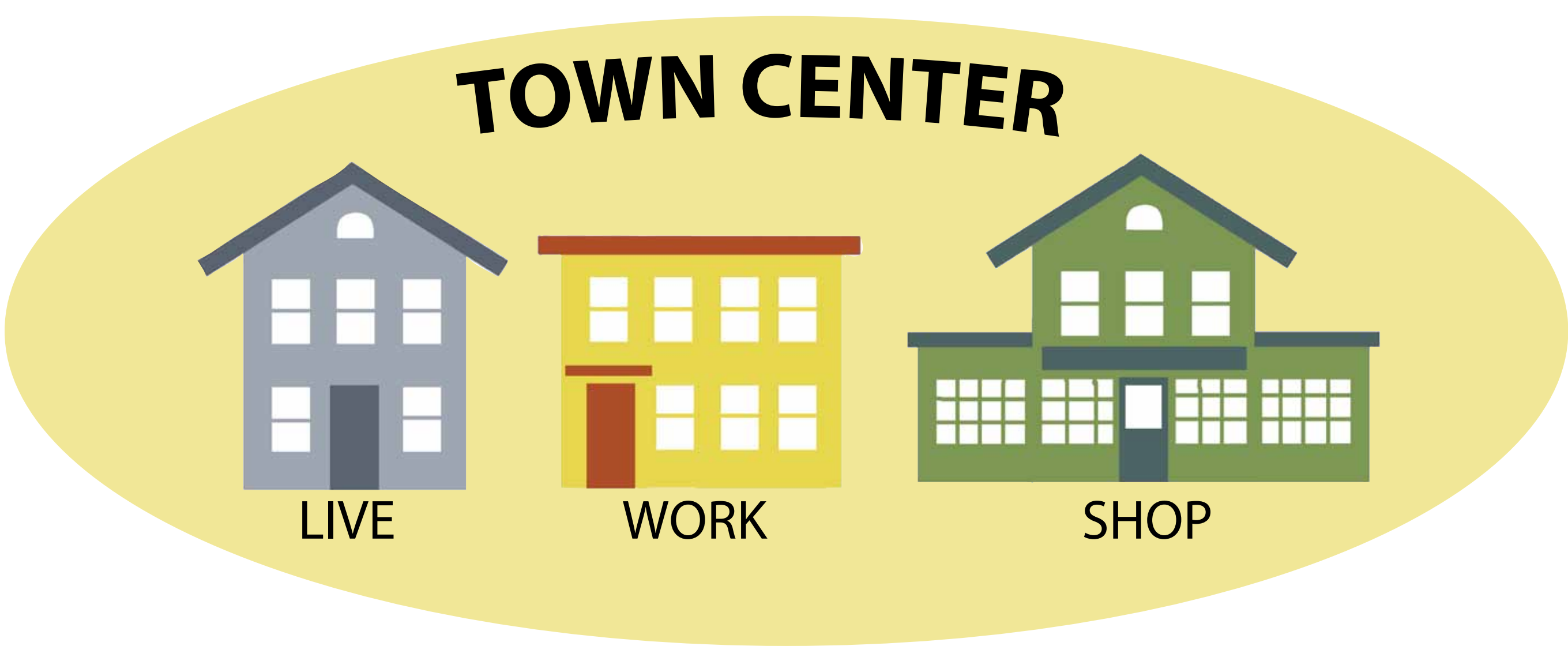
Town Green



Homes

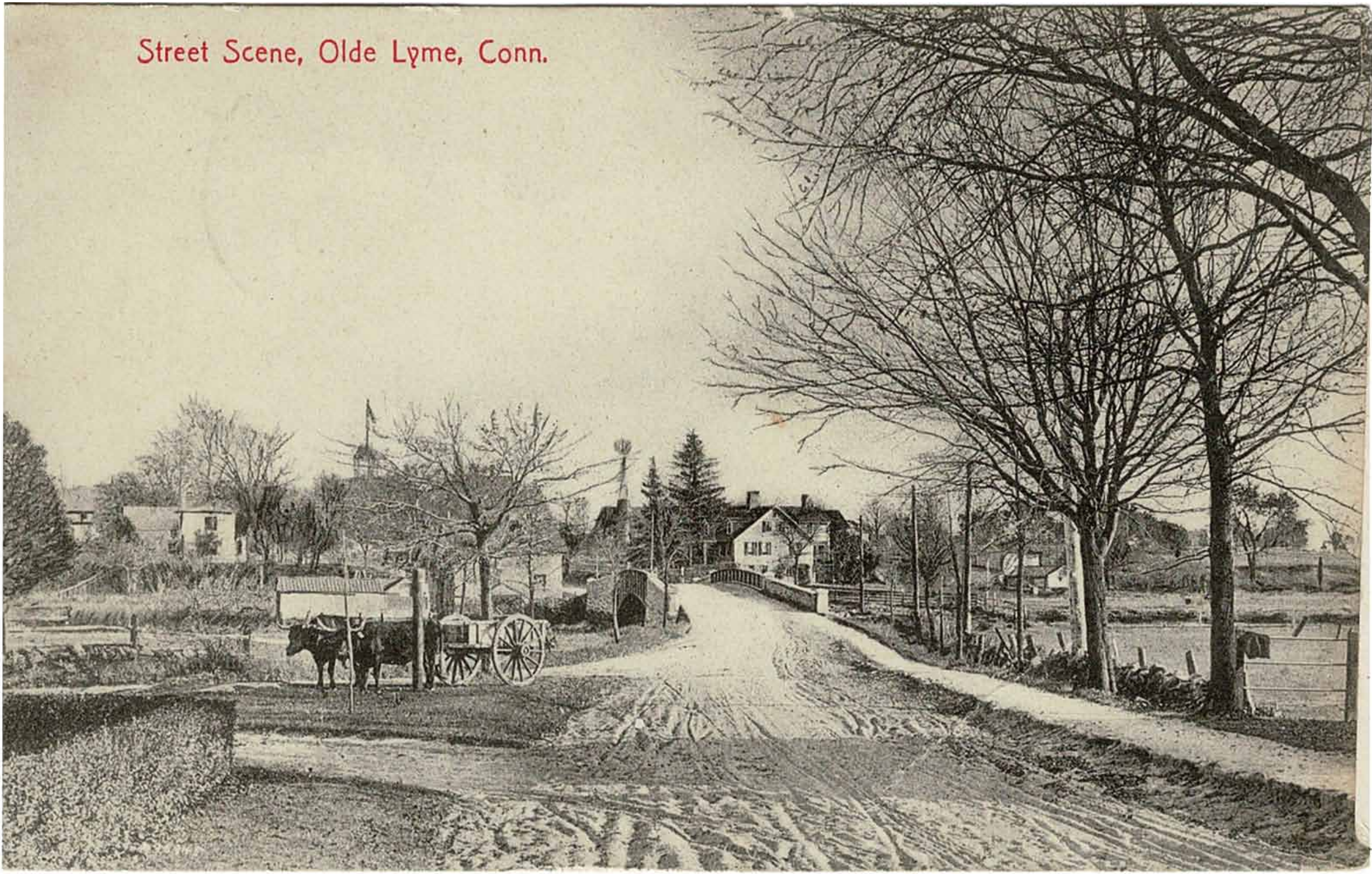


1868 - OLD LYME - Population 1,304 (US Census 1860)



In the early days, Old Lyme’s town center is a mix of homes, businesses, and workshops, all oriented toward the waterfront on the Lieutenant and Connecticut Rivers. The landing at the end of Ferry Rd. is the main entrance to the town. By 