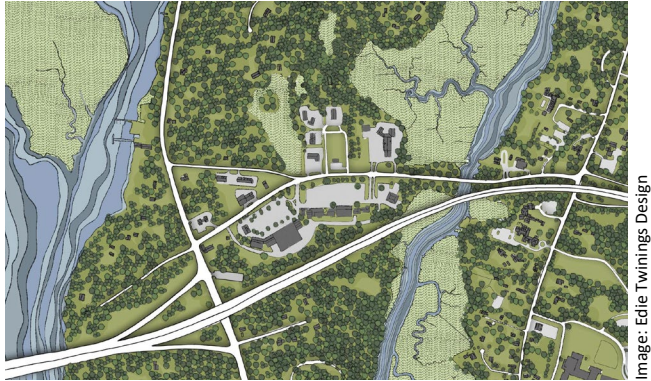


PUBLIC MEETING OUTLINE

7:00 PM – 7:05 PM	Introduction (BJ / Bonnie)
7:05 PM – 7:20 PM	Design Presentation
7:20 PM – 7: 45 PM	Table discussions (UDW & Committee)
7:45 PM – 8:00 PM	Public report out (community)
8:00 PM – 8:15 PM	Next Steps & Conclusion (UDW & BJ/Bonnie)



Improving Halls Road

Old Lyme, CT

December 6, 2018

YALE URBAN DESIGN WORKSHOP



Character & Placemaking

- Create a uniform aesthetic that gives Halls Road a place-specific character and identity
- Establish a “real town center” or public square/park to act as a destination for retail and a place for community gathering
- Add improvements such as paved sidewalks, granite curbs, lighting, planting strips, medians, street trees, and street furniture

Circulation and Wayfinding

- Create better connections between Old Lyme’s three primary zones: Lyme Street, Halls Road and Route 1
- Allow Halls Road to accommodate public transit as well as bicycle, pedestrian and automobile traffic
- Install signage and wayfinding to aid in traffic control and guide pedestrians to local centers and commercial areas

Safety & Access

- Add sidewalks and marked crosswalks to allow for safe passage of pedestrians
- Reduce the scale of Halls Road to better accommodate pedestrian circulation and reduce traffic speed
- Consider the impact of automobile traffic from I-95 and coordinate with planned interstate improvements
- Increase parking efficiency and consider on street parking to serve future retail

Mixed Use Development

- Consider incorporating commercial and residential mixed use development along Halls Road
- Build relationships with current business owners and potential future commercial tenants
- Provide housing opportunities for young people as well as empty nesters
- Incorporate buildings with social functions such as a Rotary Club, local Bakery, etc.

What Street do you like?

What makes a good street?



9th Avenue - Berkeley, CA
• A blend of street, park and pedestrian infrastructure
• Pedestrian street with trees
• Attractive commercial uses - restaurants and shops



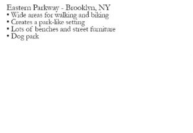
Atlantic Avenue - Delray Beach, FL
• Combination of architectural, commercial, public, etc.
• Public parking and shops to the left of the building
• Lots of small, corner spaces to street to that connect to the main street



Boston Post Road - Madison, CT



Main Street - Niantic, CT
• Creates a good diversity of shops along the street
• Build up, not out



Eastern Parkway - Brooklyn, NY
• Walk ways for walking and biking
• Creates a good mix of uses
• Lots of small, corner spaces to street to that connect to the main street



Main Street - Essex, CT
• Colored
• Good sidewalks



Wynn Street - Stonington Village, Stonington, CT
• Village green "no vehicle"



Broadway Street, Faneuil Quarter - New Orleans, LA
• Two story buildings
• No cars on some streets
• Lots of small, corner spaces to street to that connect to the main street



Pearl Street - Boulder, CO
• Walkable
• Good for bikes



Souther Square Market - Cheshire, CT
• Pedestrian street
• Parking in back area



Shinsekigawa Neighborhood - Kyoto, Japan
• Small street
• Housing on the second floor
• Parking behind
• Mixed use

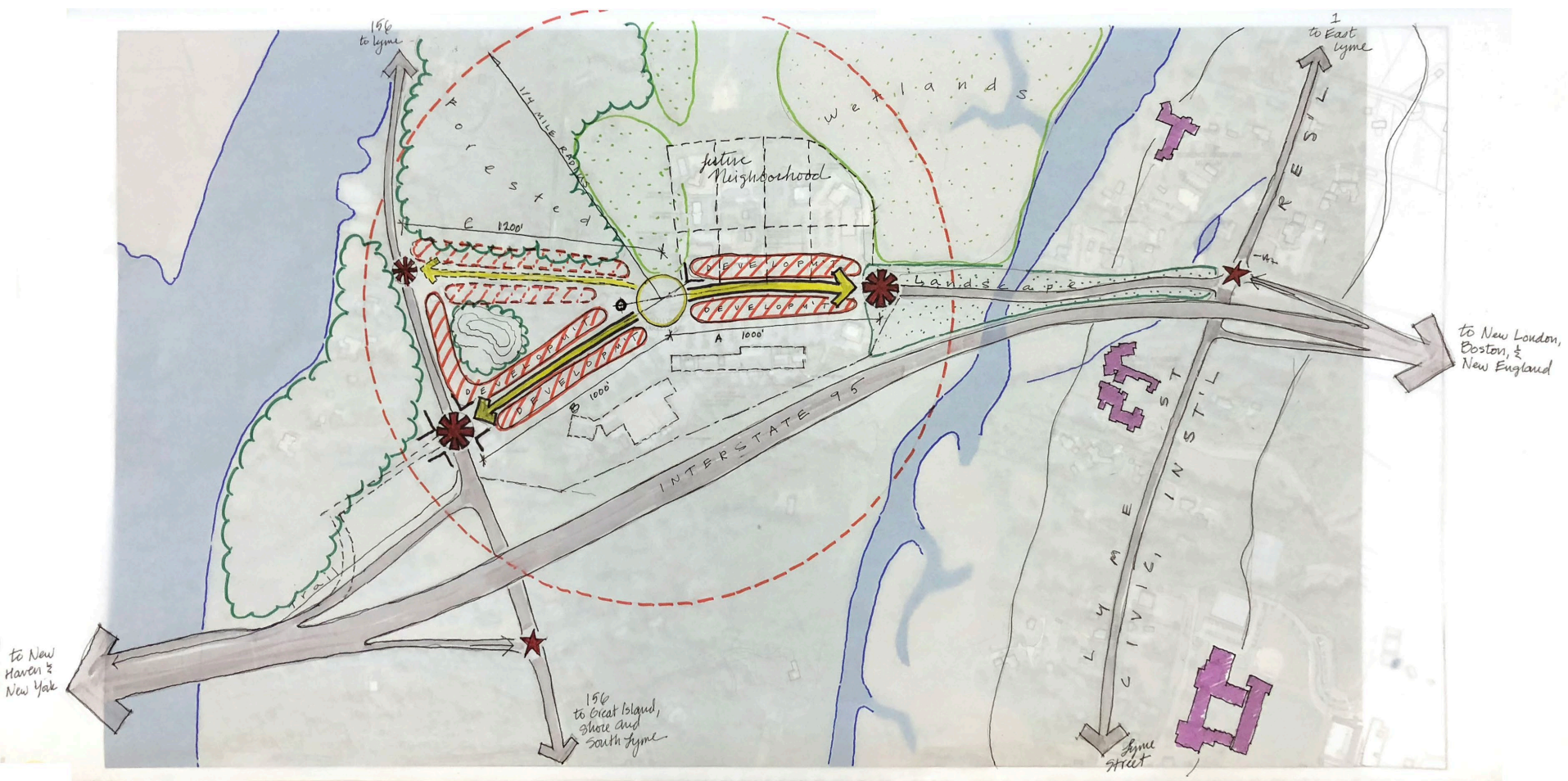


- Comfortable for people and cars
- Frequent pedestrian crossings
- Concentrated retail & small scale shops
- Variety of public spaces
- Landscape combined with streetscape
- Park-like open spaces
- Wide active sidewalks, outdoor seating
- Artwork on display

- Tied to local landscape
- Mixed use
- Architectural details provide interest
- Bicycle friendly
- On street parking and parking behind buildings

Urban Design Principles

- Autonomous, but connected to other parts of the town & region
- Need for gateways and transitions that are legible
- Pedestrian oriented – park once and walk
- Pedestrian and bicycle friendly
- Parking and service behind
- Sense of place created by landscape
- Character and identity carried by streetscape and public space
- Allows for various building styles, sizes, characters
- Civic uses as well as commercial uses
- Critical mass of residential to create a neighborhood



