



TOWN OF LEDYARD CONNECTICUT

741 Colonel Ledyard Highway
Ledyard, Connecticut 06339

Economic Development Commission

~ AGENDA ~

Chairman
John Vincent

Regular Meeting

Tuesday, April 7, 2026

6:00 PM

Town Hall Annex - Hybrid Format

REMOTE MEETING INFORMATION

Join Zoom Meeting

<https://ledyardct.zoom.us/j/87823774951?pwd=7Rbj6jRzQXEIUTVo15u3wyYidmwalo.1>

Meeting ID: 878 2377 4951 Passcode: 237464

One tap mobile

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- I. CALL TO ORDER
- II. ROLL CALL
- III. ADDITIONS OR CHANGES TO THE ORDER OF THE AGENDA
- IV. PRESENTATIONS / INFORMATIONAL ITEMS
 - A. Presentation regarding the establishment of Design Districts and Village Districts in Gales Ferry/Ledyard, Gales Ferry Outreach Group (10 mins)

Attachments: [04072026 Agenda Presentation CGSSec8-2J Village Districts](#)
[04072026 Agenda Presentation Items - Design Guidleines 2019-02-01](#)
[04072026 Agenda Presentation Items - v0.2 GalesFerryVillageDistrict - Porazzi_Schroeder-2](#)
[04072026 Agenda Presentation V2.2.B Attach D Amend. #3684-2012-10-18](#)
- V. CORRESPONDENCE
 - A. Letter from Twisted Sugar Cake Design (redirected to Mayor)
 - B. Agricultural Commission Joint Meeting Request

Attachments: [040726 Agenda Correspondence AgriculturalCommissionRequest 031926](#)
- VI. RESIDENTS & PROPERTY OWNER COMMENTS
- VII. MEMBER COMMENTS
- VIII. REPORTS

A. Mayor's Report

B. Planner's Report

IX. APPROVAL OF MINUTES

A. EDC Regular Meeting Minutes of March 3, 2026

X. OLD BUSINESS

A. Business Directory Update

B. Business Directory Email Program

a. Puerto Lima-Business Rate Award

C. RT-12 Streetscape Action Plan/Funding

Attachments: [Attach4](#)
[Attach5_Cost](#)
[fullbuild](#)
[Fullbuild_cost](#)
[fullbuild2](#)
[fullbuild3](#)
[Loction1](#)
[Project_1](#)
[Project2](#)

D. CEDAS CERTIFICATION/ Membership - Update

Attachments: [CEDAS Program-Ledyard EDC](#)
[2025 CEDAS Best Practice Questions](#)
[EDCMissionStatementReview](#)

E. Resident and Business Surveys (2022) updating and re-running in 2026.

XI. NEW BUSINESS

A. Review of EDC's Reference Guide for Businesses in Ledyard & Gales ferry

XII. ADJOURNMENT

DISCLAIMER: Although we try to be timely and accurate these are not official records of the Town.



TOWN OF LEDYARD

741 Colonel Ledyard
Highway
Ledyard, CT 06339-1511

File #: 26-0484

Agenda Date: 4/7/2026

Agenda #: A.

GENERAL DISCUSSION ITEM

Subject:

Presentation regarding the establishment of Design Districts and Village Districts in Gales Ferry/Ledyard, Gales Ferry Outreach Group (10 mins)

Background:

(type text here)

Department Comment/Recommendation:

(type text here)

Sec. 8-2j. Village districts. Compatibility objectives with other uses in immediate neighborhood. Applications. Village district consultant.

- (a) The zoning commission of each municipality may establish village districts as part of the zoning regulations adopted under section [8-2](#) or under any special act. Such districts shall be located in areas of distinctive character, landscape or historic value that are specifically identified in the plan of conservation and development of the municipality.
- (b) The regulations establishing village districts shall protect the distinctive character, landscape and historic structures within such districts and may regulate, on and after the effective date of such regulations, new construction, substantial reconstruction and rehabilitation of properties within such districts and in view from public roadways, including, but not limited to,
 - (1) the design and placement of buildings,
 - (2) the maintenance of public views,
 - (3) the design, paving materials and placement of public roadways, and
 - (4) other elements that the commission deems appropriate to maintain and protect the character of the village district.

