

**Report
of the
Advisory Route 12 Tri-Committee**

**Development of Route 12
in
Ledyard Connecticut**

**Prepared by:
Advisory Route 12 Tri-Committee**

April 9, 2001

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Executive Summary

The Advisory Route 12 Tri-Committee has concluded its review of the Route 12 corridor in Ledyard. During the review, the Tri-Committee conducted two public forums, regularly requested comments from concerned citizens, and reviewed the results of the University of Connecticut School of Agriculture study of the Route 12 Corridor in Ledyard. Included in Appendix A of this report is the correspondence that has been received during the Tri-Committee's study. In its study, the Tri-Committee also looked at the Gales Ferry School site for possible re-uses after it is no longer needed as a school.

The Advisory Route 12 Tri-Committee concludes that Route 12 is relatively undeveloped and offers excellent opportunities for development that will enhance Ledyard, be consistent with the Town's rural character, and provide businesses opportunities for developers. The Tri-Committee believes that the retail and commercial sprawl that is characteristic of 1960s and 1970s development in other towns and cities can be avoided. It should be noted that in the economic development strategies prepared for Ledyard in November 1998, (reference (a)) the consulting firm warned that development will occur and without planning, will likely exhibit undesirable sprawl characteristics. In fact, some retail areas along Route 12 include undesirable road cuts, inconsistent architecture, signage with no consistent theme, little natural buffers, and other items that could and should be improved.

Route 12 development already consists of several commercially developed areas (Section 3.2, pages 8 and 9) that include the areas near the intersection with Long Cove Road, east of the intersection of Barry Drive, at the intersection with Christy Hill Road, and along Route 12 in Gales Ferry Village. The Tri-Committee believes that development should first focus in and near these areas.

The University of Connecticut School of Agriculture report (reference (b)) also notes that the retail area near Gales Ferry Village is not cohesive and offers ideas to integrate this area (including offices and retail shops just north and south of the Gales Ferry Village Center) across Route 12. The Tri-Committee agrees with methods to revitalize the retail area that include incorporating the existing residential village with a park on at least part of the Gales Ferry School site, and connecting the center with the bicycle trail being developed along Military Highway to the Erickson property park site. A mixed-use of the Gales Ferry

School site would balance the needs of town citizens and business community. Shops, such as a bookstore, coffee shop, ice cream parlor and a gift shop, business offices, and municipal offices could be incorporated into the school building. A park at this site would provide amenities to residents, improve the desirability of the site for mixed use, and help give the area a better community feeling. A pedestrian walkway at Hurlbutt Road and Route 12 would further enhance the area and create family friendly pedestrian mall and central hub for Gales Ferry.

The Gales Ferry Village Center can be improved by:

- a) Creating a green way along Route 12,
- b) Retaining or developing a New England motif for retail shops,
- c) Interconnecting the retail shops and residencies by sidewalks, street lights and roads for slow vehicle roads, and connecting retail shops south and north of the Center with sidewalks and street lights,
- d) Connecting the Center with the bicycle path to the Erickson Property park,
- e) Retaining part of the Gales Ferry School as a park,
- f) Connecting the Center with the retail farm market west of the Center,
- g) Consolidating road and business signs by developing a common style and grouping many small signs, and
- h) Adding walkways across Route 12 so that pedestrian traffic to retail shops in the area can be easily accessed.

Implementing these changes, while incorporating the historic feel of the village into a plan for development, would help Gales Ferry Village become a town center. Continuing a sidewalk, with vegetative buffer, along Route 12 south would encourage walking from Citizen's Plaza to the Gales Ferry Drug/Subway Plaza as well as to Kartway and enhance the commercial viability to the area.

Development along Route 12 will need sewer and telecommunication infrastructure for some types of development. Plans to eventually bring these utilities to Route 12 should be pursued (Section 7, page 48).