Between two rivers, a clearing in the woods



Connecticut River, Willard Leroy Metcalf



Lieutenant River, Edmund Greacen 1917

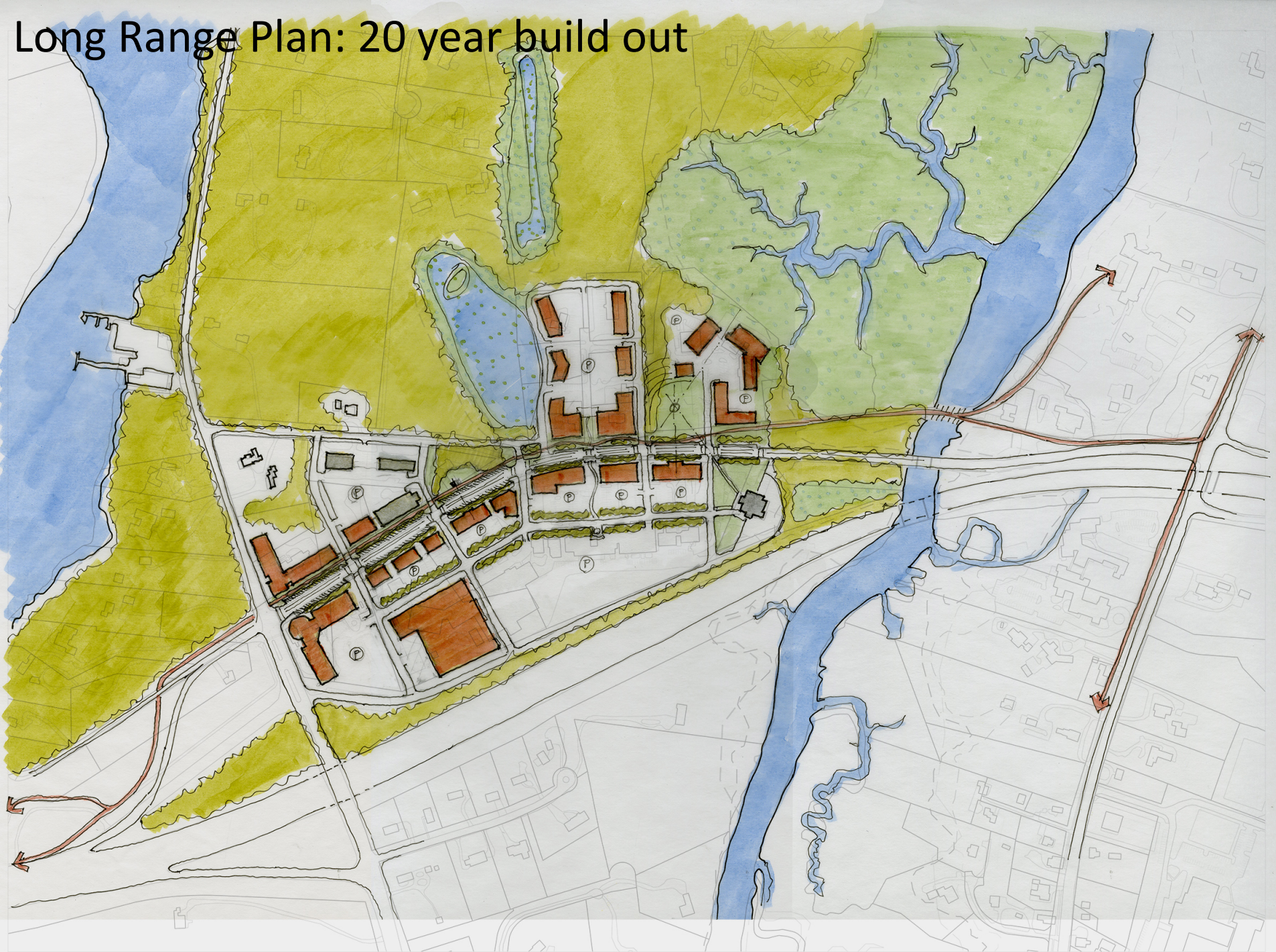
Halls Road today



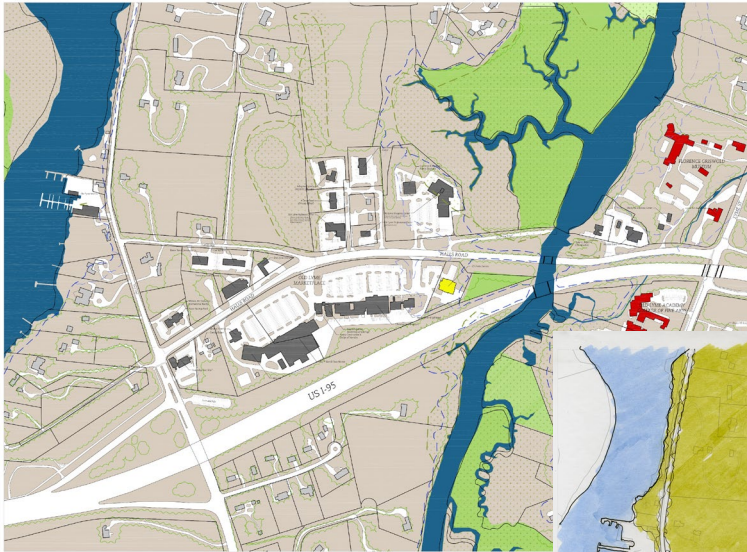
Halls Road tomorrow



Long Range Plan: 20 year build out



Evolution over time: public and private redevelopment

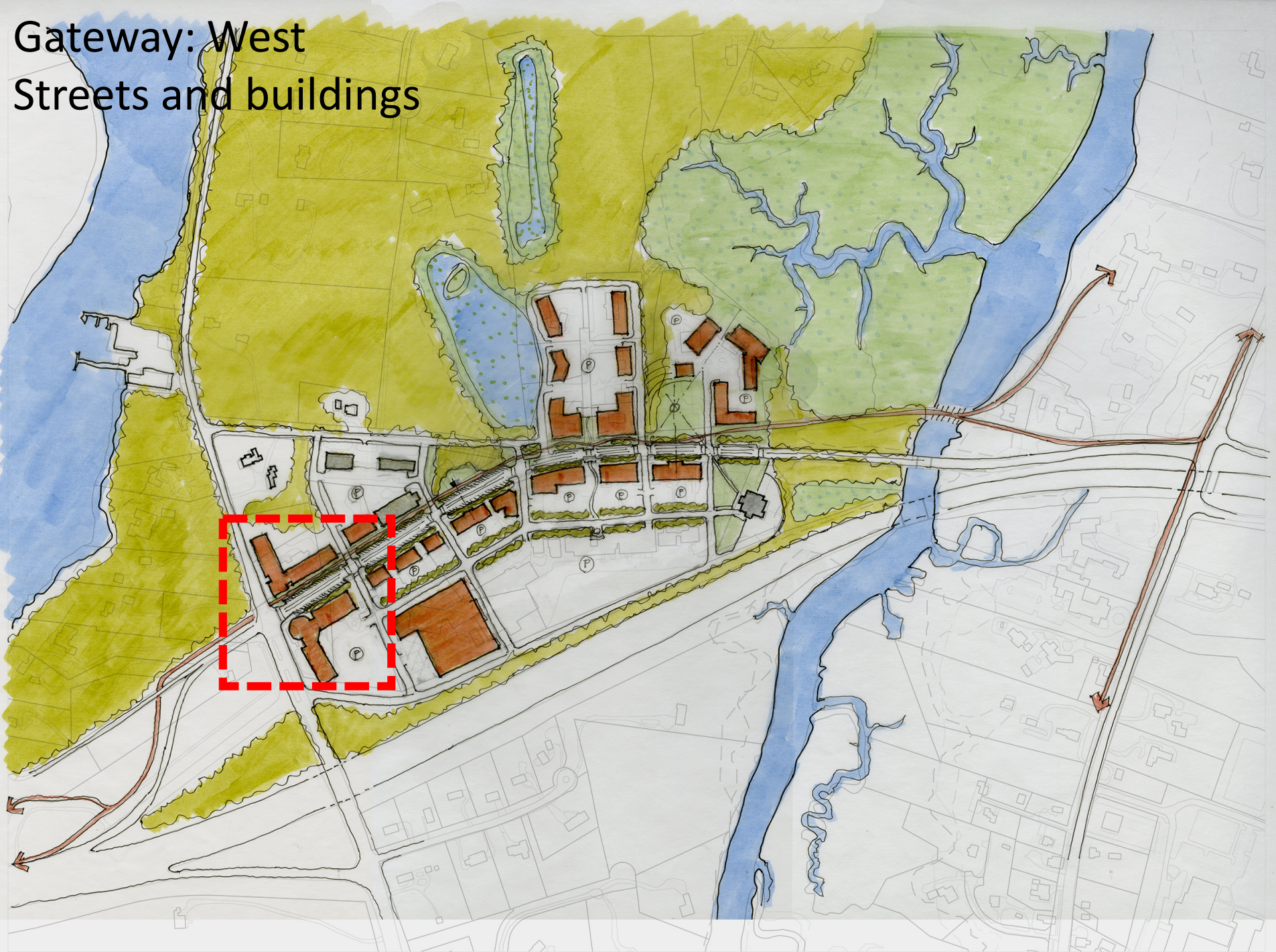


Urban Design Components and Features

- Gateways
- Enhanced connections to landscape
- Civic Green
- Two Sided Retail Street
- Bikeway / Multimodal Trail
- Public Art
- Shared Parking

