



ATTACHMENT 4

Route 12 Plan



Chairman Linda C. Davis

TOWN OF LEDYARD CONNECTICUT TOWN COUNCIL

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RESOLUTION REAFFIRMING GOALS AND OBJECTIVES OF THE ROUTE 12 TRI-COMMITTEE REPORT FOR THE TOWN OF LEDYARD

WHEREAS, the 2001 Tri-Committee report was prepared through broad community outreach and consensus; and remains the guiding document in establishing goals and objectives for the Town of Ledyard's efforts to enhance and revitalize the Route 12 corridor; and

WHEREAS, the current Main Street Investment Fund application is based on and is consistent with the Tri-Committee Report dated April 9, 2001;

THEREFORE BE IT RESOLVED: The Ledyard Town Council reaffirms its commitment and approval of the goals and objectives of the Tri-Committee Report and finds that the proposed application is in full consistency with that report.

Adopted by the Ledyard Town Council on: September 26, 2012

Linda C. Davis
Linda C. Davis, Chairman

I Michael Curley, Town Clerk of the Town of Ledyard, do hereby certify that the above is a true and correct copy of a resolution duly adopted at a meeting of the Town Council held on September 26, 2012, at which a quorum of the Ledyard Town Council was present and acting throughout voting 9 - 0; and that such resolution has not been modified, rescinded, or revoked, and is at present in full force and effect:

Such application is attached to and made a part of this record.

IN WITNESS WHEREOF: The undersigned has affixed his signature and corporate seal on this
27th day of September 2012.

Michael D. Curley
Michael Curley, Town Clerk

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Article published Sep 24, 2012

Ledyard considers 'downtown' for Gales Ferry

By [Anna Isaacs](#) Day Staff Writer

Economic development group seeks ideas for stretch of Route 12

Ledyard - Proposed streetscape improvements in the Gales Ferry section of Route 12 received scrutiny last week when the Economic Development Commission hosted an information session and asked residents for input.

Chad Frost of Mystic-based Kent + Frost Landscape Architecture presented a full-fledged, multi-phase blueprint for construction along what he called the "economic corridor" of Route 12 from the edge of the Kartway go-cart track at the intersection of Christy Hill Road down to the McDonald's. It includes projects around the Ocean State Job Lot, the new CVS at Hurlbutt Road intersection and the gas station across from the Job Lot.

Frost spoke of the dire need for new development in the area in order to create a "subconscious feeling of downtown."

"In 23 years we've basically built a CVS," he said.

Despite the plan, commission Chairman Jeffrey Beacham told the audience of about 20 town officials and residents that "nothing is cast in stone."

The photos of conditions showcase an abundance of concrete and a dearth of greenery and pedestrian-friendly areas - too-large parking lots, no sidewalks, and what Frost called "unsightly" patches of dirt and dead grass along the edges of the street - a product of having no curbs to guard against winter salt and ice runoff.

"Everything is geared towards the car. We want to make this geared towards people," he said. "People should be able to walk from their house to downtown."

The goals, Frost said, are to define the "downtown" area, reduce vast, exposed areas down to "human scale," cut down on pavement, improve aesthetics, allow for safe pedestrian circulation and generally make more spaces for people rather than cars zipping through.

The plans include plenty of street trees, a few courtyard areas, islands in the middle of the road with greenery, "nodes" from which pedestrians could wait to cross the street, sidewalks and stone retaining walls. The plan for Ocean State Job Lot itself would cut out some unused pavement and insert aisles with 8-foot planted medians.

In all, the project would cost about \$1.5 million, and the town plans to apply for a state grant from the Main Street Investment Fund program. Those grants are capped at \$500,000.

Emphasizing that the plan is a long-term vision, Frost outlined the division of the blueprint into nine sub-areas with costs for each.