The Tri-Committee notes several areas near and along Route 12 that have potential recreational benefit or could become a historic attraction. The Erickson property along the Thames River offers a prime recreational site and if it can be connected by a bicycle path to Gales Ferry Village, should be an attractive asset to Route 12 development. The bicycle path should be added without harming the trees along Military Highway (see Section 5.3). Fort Decatur overlooks the Thames River just north of the Gales Ferry Village. This historic site resides on private property and

because of the topography, is difficult to visit. However, the view from the hills near the fort does offer a view of both Gales Ferry and the Thames River. Scenic aspects of Poquetanuck Cove should also be maintained.

The Fort Decatur site may also be the optimal site for a water tower to service the town. As the Tri-Committee noted in its letter to the Town Council, dated August 31, 2000, the benefit of the water tower to citizens and development along Route 12 may necessitate its construction. A good water supply in and near Route 12 will be critical for development and could be useful in retaining Dow Chemical Company as a Ledyard asset. The view of the water tower from Route 12 should be considered and be at or below the tree line if possible. Stoddard's Hill State Park potentially offers the town a prime recreational site. The bluff offers a good view of the Thames River and although limited by the train tacks, provides canoe access to the river. The park is, however, known as a site for undesirable activities and therefore not regularly frequented by families. It is also becoming overrun by Oriental Bittersweet. The Tri-Committee agrees with Mr. Tim Epperson's letter to the Tri-Committee, dated October 25, 2000, in that the Town and its state representatives should request additional state assistance to police the site and clear the site of invasive plants. Reviewing the University of Connecticut School of Agriculture report, the Tri-Committee agrees that the natural buffer existing long much of Route 12 should be maintained and expanded when existing areas along Route 12 are developed. The Tri-Committee also agrees with the observations about the beauty of Route 214 and the Poquetanuck Cove and that these areas should be preserved.

The Advisory Route 12 Tri-Committee also considered methods to support Route 12 development along the lines that are proposed. Bonding and local taxation are a possibility but would probably be prohibitive. Tax abatement methods and state grants proposals are included in sections 9.4 and 9.5 (pages 55 and 56) and Appendices B and C. The Tri-Committee recommends that the Town Council, Mayor and State representatives actively pursue a state grant as outlined in section 9.5 (page 56) and Appendix C.

The Advisory Route 12 Tri-Committee thanks the Town for the opportunity to propose methods to develop Route 12 and sincerely hope that its work is beneficial to the Town.

1. Introduction

1.1 Overview

When considering development along Route 12, the Advisory Route 12 Tri-Committee adopted the basic premise that Ledyard citizens want their town to remain a safe rural community and want to encourage business development that improves the quality of life for all. The Tri-Committee strongly considered existing residential development and strove to propose development ideas that did not adversely affect those areas. Since much of the land along Route 12 is forested, supports brooks and wetlands and parallels the Thames River, the Tri-Committee also considered environmental effects of development. When considering business development, the Tri-Committee attempted to balance the needs of the citizens with those of the business community and tried to propose development ideas that will be mutually beneficial to residential life in town and to business people.

Throughout this report conclusions and recommendations are identified in italics.

The University of Connecticut Route 12 Corridor Study, reference (b); was extremely beneficial to the Tri- Committee.

1.2 Advisory Route 12 Tri-Committee Charter

The following charter enabled the Advisory Route 12 Tri-Committee on May 24, 2000.

RESOLUTION ESTABLISHING AN ADVISORY ROUTE 12 TRI-COMMITTEE

WHEREAS, The Ledyard Town Council recognizes the need to develop zoning regulations for the Route 12 Corridor that will encourage economic development while maintaining the Character and atmosphere of a New England Village of the Town.