Gateway: West

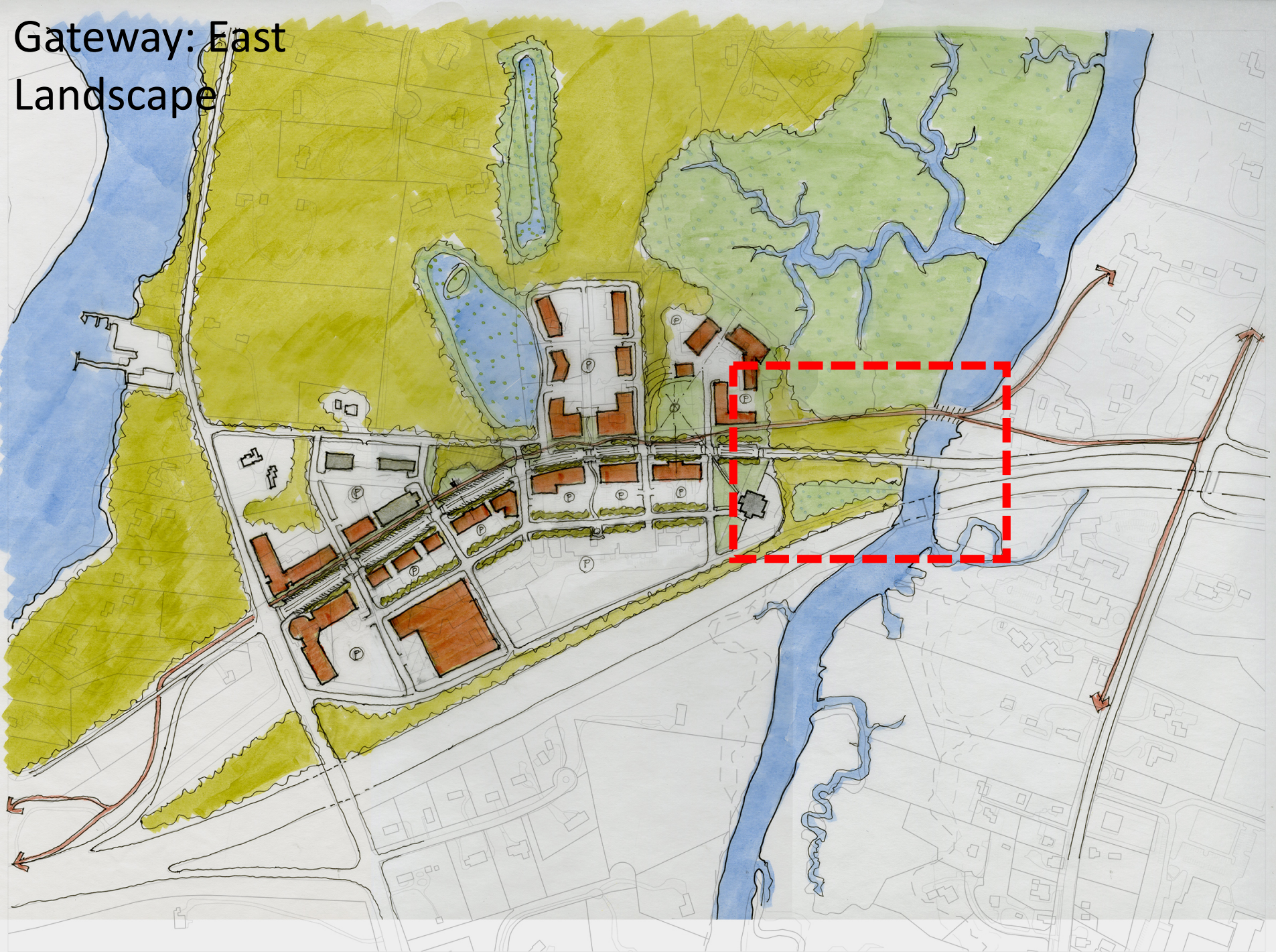
Streets and buildings



Gateway: Streets and Buildings



Gateway: East Landscape



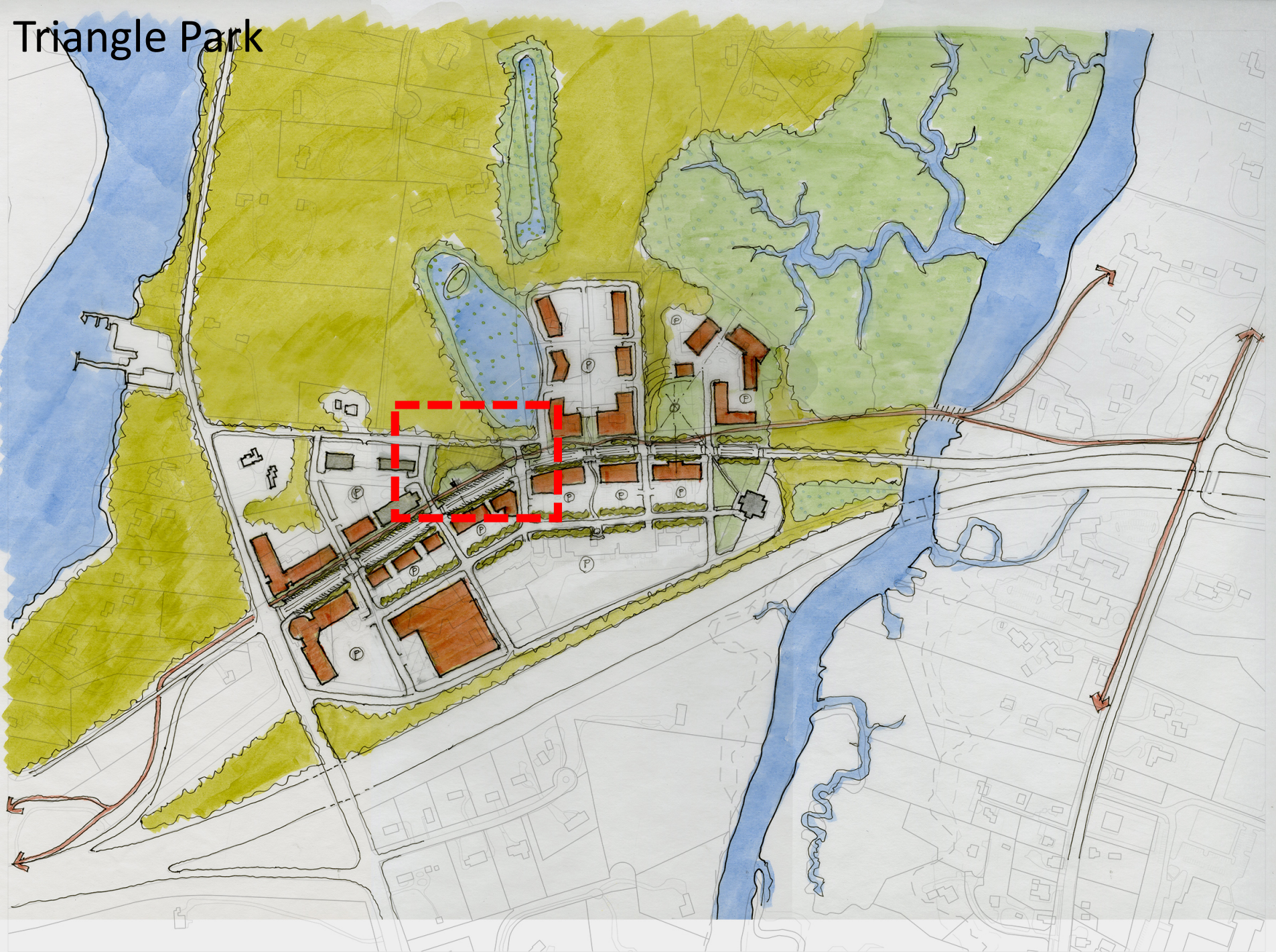
Eastern Gateway: Landscape & Bridge



Bridge at Old Lyme, Edmund Greacen



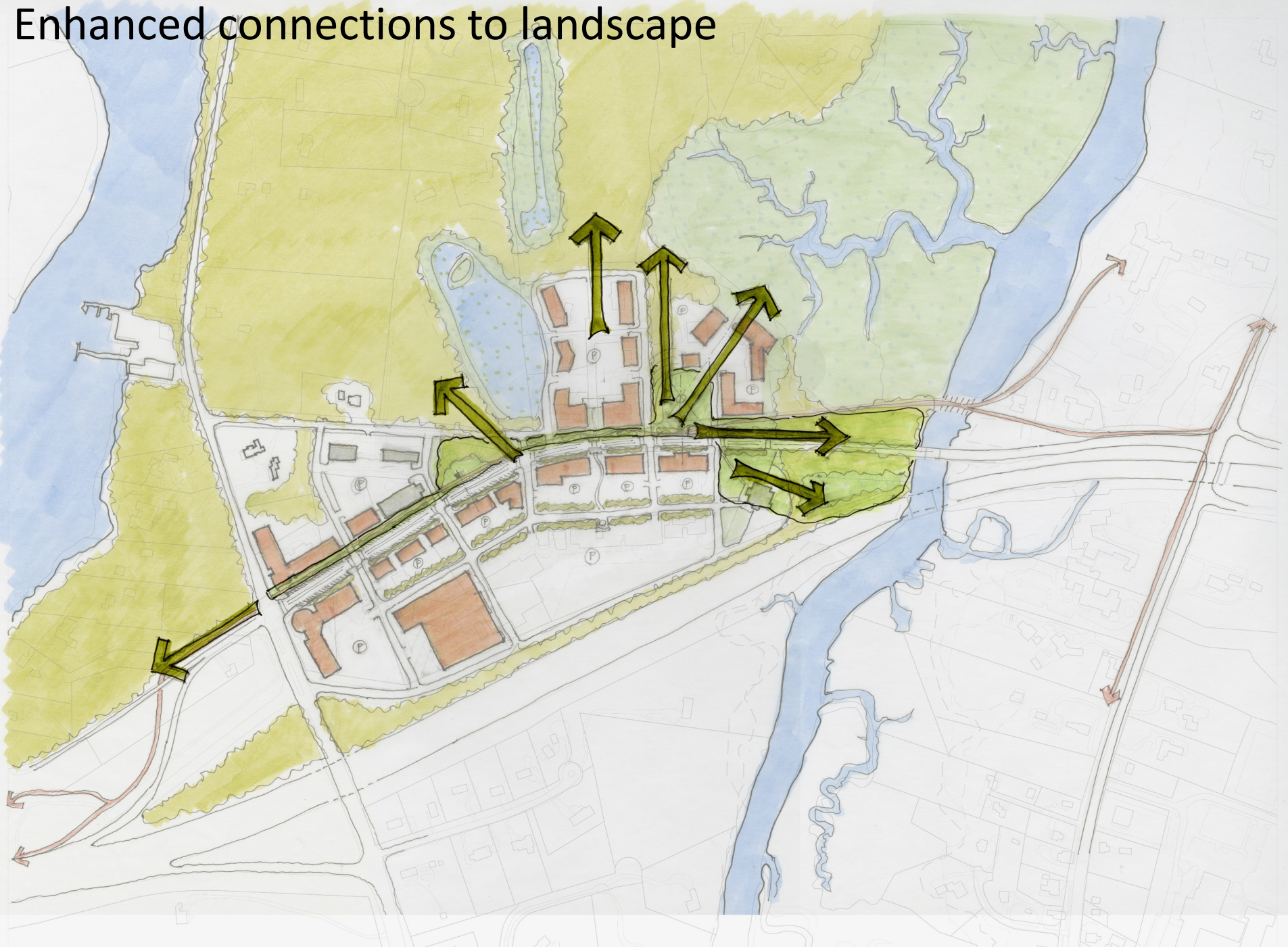
Triangle Park



North Easton, MA