1868 Ferry Rd. and Main St. are lined with a mix of houses (grand and plain), multiple markets, a pharmacy, a carriage maker, hardware stores, several workshops, taverns, two churches, and a school.

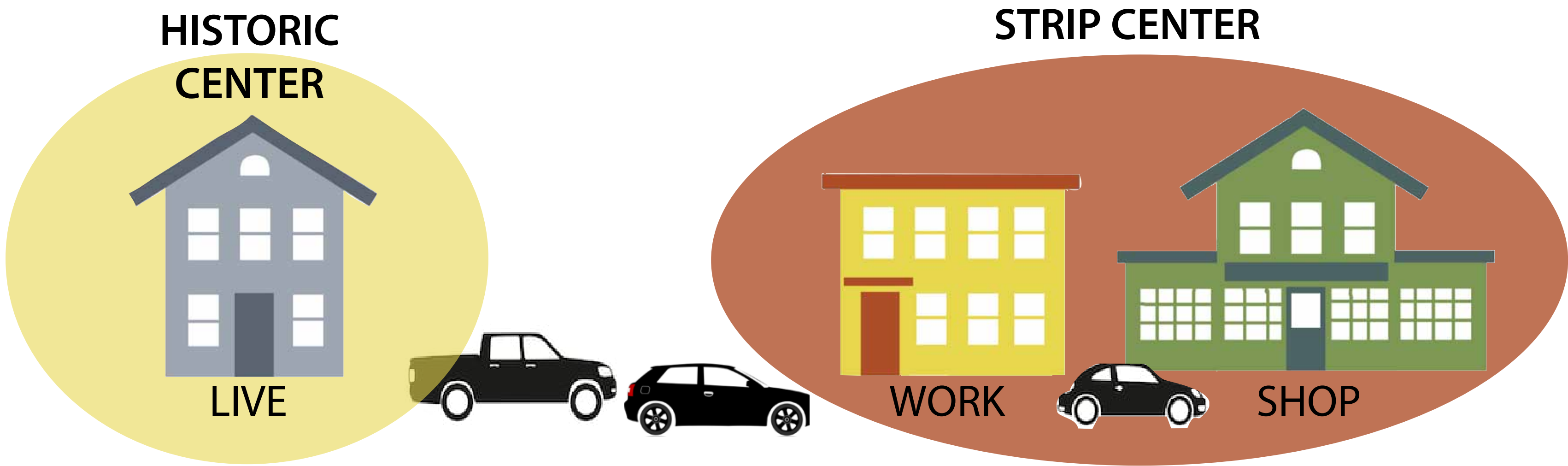
In 1911 the first bridge for cars (briefly shared with trolleys) spans the Connecticut River. Only then does the orientation of the town begin to change.