NOW, THEREFORE, BE IT RESOLVED, that there is hereby established a Route 12 Tri-Committee to be composed of nine (9) members appointed by the Ledyard Town Council. Those members shall be representative as follows:

Two from the Economic Development Commission
Two from the Planning Commission
Two from the Zoning Commission
Town Planner
Economic Development Coordinator for the Town of Ledyard
One from the Community at Large

One Representative from the University of Connecticut College of Agriculture and Natural Resources to serve as an ex-officio member;

BE IT FURTHER RESOLVED, that any vacancies on said committee shall be filled by appointment of the Ledyard Town Council with priority given to maintaining the structure above; and

BE IT FURTHER RESOLVED, that said Route 12 Tri-Committee is authorized:

To develop a consensus concerning the future use of the Gales Ferry School;

To review all materials as prepared by the ad hoc tri-committee encompassing members of the Economic Development Commission, Planning Commission and Zoning Commission:

To conduct a site inventory of all properties along the Route 12 Corridor, including the Gales Ferry School, with the objective of planned development for the Route 12 Corridor;

To review sketches, photographs, and possible design scenarios provided by the University of Connecticut College of Agriculture and Natural Resources;

To incorporate the work provided by the University of Connecticut to produce a mapping effort of the Route 12 Corridor;

To develop schedules and cost estimates for such projects recommended by the committee;

To work with the Mayor and Town Council to propose an acceptable financing arrangement for this project;

BE IT FURTHER RESOLVED, that the Route 12 Tri-Committee is authorized to recommend to the Mayor the execution of such contracts as may be approved by the Ledyard Town Council and expend such funds as may be hereinafter authorized and appropriated for the above purpose; and

BE IT FURTHER RESOLVED, that the funding for such projects shall be recommended for the approval to the residents; and

BE IT FURTHER RESOLVED, that within thirty (30) days of appointment of this committee, an organization meeting of said Committee shall be held at which

meeting members shall choose one of its members to serve as Chairperson, one of its members to serve as Secretary and one of its members to serve as Treasurer; any vacancy in any such office shall be filled by the committee from its membership; and

BE IT FURTHER RESOLVED, that said Tri-Committee shall at least quarterly report its activity to the Town Council and shall submit its final report upon completion of the project, no later than June 1, 2001.

Adopted by the Ledyard Town Council May 24, 2000.

1.3 Advisory Route 12 Tri-Committee Members

Peter Bargmann	Zoning Commission
Peter Champagne	Economic Development Commission
Cindy Fortner	Community Representative
B. Kenneth Koe	Planning Commission
Linnie Lawrence	Planning Commission
James T. Mandeville	Zoning Commission
Quentin Long	Community Representative
Komal Shahista Shaikh	Director of Planning
Barbara Goodrich	Economic Development Director
John Alexopolus (ex-officio)	Professor, University of Connecticut School of Agriculture

Town Council Administrative Assistant Roxanne Maher supported the Tri-Committee with clerical assistance.

2. References and Appendices

The following references were used in the preparation of this report:

- a) An Economic Development Strategies Plan for Ledyard Connecticut, prepared for the Economic Development Commission by Mullin Associates, dated November 1998.
- b) Route 12 Corridor Study prepared by the University of Connecticut Program in Landscape Architecture November 2000.
- c) Route 12 Study, Ledyard Connecticut, prepared for the Ledyard Planning Commission by the Southeastern Connecticut Regional Planning Agency, dated October 1985.
- d) Ordinance 29 (An Ordinance Concerning the Designation of Scenic Roads).

The following Appendices are contain in this report:

Appendix A – Correspondence and Selected Committee Minutes

Appendix B – Guidelines for Tax Abatement and Tax Incentives

Appendix C – Development Grant for the Route Corridor in
Ledyard Connecticut

Appendix D – Route 12 Traffic Statistics

Appendix E – An Example of a Blighted Building Ordinance

3. General Description

3.1 General Description of Route 12

The portion of Route 12 (Figures 1 and 2) located in Ledyard parallels the Thames River estuary in the southeastern part of the state and is bordered by Preston and Groton. The northern half of the U.S. Submarine Base is located in Ledyard on the west side of Route 12. Although major employers located within and near the community include Dow Chemical and Foxwoods, a majority of Ledyard's working population commutes to businesses located in Norwich, New London and Groton. Route 12 is a major artery for this commute. Route 12 is characterized by single-family housing, separated by forested areas, rocky slopes, and businesses. Businesses along Route 12 include major concerns like Dow Chemical, offices and small concerns.