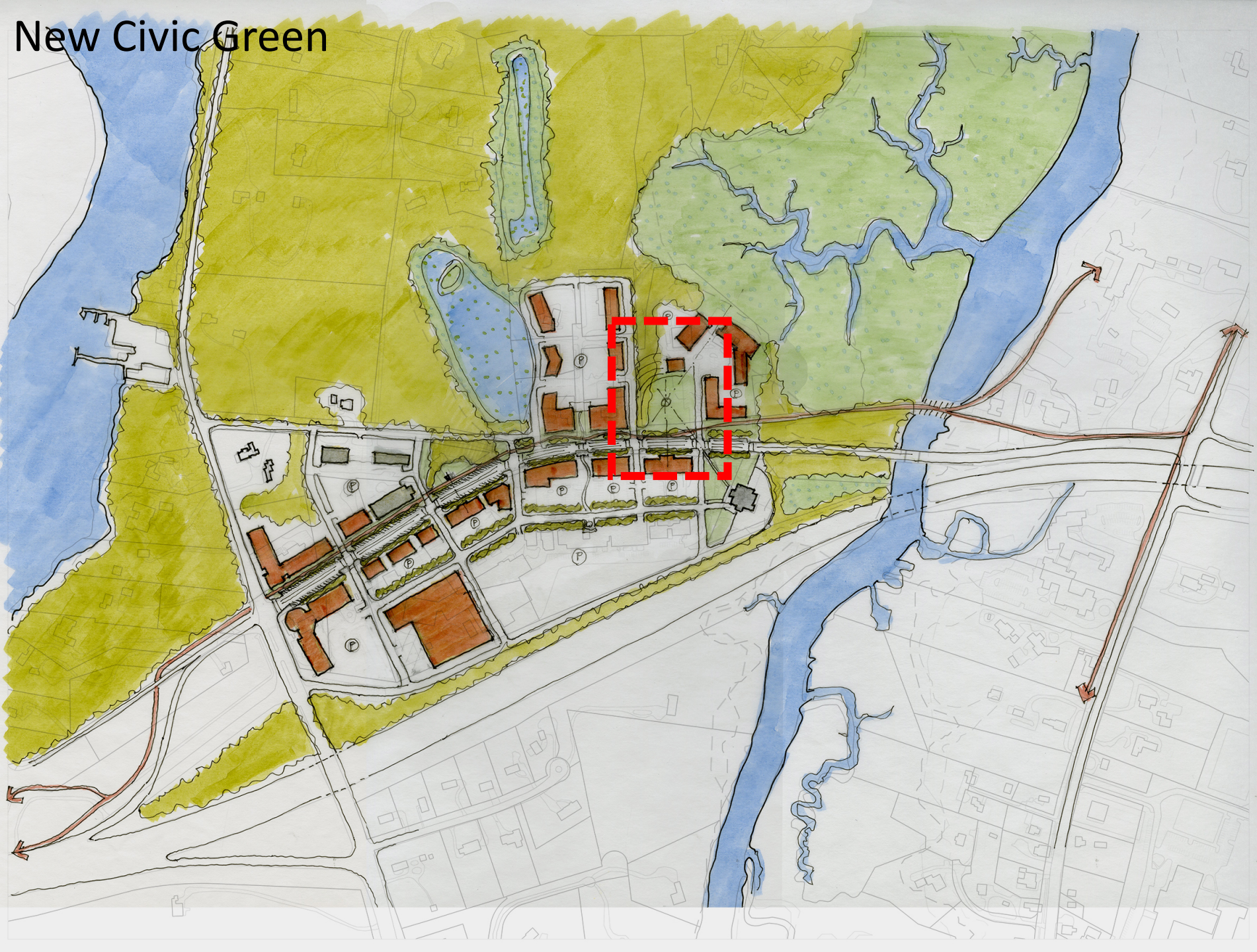
Enhanced connections to landscape



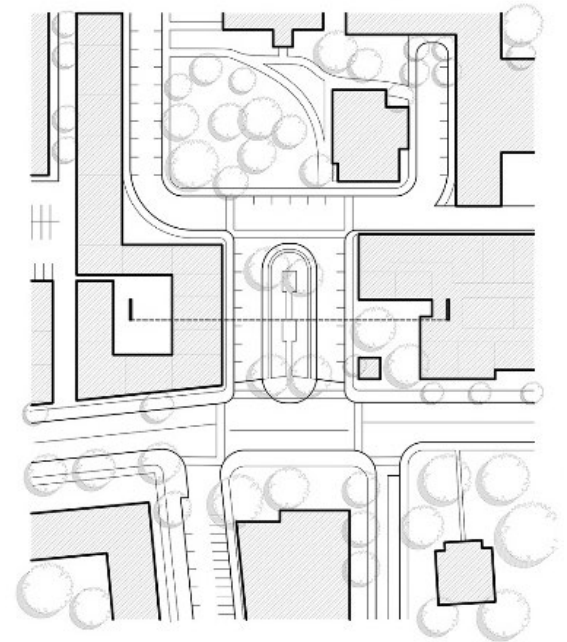
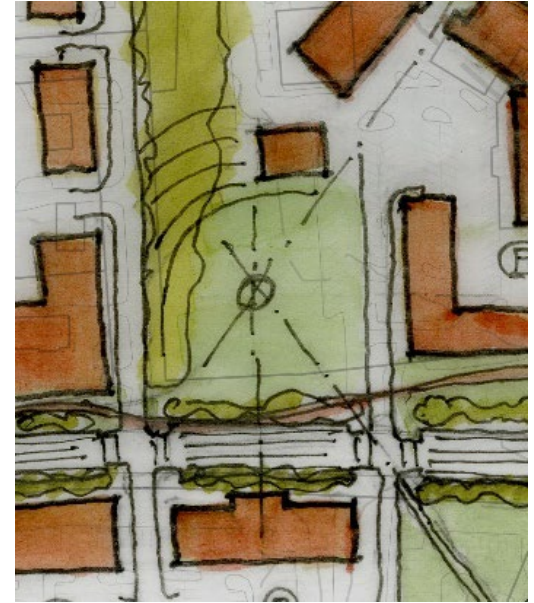
Town and Landscape



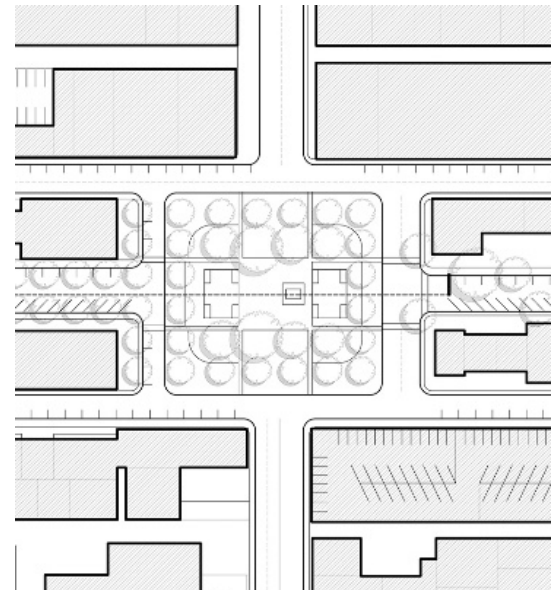
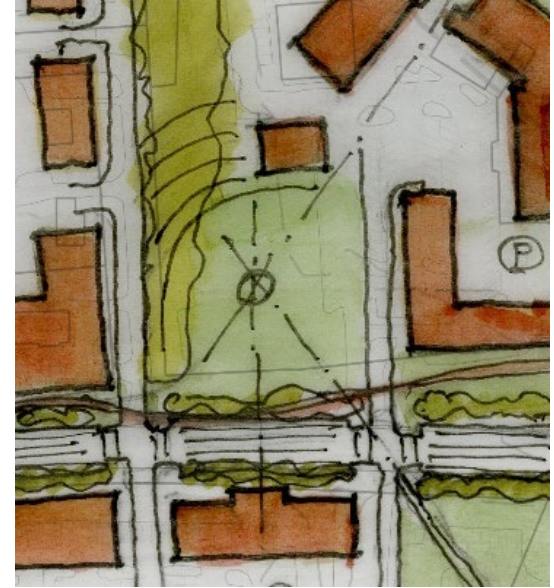
New Civic Green



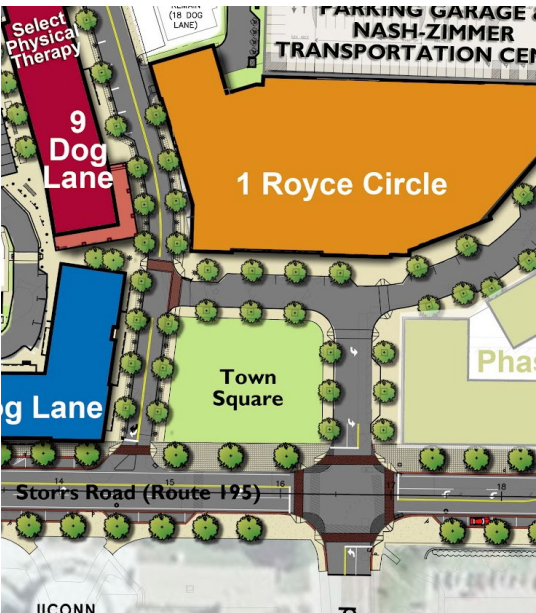
Comparison: Palmer Square, Princeton, NJ