Main approach to Old Lyme from Old Saybrook. Cross the Connecticut River by ferry and travel along Ferry Road into town.



1961 OLD LYME - Population 3,068 (US Census 1960) to 2019 OLD LYME - Population 7603 (US Census 2010)



1950's car culture dominates planning. Living, working, schooling, shopping, and playing are all distinct driving destinations, and each needs its own fast highway access and ample parking. Only the car-less walk, and bicycles are for children. Everybody else drives to do everything. It's a world made for cars, not humans.

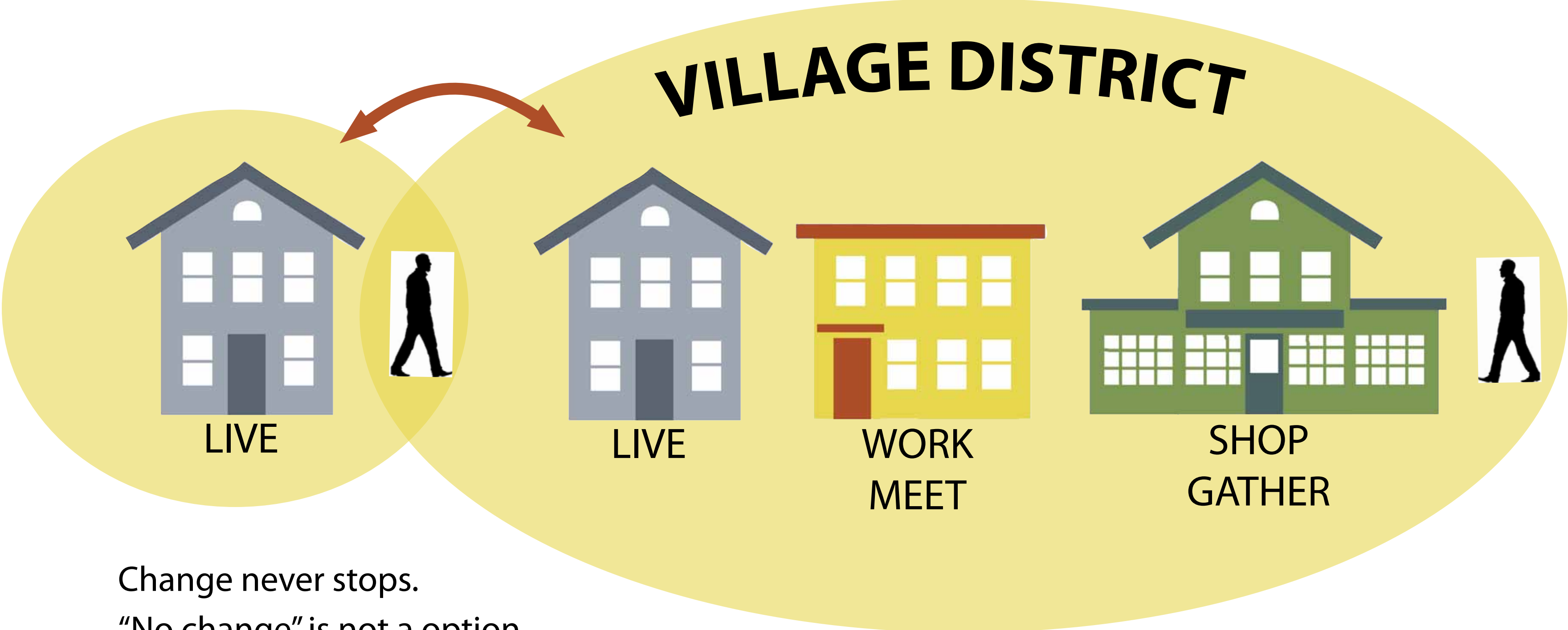
From the strip mall to the Big Box mall, the trend continues into the present century. Then the Internet creates a world of online work, play, and shopping. Malls fade while mixed-use neighborhoods gain foot traffic -- and business. People seek what they cannot get online: "live" human contact and a sense of community, a walkable space with a genuine life of its own, a place where chance meetings keep them connected with friends and neighbors. Businesses in mixed use locations have the best chance to thrive in the online era.