For most of its five and one-half miles through Ledyard, Route 12 consists of two 12-foot travel lanes, each having an 8-foot paved shoulder. Occasionally, particularly at major intersections, the shoulder areas may serve as through lanes or right-turn lanes. However, the highway right-of way varies between 100 and 120 feet wide for most of its length in Ledyard and is considerably wider than that in several locations.

From Groton to the intersection with Long Cove Road, Route 12 enters a valley. From Long Cove Road to Inchcliffe Drive, 1,500 feet, the highway curves 3 degrees to the left. From Inchcliffe Drive to Van Tassel Drive, about 2,800 feet, the road is flat but curves to the left 3 degrees. The highway climbs to the intersection with King's Highway, followed by a steep downgrade after the Kings Highway intersection to the intersection with Christy Hill Road. From Christy Hill Road to Hurlbutt Road to the intersection with Military Highway, 1,400 feet, Route 12 is flat and straight. Heading north, Military Highway intersects from the left at a sharp angle of about 60 degrees while Route 12 curves right. From Military Highway to Whalehead Road the grade increase is about 5 percent. Whalehead Road intersects Route 12 at an extremely obtuse angle of about 160 degrees. Continuing north, the highway curves to the right, climbing gently to the intersection with Route 214. From Route 214 to Preston and Ledyard town line, the highway is relatively straight with slight ascending and descending grades.

3.2 Development Along Route 12

Route 12 offers topographical challenges that include ledge and wetlands close to the highway. While developers must consider these constraints, Route 12 has good geographical location with respect to Interstate 95 and Route 395, the resort areas in Ledyard and Montville and the former Norwich Hospital, which will experience development in the future. Figure 2 identifies some major locations along Route 12. Commercial and retail nodes characterize the development along Route 12. Table 1, Commercial Nodes Going North along Route 12, summarizes these seven nodes. Several isolated commercial areas are also noted.



