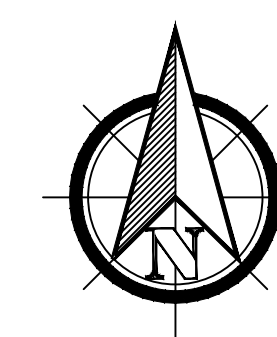




VILLAGE CENTER CONCEPT PLAN

SCALE: 1" = 50'



East Haddam Village Center Concept Plan

Advantages:

1. Southbound RT 149 (Main Street) would no longer need to stop. Even with traffic flow after bridge closes, traffic would move through very quickly as it would no longer need to stop.
2. Eastbound RT 82 - Trucks clearing bridge would no longer need to swing into westbound lane to negotiate sharp curve at end of bridge. At RT 149 junction, eastbound traffic would be able to clear junction faster and more safely and would clearly telegraph their intention to go either up (northbound) RT. 149 or eastbound RT 82, thereby helping westbound Rt. 82 motorists move through the intersection more quickly
3. Westbound Rt. 82 motorists would move through Rt. 149 Jct. more quickly and safely both after bridge closes (open to traffic) and when bridge is open for vessels.
4. Additional road frontage with parking behind for stores/businesses/apartments.
5. Safer entrances and exits from parking areas would be created.
6. Traffic exiting Lumberyard Rd. would not impede eastbound Rt. 82 traffic at time of theater "let-out" as it does now. Traffic would exit (blend) with eastbound traffic flow before going westbound or eastbound RT 82 or up (northbound)RT 149
7. Parking access at Norwich Road properties up to Creamery Road would move to the rear. This would eliminate the steep entrances/exits and remove vehicle vs. pedestrian conflicts at the sidewalk. This would also improve the aesthetics along the fronts of the buildings by allowing better landscaping
8. The small "green" area opposite Gelston House and Goodspeed would be maintained for scenic enhancement of the historic buildings and as a "park", not blocking the view with a row of buildings.
9. **MOST IMPORTANTLY - this design allows EH Village access FOREVER, even when (not if) swing bridge is eliminated and significantly relieves (not eliminates) the current daily traffic congestion, especially when the Goodspeed has productions and when the bridge is open (closed to vehicular traffic).**

Other considerations and thoughts

- A. All traffic going into and out of the Village, would be one-way, e.g., functioning similar to a traffic circle.
- B. Only building that would need to be relocated would be DOT's generator building. This is expecting that the old garage would be razed as part of any redevelopment.
- C. Work with private property owners and Goodspeed to create an access road (for entering/exiting and additional parking) at rear of properties (on SE side of RT 82). Allow access to parking area off Lumberyard Road. See #7 above.

- D. Much of the work would be done on Town owned property out of traffic flow, thereby reducing traffic/construction issues and negative impacts to businesses.
- E. No active businesses removed or significantly disrupted
- F. The road relocation will reduce the total area available for buildout but will create additional road frontage for new business buildings along the new (westbound Rt 82) road.
- G. Remove existing town office building and use area for parking for La Vita (replaces spaces eliminated on RT 82 @ crosswalk) or possibly expanded green space.
- H. Repurpose the historic "River House" (former bridge tender's house), if the building is salvageable, and add on to it to create a restaurant with a phenomenal view.
- I. Slightly reduce the amount of paving in front of Goodspeed and Gelston House
- J. Most crosswalks in Village would be across one-way traffic and thereby would be much safer
- K. Though not related to traffic and specifically this plan, this would be the time to remove all overhead utilities and the install period light fixtures along the sidewalks serving the Village. This would enhance the appearance of our Village's colonial/Victorian architecture.
- L. Sidewalks are not indicated as this a concept plan, but when put in place they would make the Village very "walking friendly" and if the width of the travel lanes are kept at the minimum they would also contribute to "traffic calming".
- M. Obviously, the Goodspeed Foundation would have to agree to this proposal as two of their properties are impacted. However, Stonecroft (#17 Main St.) would not be significantly impacted although some of that parcel's land would have to be taken for the road work. Also, the new road serving the rear of the buildings on Norwich Rd. and Main St. would be through the former Williams Chevrolet site. These buildings need to be torn down anyway. Finally, the work at this site would enhance the appearance of the area and provide access for additional parking areas.

Disadvantages

1. Disruption for at least a year in center of Village.
2. A retaining wall will need to be built along part of EB Rt. 82 to address needed elevation changes, but this work would allow additional options for landscaping in front of the houses and businesses on Rt 82. (See #7. Above)