Halls Road sporadic development based on 60' zoning set backs to encourage parking lots and no consideration to walkability or connection from one location to the next.



# Old Lyme - Village District Vision



Change never stops.  
“No change” is not a option.  
We must plan the future of Halls Road or meet the coming changes without any plan or direction.

A well-crafted master plan for Halls Road, one based on good research and with clear public approval, can:

- Show Old Lyme is serious about creating a more prosperous business environment.
- Attract good investments 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 St. to a pedestrian- and bicycle-friendly shopping and dining area.
- Increase town revenues without spreading new development across acres of open land.
- Help create a place where people want to “park once and walk.” It’s better for business, for socializing, and for the environment.



*A future Halls Road re-zoned to allow for housing, stores and offices. A connection to the original town in both style and safe walkways.*

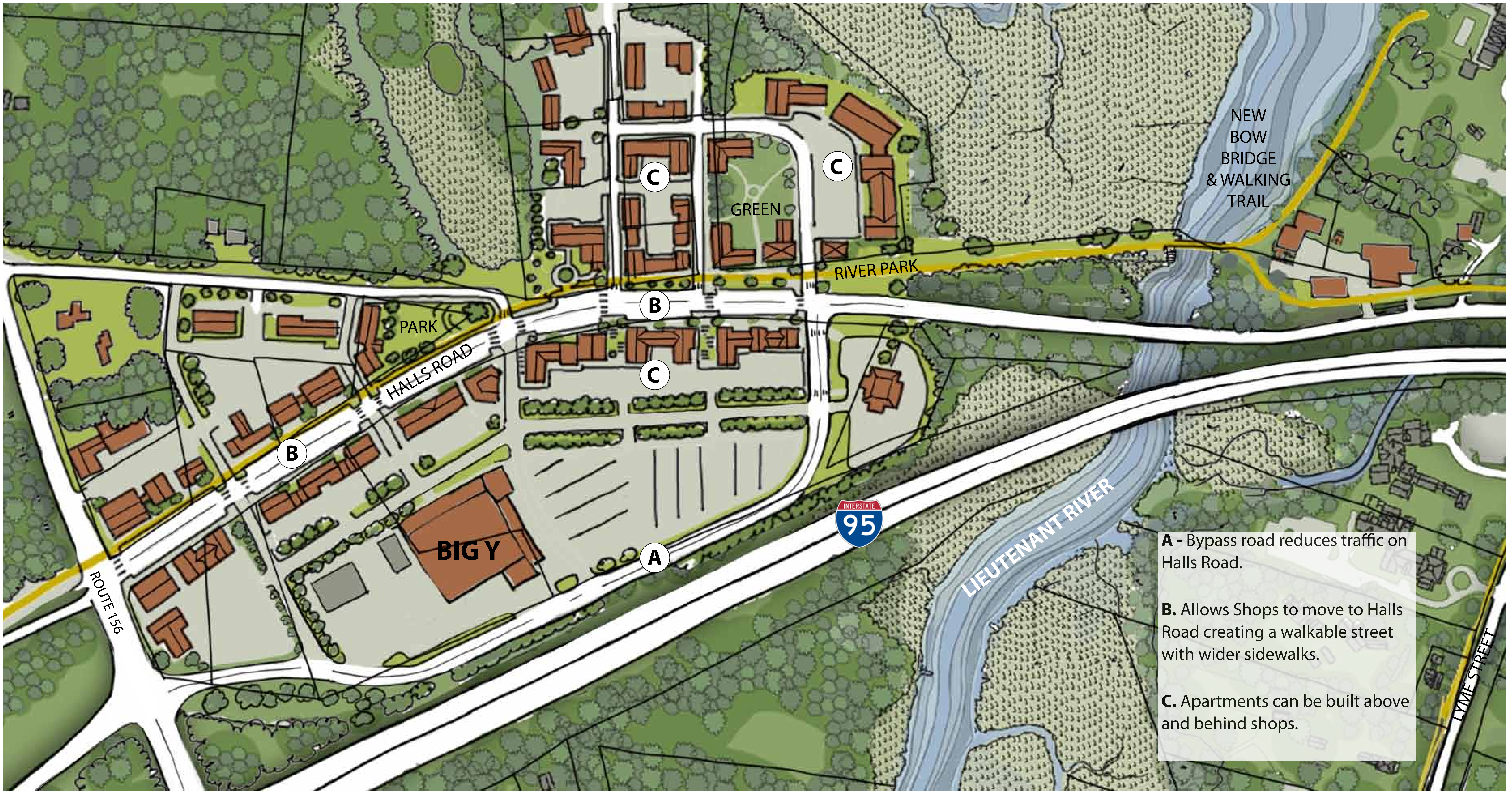


2019 - HALLS ROAD - Today





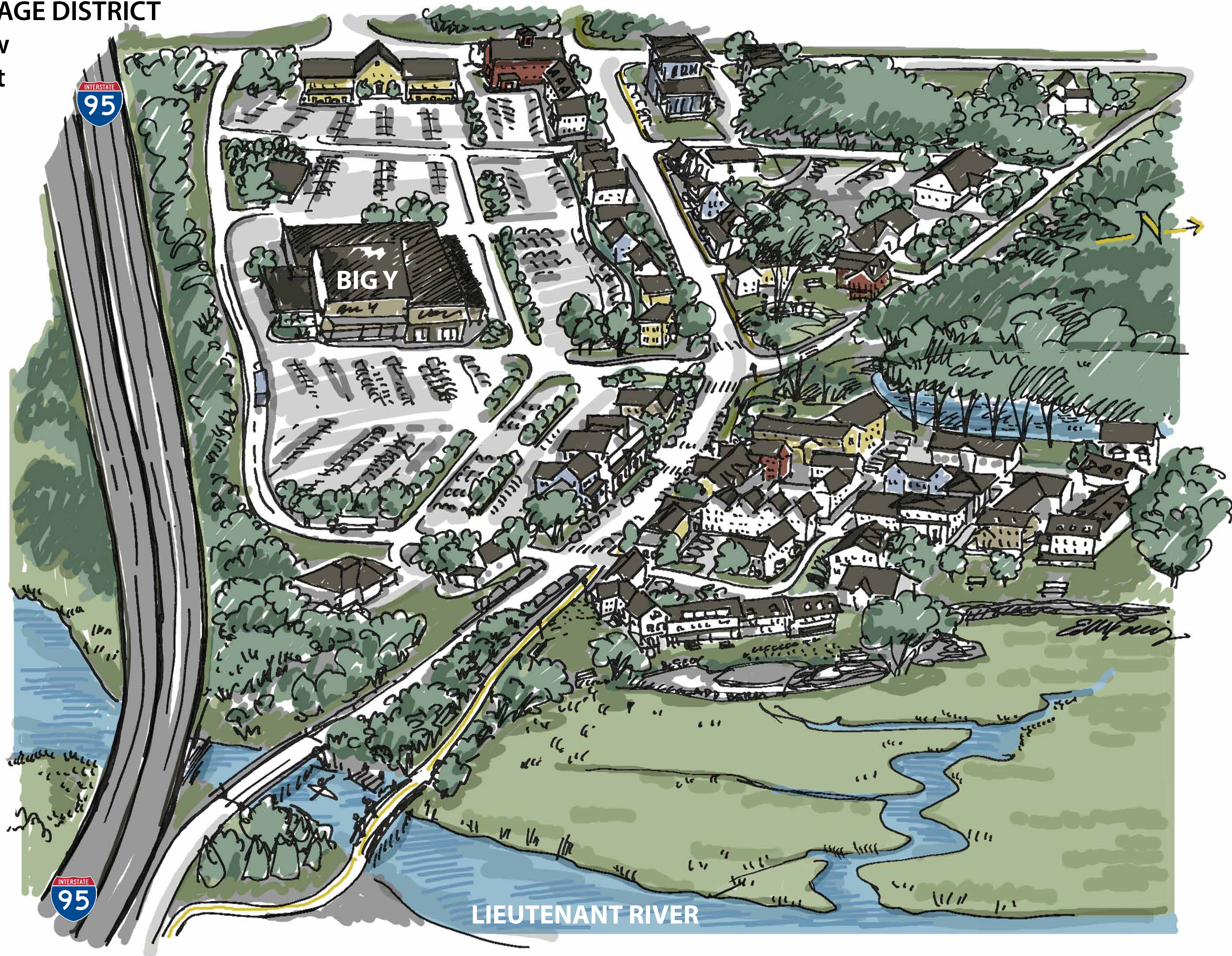
FUTURE HALLS ROAD - What a Master Plan might include...



- A** - Bypass road reduces traffic on Halls Road.
- B**. Allows Shops to move to Halls Road creating a walkable street with wider sidewalks.
- C**. Apartments can be built above and behind shops.