Figure 1. Aerial View of the Route 12 Corridor in Ledyard Connecticut

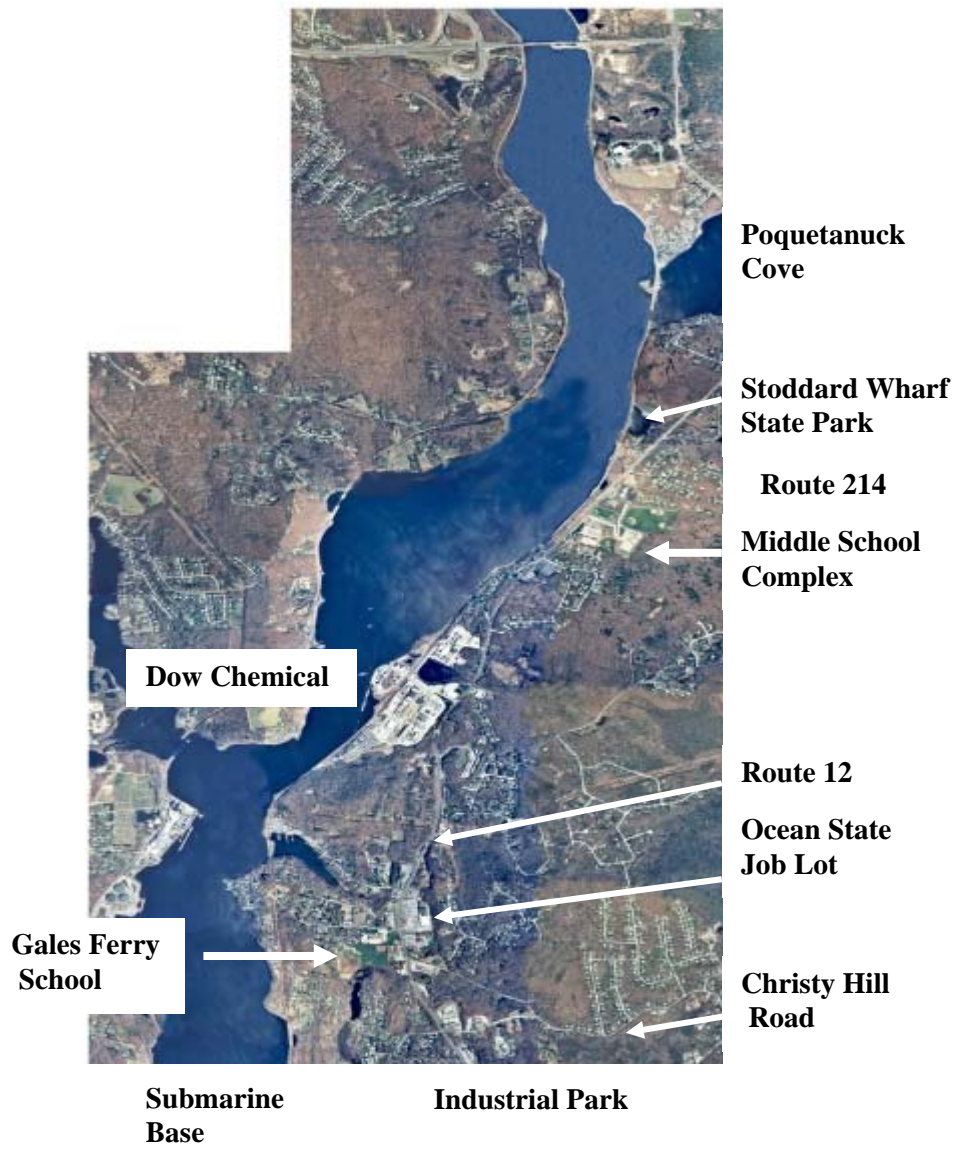


Figure 2. Locations Along Route 12

TABLE 1. Commercial Nodes Going North Along Route 12

1. Long Cove Road/Route 12 (south and east of the intersection)

Sonoco Property; several stores (below grade of Route 12); empty lots south and east

2. Long Cove Road/Route 12 (north of the intersection)

<u>East side of Route 12</u>	<u>West side of Route 12</u>
Old Mobil Station	Lopez Building
Trailer Park	Mini-warehouses
Ladner Property	Edwards Building
Barnes Studio	Mormon Church
Animal Hospital	Medical Building
Apartments (east)	Adjacent houses
Dentist Office (east)—isolated	Real estate office (west)—isolated

3. Van Tassel/Barry Drive (east of the intersection)

Wickson garage (wetland); buildings with restaurant and stores

4. Kings Highway (east of the intersection)

Real estate office south of bank
 Peoples Bank
 Norman building east of bank
 Office building north of bank
 Adjacent strip (steep slope), several houses (could possibly be joined commercially with Kartway)

5. Christy Hill Road/Route 12

<u>East side of Route 12</u>	<u>West side of Route 12</u>
Kartway	Gales Ferry Drug, Subway
Our Lady of Lourdes Parish	Great Oak Pizza and Commercial

6. Gales Ferry Center

<u>East side of Route 12</u>	<u>West side of Route 12</u>
Ocean State Job Lot and remainder of former Vality complex	Alice Acres, Gales Ferry School
Dunkin Donuts	Citizens Bank-Video World funeral; office
McDonalds	Shell Station, Henny Penny
Majalian lot north of the Job Lot Plaza (Possible commercial site)	Allyn Building

7. North of Gales Ferry Village

Dow Chemical
 Ed's Halfway/Gas station (west)—isolated (non-conforming)
 Holmbergs Farm and Market (east)—isolated

The Tri-Committee recommends that development be at least initially constrained to development at these nodes. The committee notes that this leaves ample space for development. The Tri-Committee also encourages that development minimize road cuts and that substantial developments should use the technique employed when the apartment and housing complexes along Route 12 were constructed, i.e. large areas off Route 12 were developed while creating few intersecting roads. This type of development should be encouraged to further utilize the large amounts of undeveloped land just removed from Route 12.