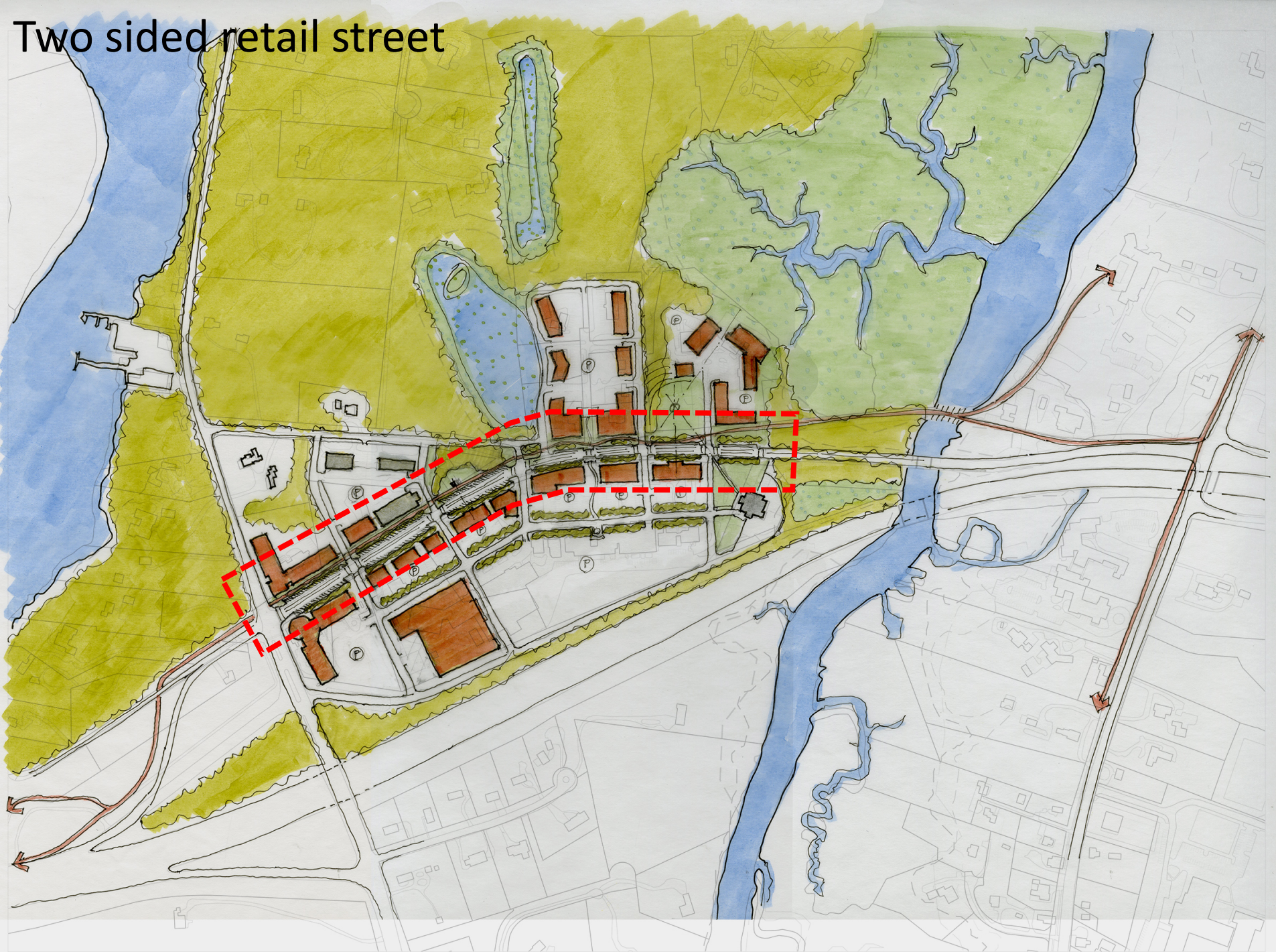
Comparison: Reynolds Square, Savannah, GA



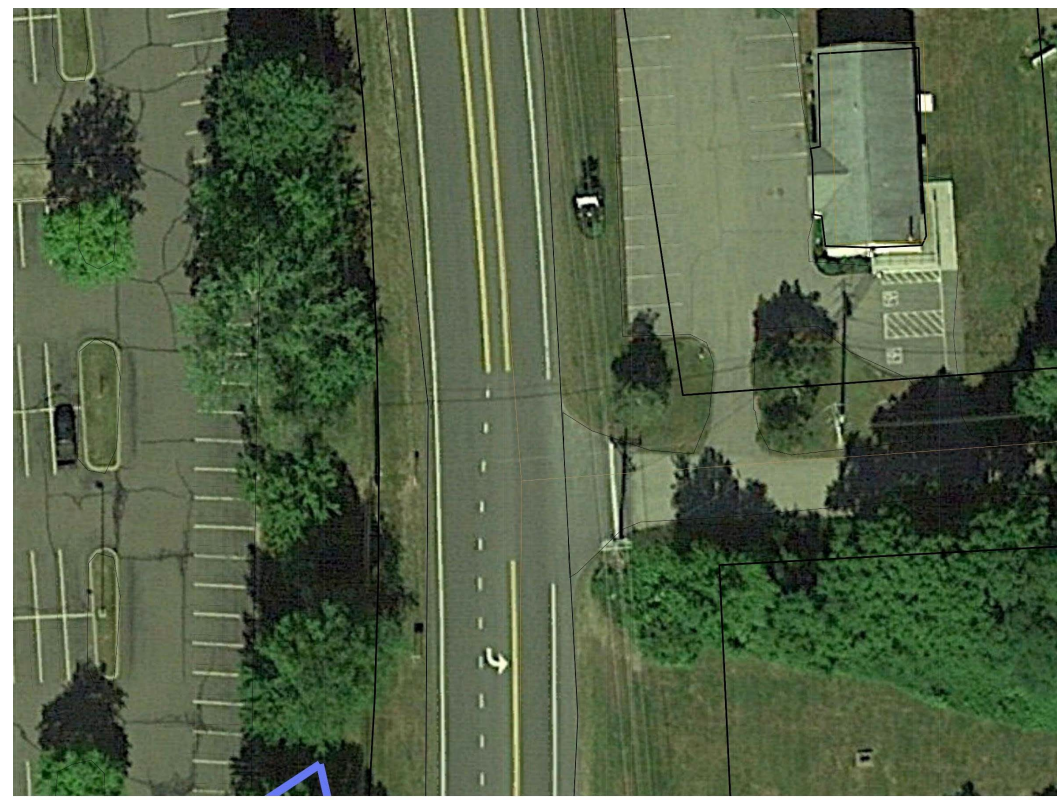
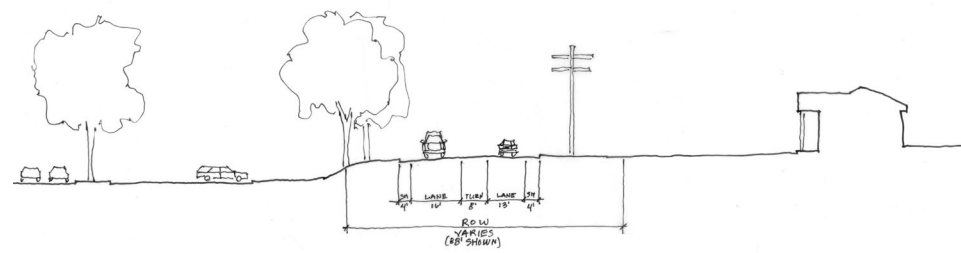
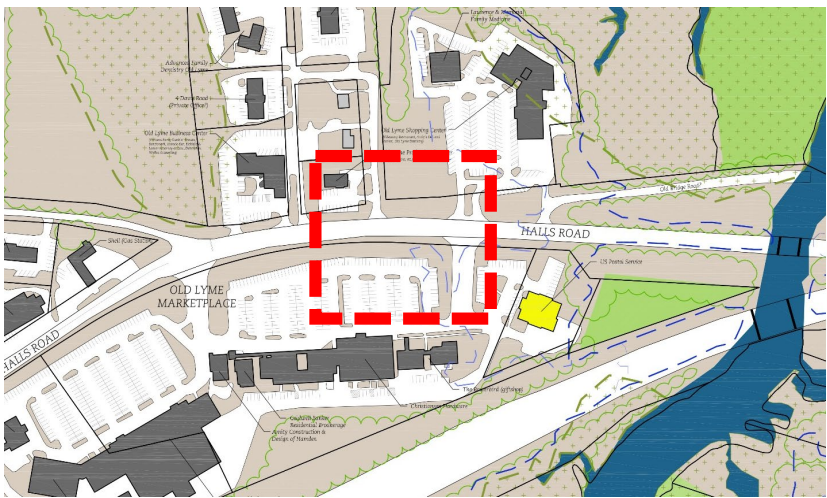
Precedent: Storrs Center, Mansfield, CT



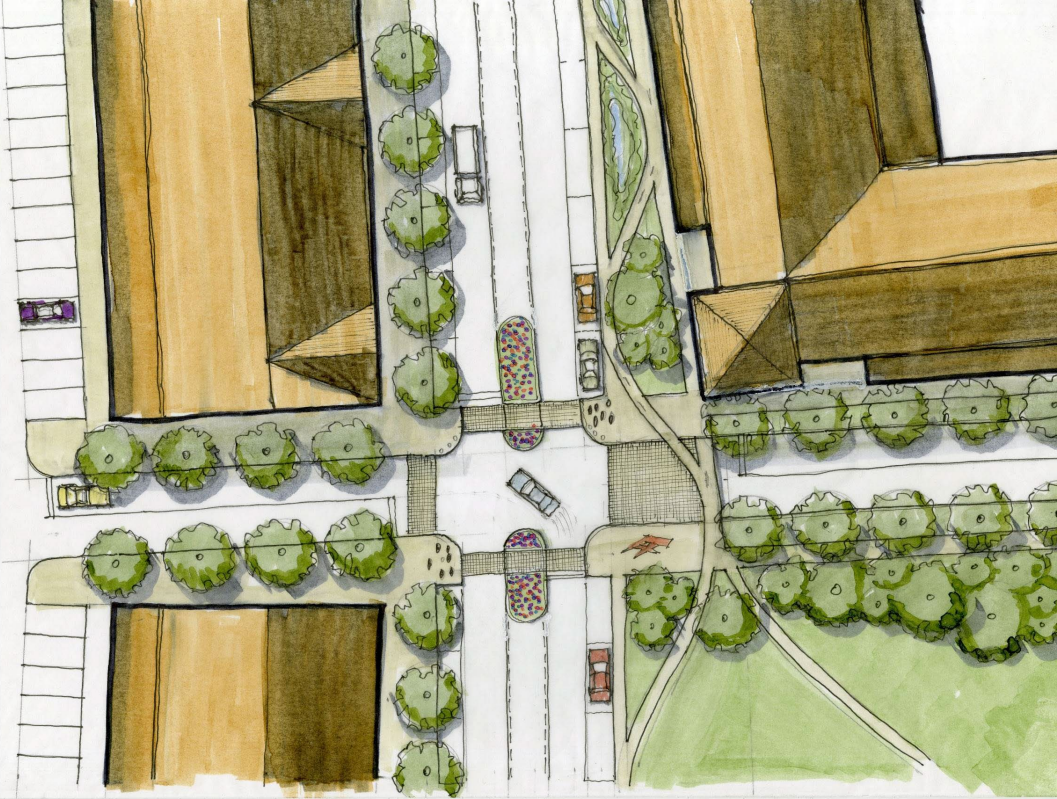
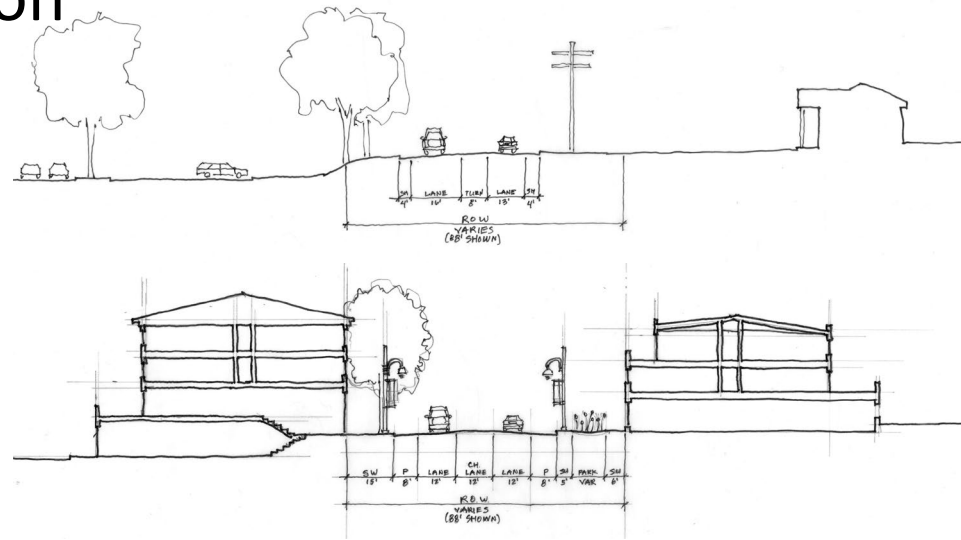
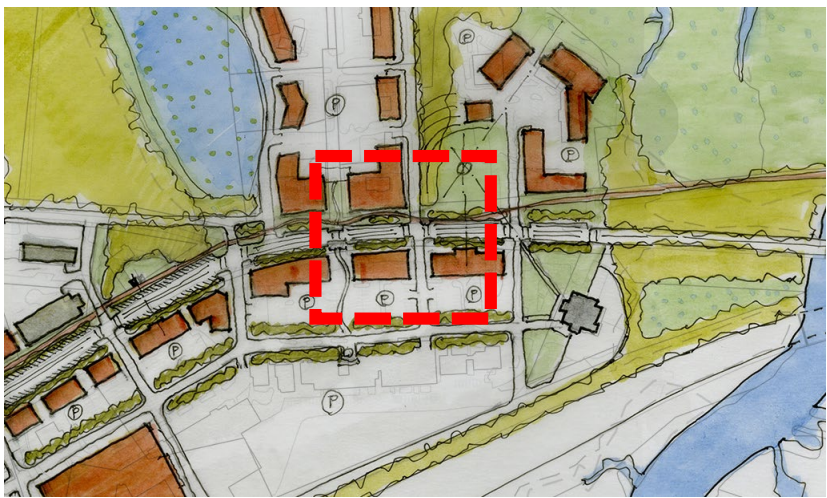
Two sided retail street