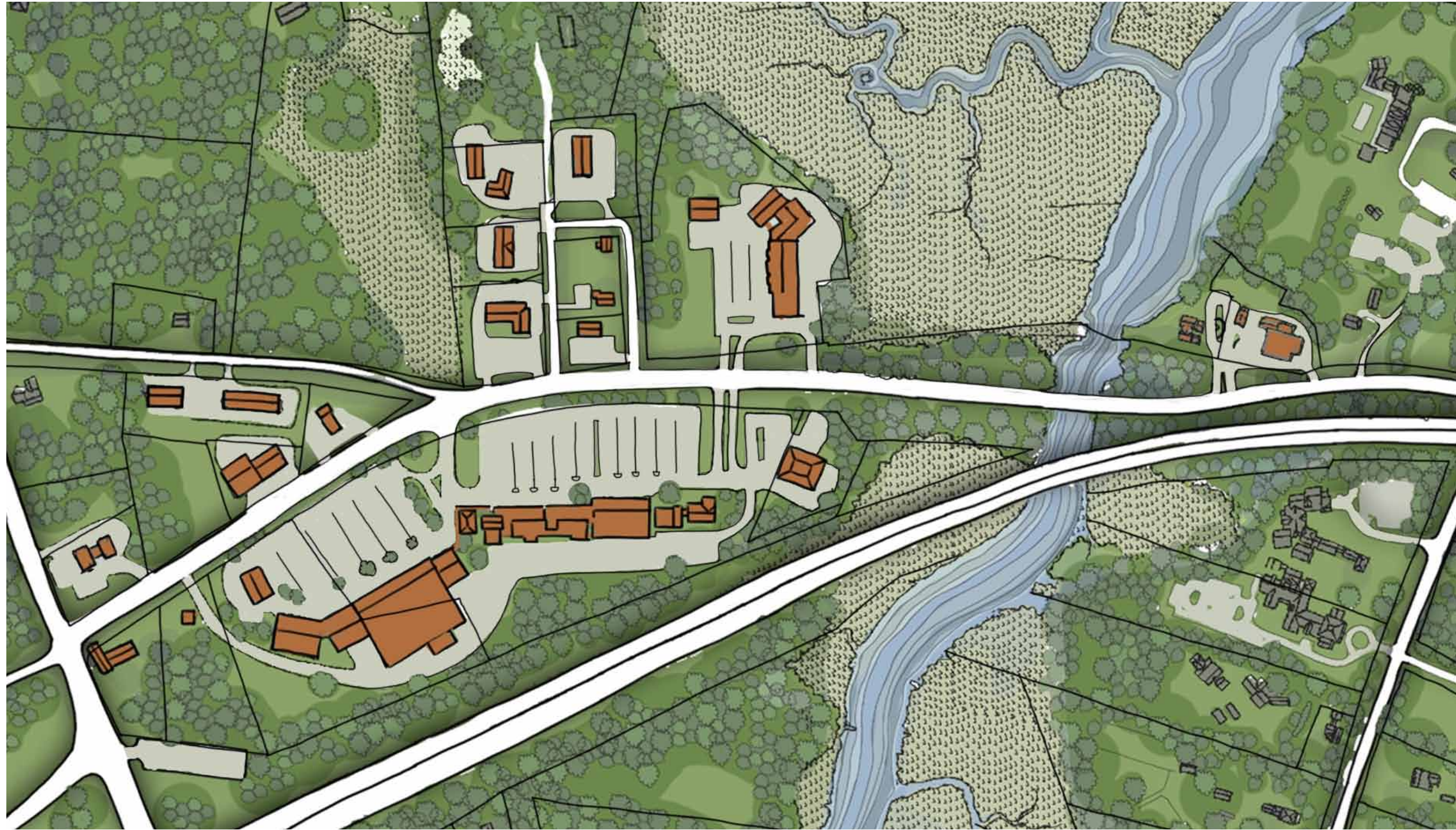
FUTURE VILLAGE DISTRICT  
Birdseye View  
Looking West