3.3 Description of Traffic Along Route 12

Appendix D contains traffic statistics for all of Ledyard and was obtained from S. Richard Guggenheim, Assistant Director of the Southeastern CT Council of Governments. Between 1992 and 1999, it indicates a 22% increase in average daily traffic from the Groton/Ledyard boarder to the intersection of Routes 12 and 214 (15,100 vehicles daily) and a 15% increase north of the Route 214 intersection (13,800 vehicles daily). In 1999, 27,700 (daily) vehicles traveled Route 12 south of Submarine Base daily and 28,300 (daily) vehicles traveled Route 85 near the Crystal Mall in Waterford daily. While Route 12 in Ledyard does not support the same levels as the Groton and Waterford retail areas, the traffic levels may indicate a propensity for retail growth. Appendix D also indicates that the Gales Ferry Village area has a high incidence of accidents. In discussions with Mr. Guggenheim, he advised development that minimized road cuts onto Route 12. Appendix D updates the statistics contained in reference (c).

4. Contributing Input

4.1 University of Connecticut Route 12 Corridor Study

The Town Council provided a grant to the University of Connecticut School Agriculture to conduct a study of the Route 12 Corridor. The University of Connecticut School of Agriculture Route 12 Corridor study is contained as reference (b) of this report. The University of Connecticut study recommended:

- a) Establishing goals and objectives for the corridor
- b) Developing planning and design guidelines for the corridor
 - establish a no cut buffer in the existing forests
 - require tree planted areas in front of commercial and industrial sites
- c) Restrict commercial uses to defined areas
- d) Establish planning and design guidelines for Gales Ferry Village
- e) Consider extending the Gales Ferry Historic District
- f) Prepare detailed study of the Gales Ferry commercial district
- g) Develop site furnishing (benches, bollards, lights, etc.) guidelines
- h) Consider Route 214 and Military Highway as scenic roads

4.2 Correspondence with Agencies and Groups in Ledyard

The Committee requested comments from town agencies and public groups.

Appendix A contains correspondence and notes received from town agencies and groups. The Tri-Committee received constructive comments from many groups. Noteworthy is the response from the town schools, library and Park and Recreation Commission that expressed no immediate need for the Gales Ferry School site building.

4.3 Committee Meetings

At its meetings, the Tri-Committee sought public input and recorded inputs from citizens. Correspondence received from the public and committee meeting minutes are also contained in Appendix A. The Tri-Committee also conducted two public forums.

5. Public Forums

5.1 Public Forum No.1

The following is a summary of the presentation that Professor John Alexopolous of the University of Connecticut School of Agriculture presented to the public on September 25, 2000:

- a) A color aerial map of Route 12 was presented. Professor Alexopolous explained that the overall objective of the study was to investigate ways to prevent loss of character and visual quality along the Route 12 corridor. Noted was the economic study (reference (a)) identification that Route 12 is an important commercial district. Professor Alexopolous emphasized that commercial activities would negatively affect the character and quality of the corridor. The University of Connecticut study methodology included delineation of the study area identification of what constitutes the corridor, identification of the character, major assets and negative characteristics along the corridor, investigation of design solutions, and recommendations.
- b) Professor Alexopolous presented a land use analysis map of Route 12 that is color-coded for residential, special commercial, open space, industrial land, general commercial, municipal, commercial/industrial, mobile homes, and historic district areas.
- c) Professor Alexopolous presented important nodes on Route 12, which include Long Cove Road, Gales Ferry, and Route 214. He presented a view-shed analysis map and noted the views along Route 12. The views are categorized as:
 - Excellent
 - Water views on both sides of Cove

Good

Submarine Base
Our Lady of Lourdes Church
St. David Church
Potential water views on west side from Ledyard Middle School Complex
Citizens Bank (Commercial Area)