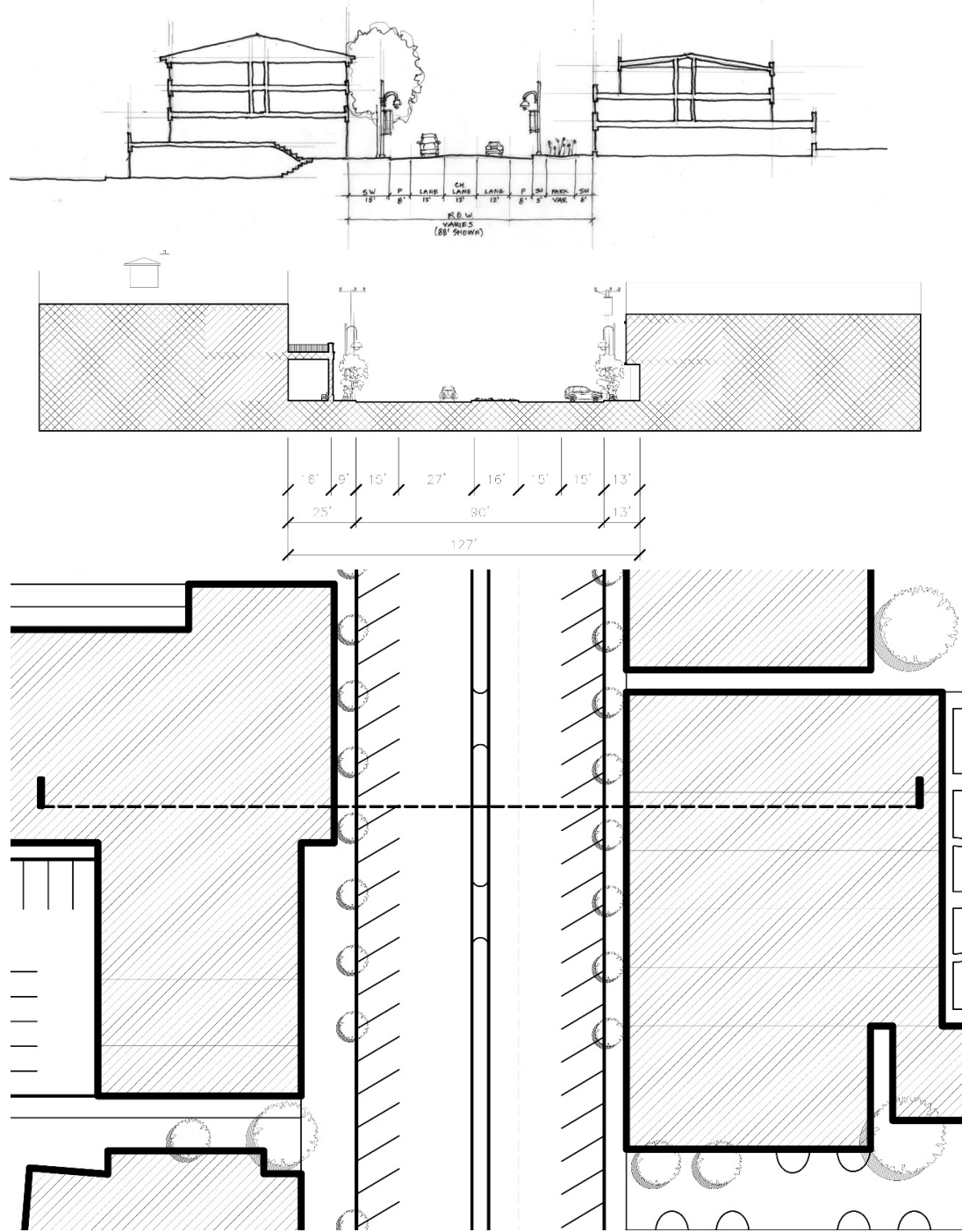
Halls Road: current condition



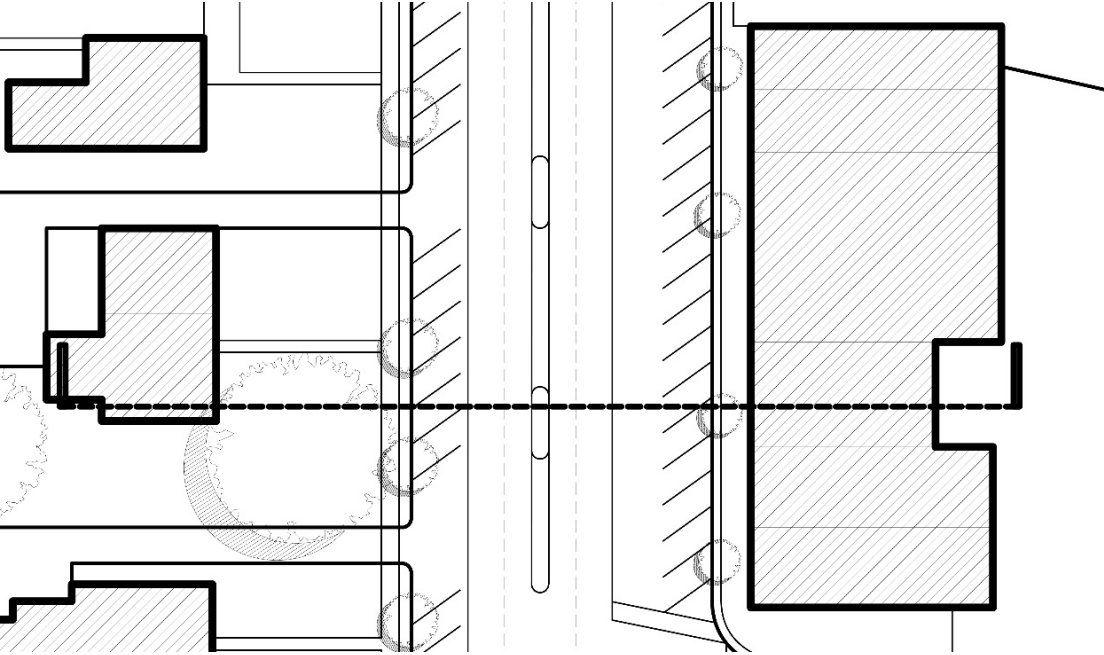
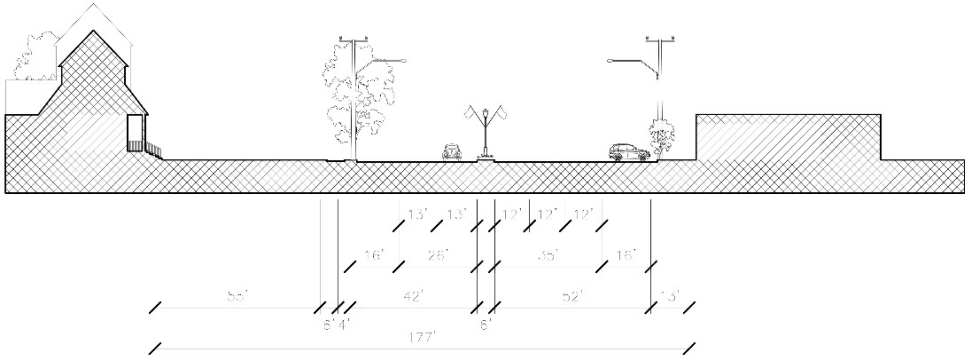
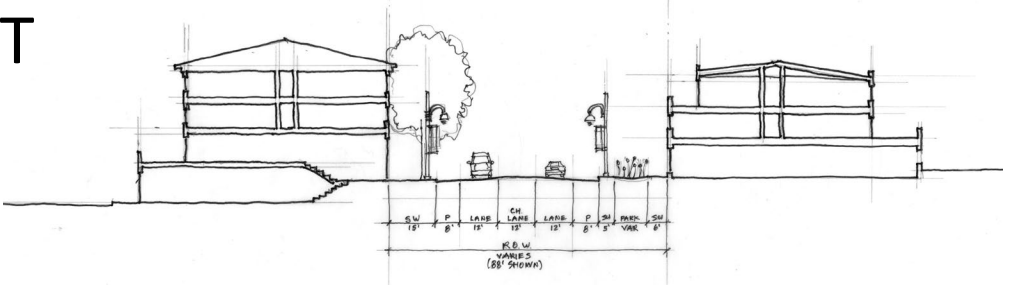
Halls Road: proposed condition