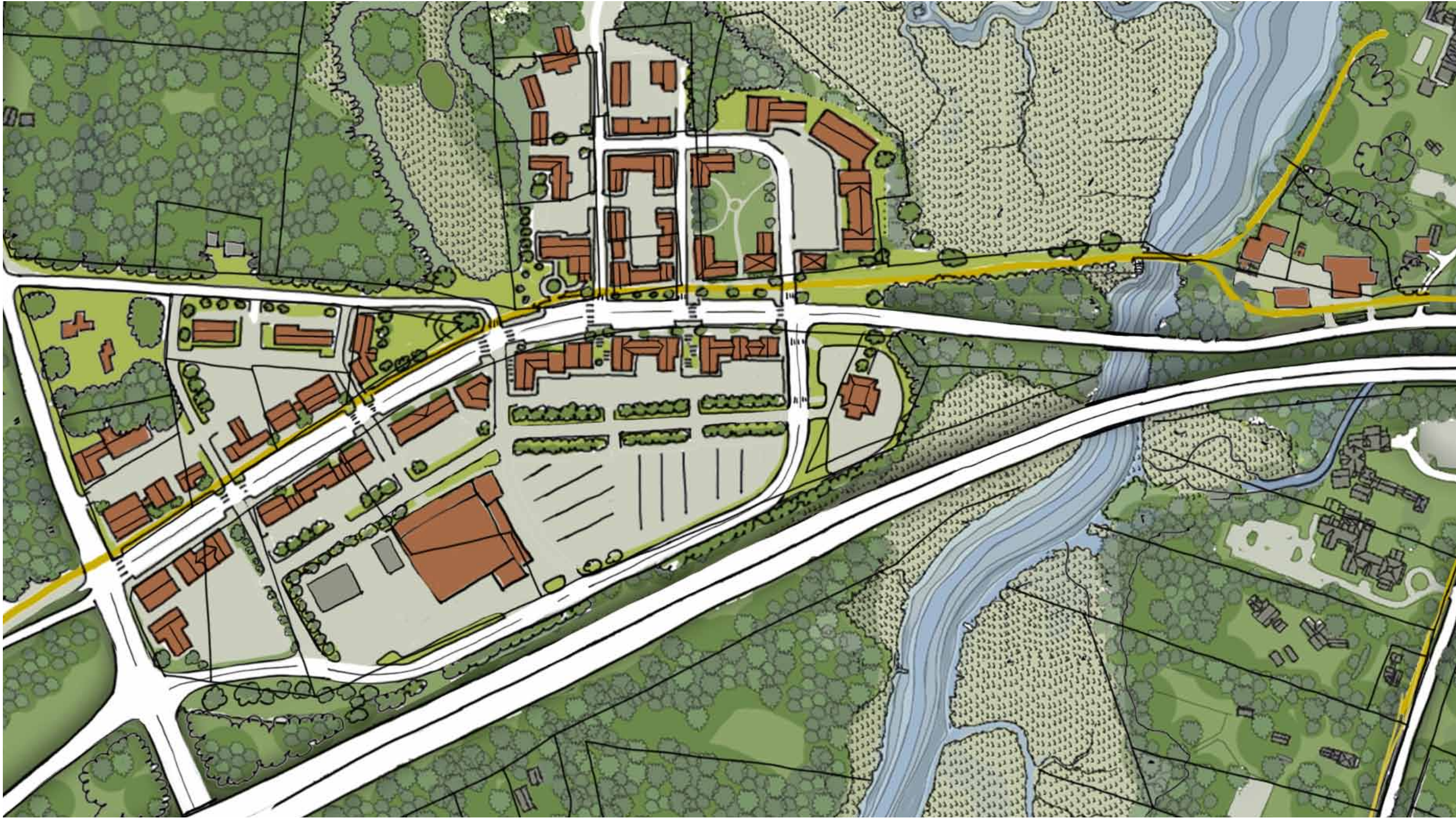



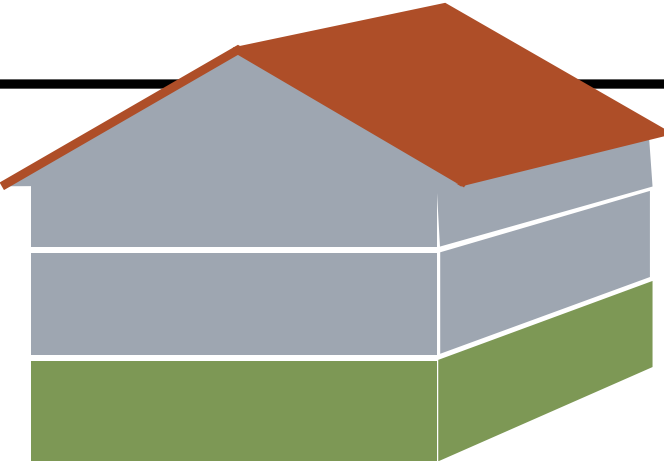
HALLS ROAD - TODAY & TOMORROW

TODAY  
STRIP MALL



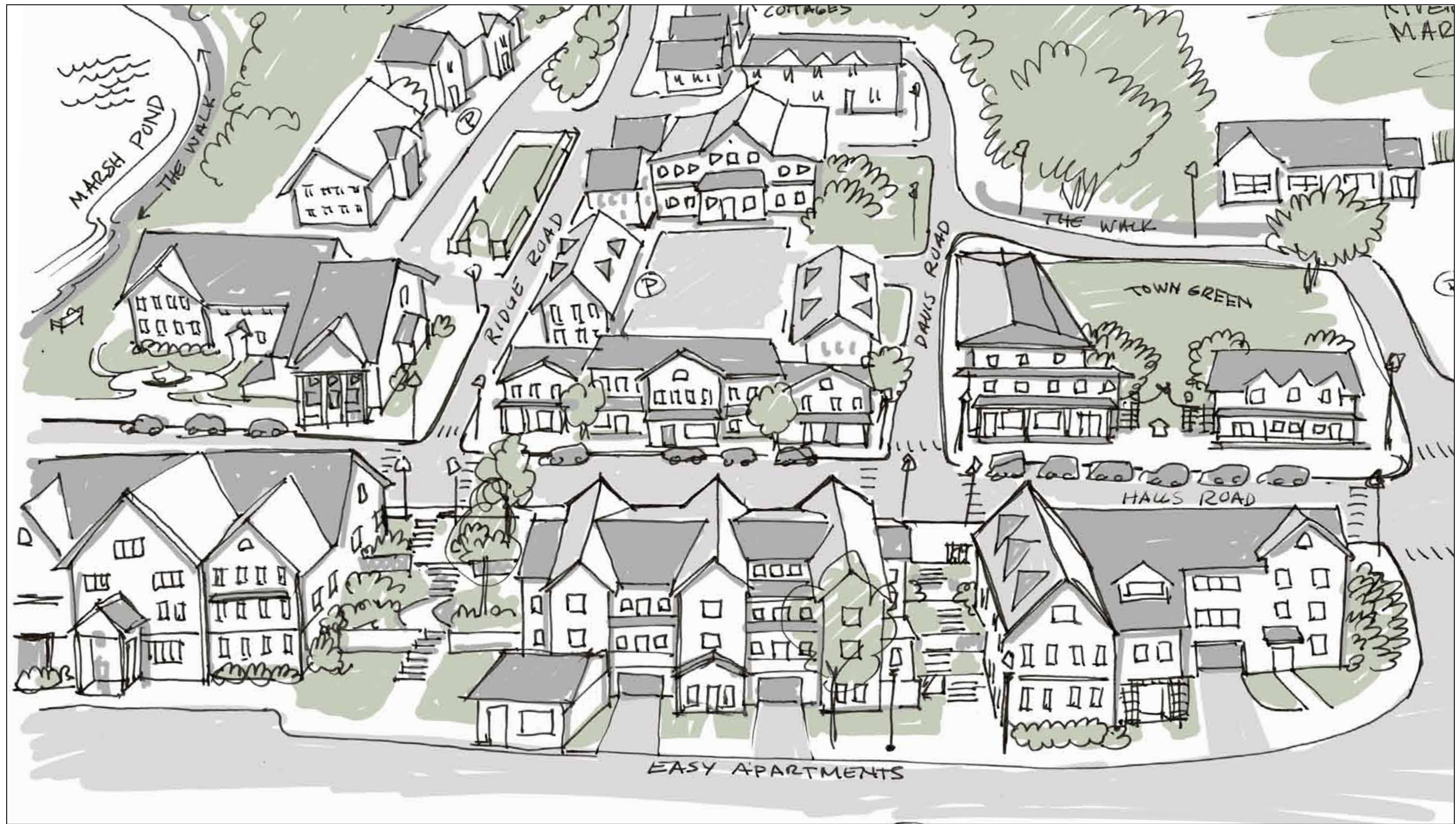
TOMORROW  
Village District



Community Goals	Strip Center	Village District
Old Lyme Character	✗	✓
Open Green Spaces	✗	✓
Walkable Browsing	✗	✓
Bikeable	✗	✓
Offices	✓	✓
Shops	✓	✓
Parking	✓	✓
Residential	✗	✓
Tax Revenues	<div>SINGLE STORY OF RETAIL EARNS X REVENUE IN TAXES</div> <div></div>	<div>SINGLE STORY OF RETAIL PLUS 2 ADDITIONAL STORIES OF RESIDENTIAL EARNS 3X REVENUE IN TAXES</div> <div></div>



# VILLAGE DISTRICT



Halls Road looking NORTH - parking behind shops, residential looks out to town green & Lieutenant River.



Halls Road looking SOUTH

Master Plan guides work over time.



Davis Road intersecting Halls Road today



Sidewalks, lighting, trees & crosswalks



New, mixed-use buildings along Halls Road & Village District



Halls Road looking from the Lieutenant River bridge.



# NEXT STEPS

## 1. Prepare Master Plan.

Compile community input and show findings that will impact a Master Plan.  
Work with professional planner to provide guidelines for architectural styles, building heights, density, and riverfront conservation.

## 2. Create Village District zone.

Work with Zoning Commission to shape zoning that encourages owners to follow the Town’s Master Plan.

## 3. Work with CERC\* to identify financial opportunities.

Connecticut Economic Resource Center\*

## 4. Secure grants for new pathways & streetscape.

To include sidewalks, lighting, bow bridge, pathway between rivers....

## 5. Secure town and state approvals.

Work with state and DOT to resolve right of way & bypass road changes.

## 6. Encourage private investment/development.

Share Halls Road Village District masterplan.



Eddie Twining Design

*Thank you for your involvement !*