Poor

Commercial Buildings at Long Cove
Inchcliffe Drive at Route 12
Dow Chemical
Gales Ferry Firehouse
Juliet Long and Middle Schools
Apartments on the west side of Route 12
Job Lot (Commercial Area)

He concluded that the corridor is forested with residences largely out of view. The river views on northern sections and at the Long Cove intersection with Route 12 are significant and should be guarded. Professor Alexopolous noted assets which include forested tracts and river views surrounding the residential area of the Gales Ferry Village and adjacent very scenic roads (Route 214 and Military Highway).

The negative aspects that were noted include prominent buildings that are out of character; little influence of town's positive character on roadside buildings; parking lots at roadside having large paved areas adjacent to the road. Commercial areas with uncoordinated buildings styles, sizes and proportions; inconsistent plantings; commercial buildings scattered along Route 12 with no connections and no real meeting place; and very poor pedestrian access and circulation in Gales Ferry Village.

An aerial map was presented showing recommended corridor buffers of at least 100 feet. This buffer would maintain a natural corridor (some locations having a 200 foot buffer while others have a 50 foot buffer).

Building sketches were presented for the Gales Ferry Village Center, suggesting mixed use, architectural styles, and sizes. A roadway analysis that reduces the incidence of smaller tertiary roads entering directly onto Route 12, such as Hurlbutt Road, was also noted.

A schematic parking lot analysis, noting the need to break up the parking lots with plantings and other vertical elements to reduce the visual impact of cars and aid in storm water management, was presented. Professor Alexopolous noted that parking lots should be buffered from Route 12 and are best developed to the sides and rears of buildings. Gales Ferry Village enhancements, consisting of a street

tree program and a green common at the Gales Ferry School, including the old one room school house, were presented. It was recommended that Military Highway be retained as a scenic road. He presented a proposal for the Ocean State Job Lot Mall that included a vegetative buffer along Route 12, parallel new commercial building (restaurant, retail) parallel to Route 12, reconfigured parking between new proposed buildings and Job Lot, moving Dunkin Donuts behind the new building, and incorporation of historic type architecture.

Professor Alexopolous presented options for Gales Ferry School.

- a) School Option Number 1: Keep the existing building with interior/exterior modifications for office space, leave a green space east of the school to Route 12; and close the east entrance of Hurlbutt Road and replace it with a pedestrian walkway connecting to village neighborhood.
- b) School Option Number 2: Same as above but add to existing school towards Route 12.
- c) School Option Number 3: Demolish the existing school building and add a new commercial building and rear parking along Route 12; move the ball field and a playground to the west; and close east entrance of Hurlbutt Road and replace it with a pedestrian walkway connecting the village neighborhood.

An option for improvements to Kartway included a tree buffer along Route 12 and a new commercial building with rear parking and entry from Christy Hill Road. Considering the south entrance to Gales Ferry Village, Professor Alexopolous proposed tree buffers along the Gales Ferry Drug side; entries to the Kartway building from Route 12, and one or two entries from Christy Hill Road.

Professor Alexopolous proposed a plan for an Industrial Zone at the former Sonoco property.

The presentation concluded with the following recommendations:

- a) Define the corridor and establish goals.
- b) Develop guidelines including a definition of the width of the corridor and development intensity.
- c) Establish guidelines for Gales Ferry and Long Cove Road commercial areas.
- d) Prepare detailed study for Gales Ferry Village.
- e) Develop street tree plan for the corridor.
- f) Develop site furnishings guidelines and specifications.
- g) Develop site guidelines for lighting, signs, curbing and pavement, benches and bollards.

h) Adopt Route 214 and Military Highway as scenic roads.12

Professor Alexopolous did not recommend retaining the present playground between Route 12 and the Gales Ferry School. One member of the public objected to closing Hurlbutt Road, while others pointed out the difficulty of left entry and exit at this intersection. Others noted that Military Highway could not handle all the traffic into and out of the village if Hurlbutt Road was closed. Retaining tree canopies over roads (Military Highway and Route 214) is desirable.