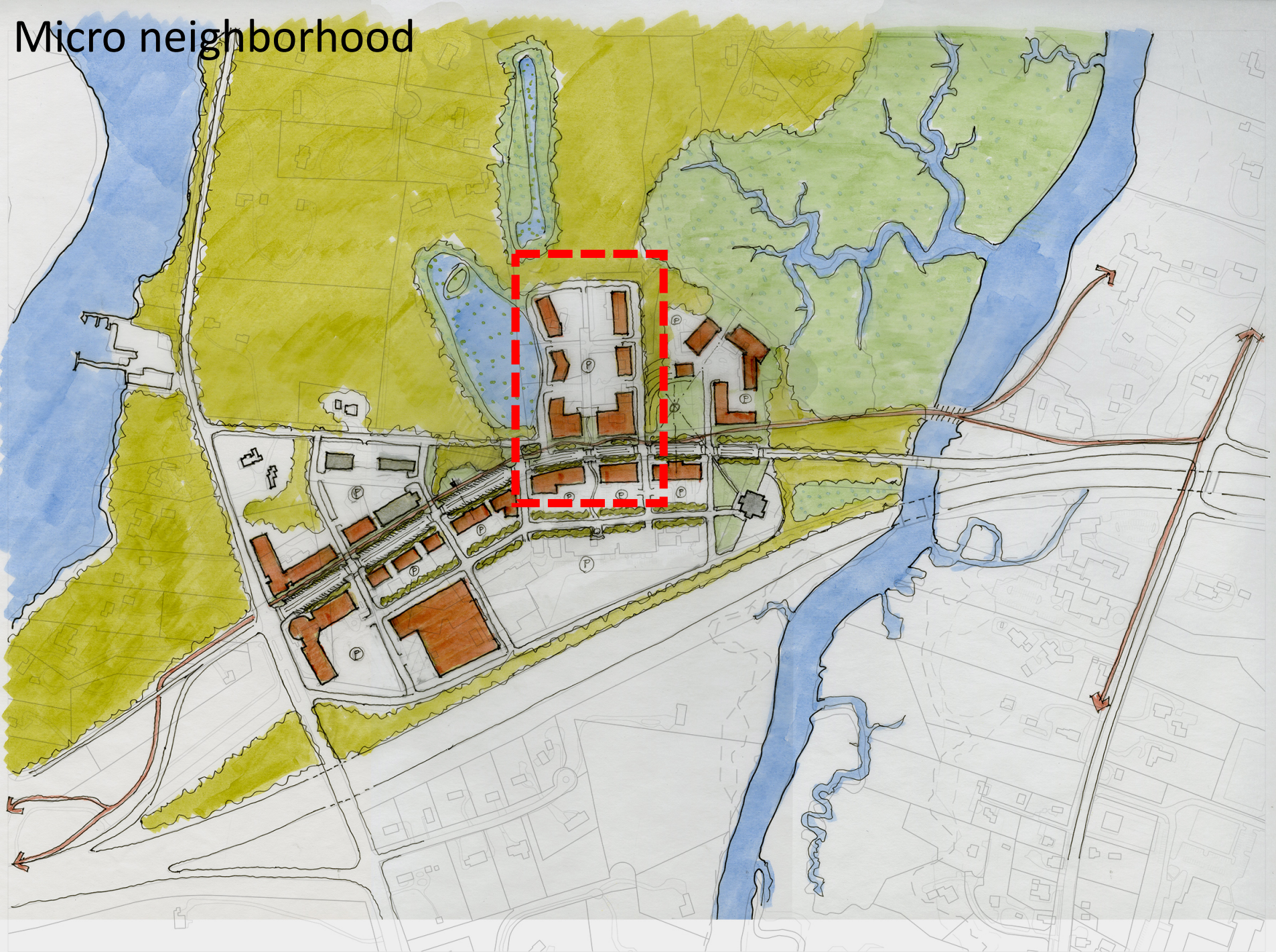
Precedent: Madison, CT



Precedent: Old Saybrook, CT



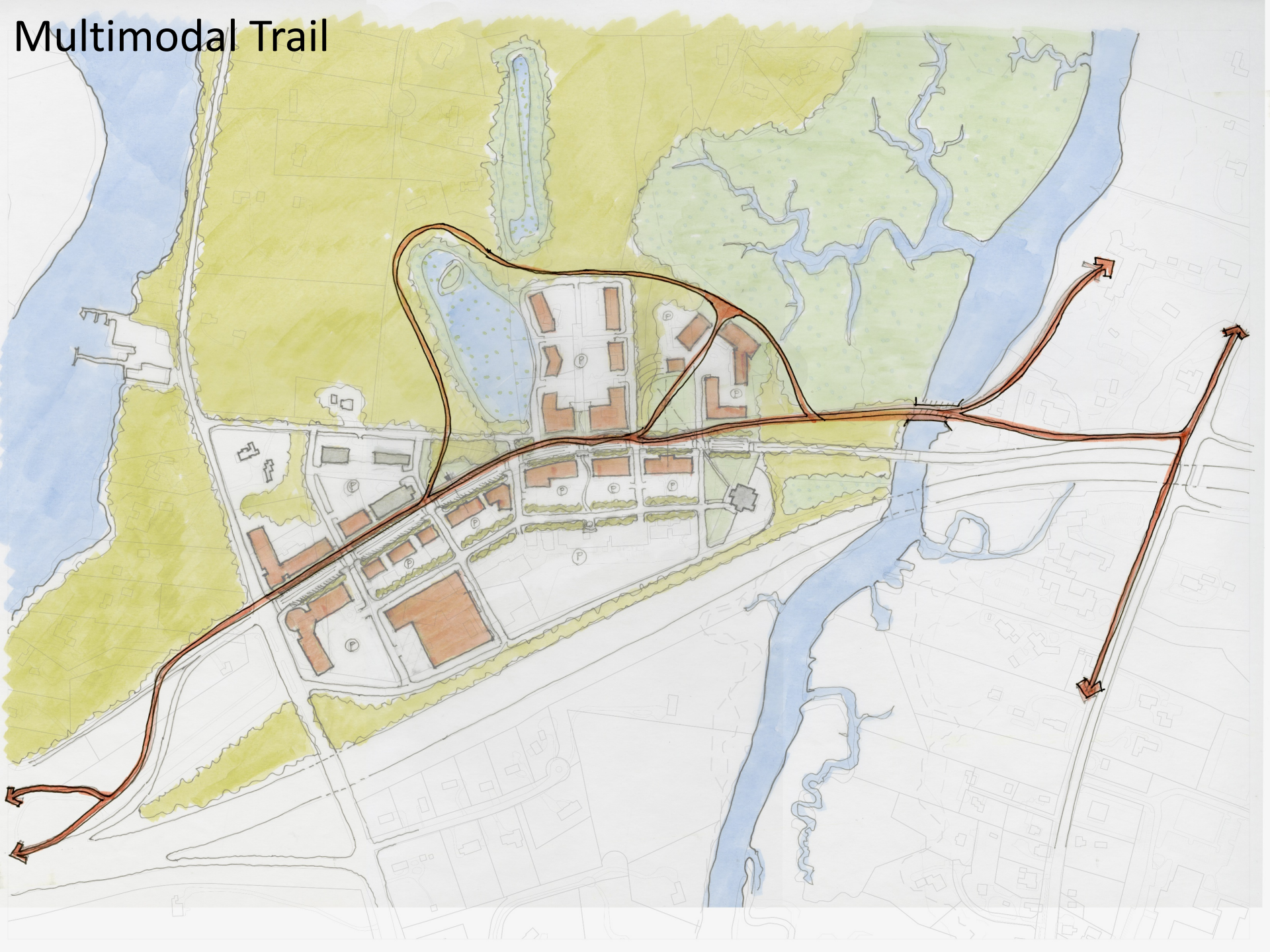
Micro neighborhood



Micro Neighborhood



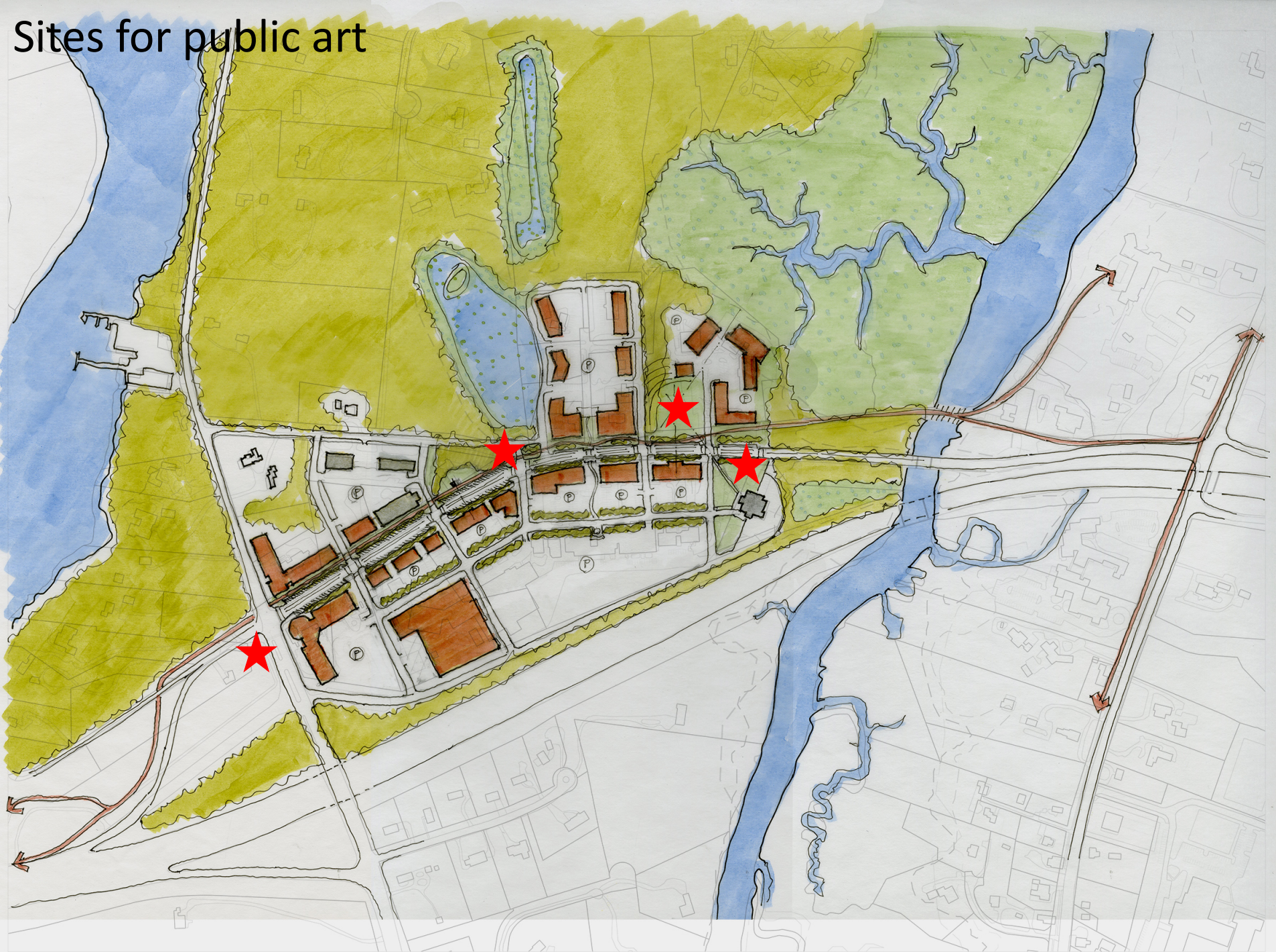
Multimodal Trail



Multimodal Trail



Sites for public art



Public Art



Toronto



Madison Sculpture Mile

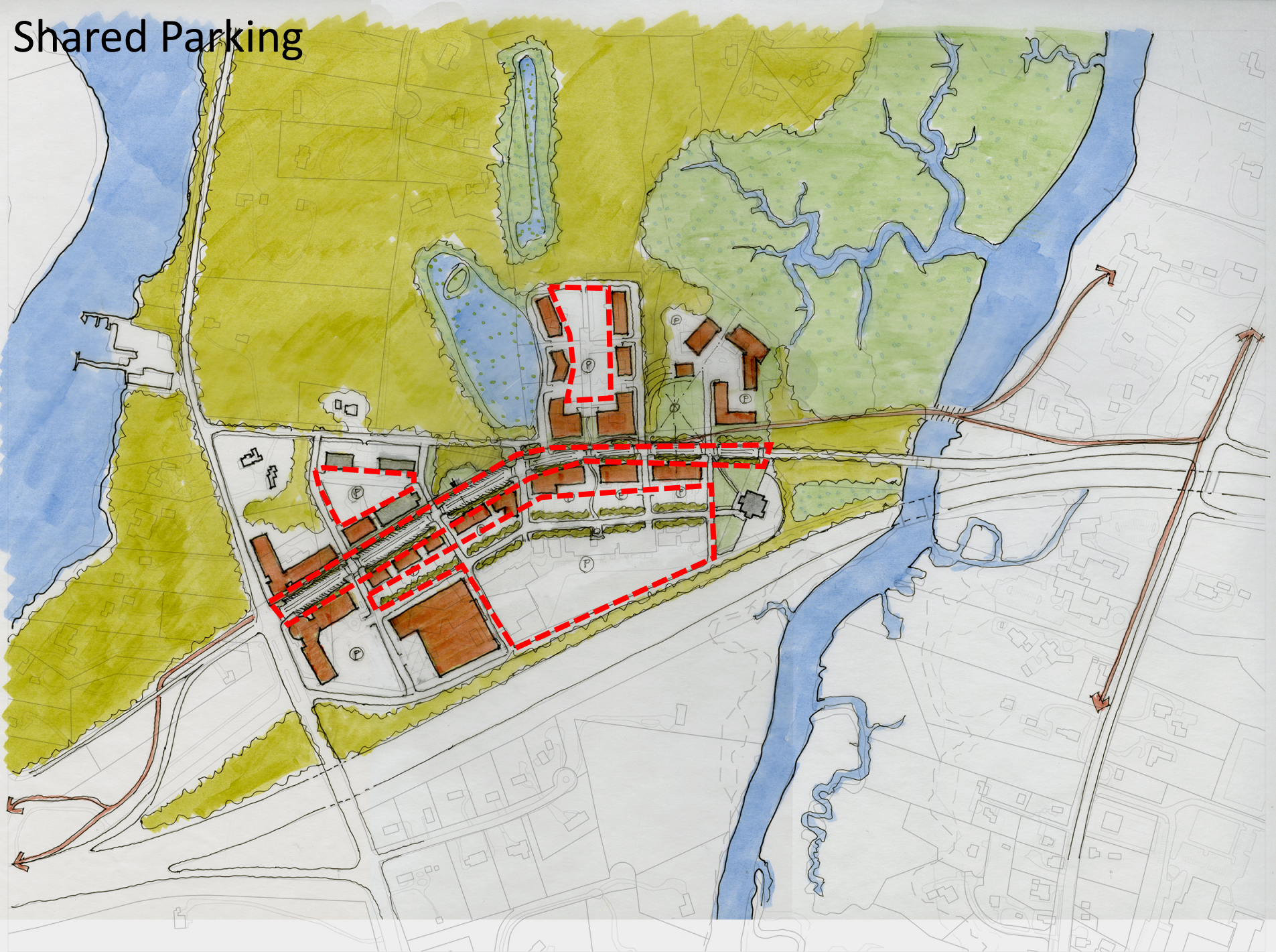


Eufala, Alabama

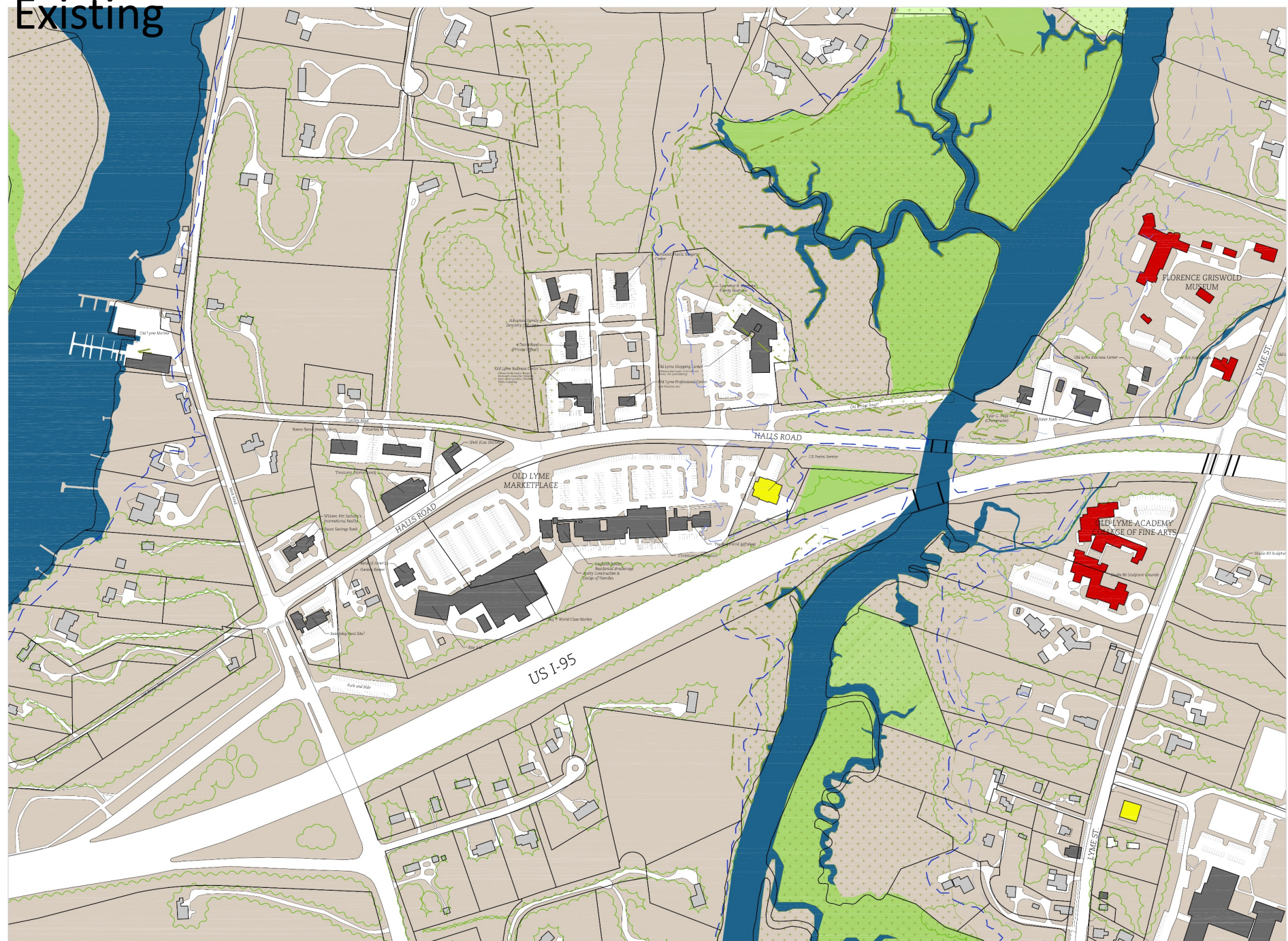


Heckscher Park, New York

Shared Parking



Existing



Near Term





Long Term

Decision Points:

Street Profile & Streetscape

Trail and Bridge

Civic Green

Shared Parking

Triangle Park

Public Art

Traffic Calming