5.2. Public Forum No. 2

Several scenarios for the Gales Ferry commercial center were discussed. These scenarios included: (1) commercial building(s) parallel to route 12 adjacent to Dunkin Donuts with less frontage access; (2) closing the east entrance of Hurlbutt Road and converting the ball field east of Gales Ferry School to a green that is connected to commercial stores on north side (Citizens Bank, Video World) etc.; (3) Same as scenario number 2 but with a commercial building east of school, retaining a green area on the Gales Ferry School site, creating a commercial complex with traffic flowing in/out to Military Highway to Route 12.

The general theme noted pertained to creating New England Village atmosphere that would lend to desirable development and enhance the residential areas.

See the minutes of the March 20, 2001 Public Forum in Appendix A.

5.3 Bicycle Path Along Military Highway

After approval of this report by the Route 12 Tri-Committee, the Town Council, at it April 11, 2001 meeting, did not approve the bicycle path along Military Highway, the tree canopy along the highway being a major consideration. Throughout this report, the Tri-Committee advocates for both the bicycle path and the tree canopy. It is worthwhile to note that space may preclude both. The Tri-Committee's intent in recommending the bicycle path was to leverage ideas that were being considered to make the area more attractive to residents and businesses.

6. Route 12 Advisory Tri-Committee Recommendations

6.1 Groton to Long Cove Road

Between the Groton / Ledyard town line and Long Cove Road, the land on the east side of Route 12 rises steeply affording difficult access from Route 12. The west side is largely owned by the Navy and is used as a buffer between the Submarine Base and residential community. Residential houses in this area have been boarded. (Figure 3)



Figure 3. Boarded House along lower Route 12

In a meeting with the Submarine Base Commanding Officer Captain Ruppel, it was indicated that the Navy plans to demolish these building in the near future.

South of the Long Cove Rd. intersection with Route 12, and to the west is government property and within a blast zone. With blast zone restrictions, the site will probably remain undeveloped. Property to the east and south of Long Cove Road intersection is accessed from Baldwin Hill Rd., which parallels Route 12, or by a few road cuts that access residential homes recessed from the highway. Rock outcroppings limit access to the east from Route 12. *When considering the property between the former Sonoco property and Route 12, the Tri-Committee noted:*

- a) *Direct access from Route 12 may be difficult. Improved access from Baldwin Hill Road provides easier access and allows a “green” buffer to be maintained along Route 12.*

- b) *The topography is rocky.*
- c) *The site has access to municipal water along Route 12*
- b) *The site is close to sewer system servicing Navy housing (Ohio Dr.) in Groton.*
- e) *Possible light industrial or high-density housing may be suited to the site.*
- f) *The site can be buffered from residential property.*

When considering the property previously owned by Soneco and now owned by Chris McLaughlin (Terra Firma Development Inc.), the Tri-Committee noted:

- a) *The low density of residential property.*
- b) *Additional adjoining property is owned by Mr. McLaughlin.*
- c) *The topography of the land buffers it from its neighboring property.*
- c) *The site is within 0.1 miles of municipal water along Route 12.*
- d) *The site is close to sewer system servicing Navy housing (Ohio Dr.) in Groton.*
- e) *Possible light industrial use being considered by the owner is well suited to the site*

The site previously owned by Soneco is 65 acres and is industrially zoned. It abuts 150 acres to the east that is owned by the same person. Presently this land houses school buses and a warehouse.

Figures 4, 5, 6 and 7 are of the R. B. Kent business, Aqua Sport and the Terra Firm Development Site. Property near Route 12 includes offices, a storage business, an abandoned gasoline station, a retail sports store, and a heating and ventilation construction firm. *The Tri-Committee believes this area to be a prime site for light industrial and retail development.* It has municipal water, possible access to Groton sewer and telecommunications. The site is within three miles of Interstate 95.