In adopting the regulations, the commission shall consider the design, relationship and compatibility of structures, plantings, signs, roadways, street hardware and other objects in public view.

The regulations shall establish criteria from which a property owner and the commission may make a reasonable determination of what is permitted within such district.

The regulations shall encourage the conversion, conservation and preservation of existing buildings and sites in a manner that maintains the historic or distinctive character of the district.

The regulations concerning the exterior of structures or sites shall be consistent with: (A) The “Connecticut Historical Commission - The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings”, revised through 1990, as amended; or (B) the distinctive characteristics of the district identified in the municipal plan of conservation and development.

The regulations shall provide

- (i) that proposed buildings or modifications to existing buildings be harmoniously related to their surroundings, and the terrain in the district and to the use, scale and architecture of existing buildings in the district that have a functional or visual relationship to a proposed building or modification,
 - (ii) that all spaces, structures and related site improvements visible from public roadways be designed to be compatible with the elements of the area of the village district in and around the proposed building or modification,
 - (iii) that the color, size, height, location, proportion of openings, roof treatments, building materials and landscaping of commercial or residential property and any proposed signs and lighting be evaluated for compatibility with the local architectural motif and the maintenance of views, historic buildings, monuments and landscaping, and
 - (iv) that the removal or disruption of historic traditional or significant structures or architectural elements shall be minimized.
- (c) All development in the village district shall be designed to achieve the following compatibility objectives:
- (1) The building and layout of buildings and included site improvements shall reinforce existing buildings and streetscape patterns and the placement of buildings and included site improvements shall assure there is no adverse impact on the district;
 - (2) proposed streets shall be connected to the existing district road network, wherever possible;
 - (3) open spaces within the proposed development shall reinforce open space patterns of the district, in form and siting;
 - (4) locally significant features of the site such as distinctive buildings or sight lines of vistas from within the district, shall be integrated into the site design;
 - (5) the landscape design shall complement the district's landscape patterns;
 - (6) the exterior signs, site lighting and accessory structures shall support a uniform architectural theme if such a theme exists and be compatible with their surroundings; and
 - (7) the scale, proportions, massing and detailing of any proposed building shall be in proportion to the scale, proportion, massing and detailing in the district.

- (d) All applications for new construction and substantial reconstruction within the district and in view from public roadways shall be subject to review and recommendation by an architect or architectural firm, landscape architect, or planner who is a member of the American Institute of Certified Planners selected and contracted by the commission and designated as the village district consultant for such application.

Alternatively, the commission may designate as the village district consultant for such application an architectural review board whose members shall include at least one architect, landscape architect or planner who is a member of the American Institute of Certified Planners.

The village district consultant shall review an application and report to the commission within thirty-five days of receipt of the application.

Such report and recommendation shall be entered into the public hearing record and considered by the commission in making its decision. Failure of the village district consultant to report within the specified time shall not alter or delay any other time limit imposed by the regulations.

- (e) The commission may seek the recommendations of any town agency or regional council or outside specialist with which it consults, including, but not limited to, the regional council of governments, the municipality's historical society, the Connecticut Trust for Historic Preservation and The University of Connecticut College of Agriculture and Natural Resources. Any reports or recommendations from such councils or organizations shall be entered into the public hearing record.
- (f) If a commission grants or denies an application, it shall state upon the record the reasons for its decision. If a commission denies an application, the reason for the denial shall cite the specific regulations under which the application was denied. Notice of the decision shall be published in a newspaper having a substantial circulation in the municipality. An approval shall become effective in accordance with subsection (b) of section [8-3c](#).
- (g) No approval of a commission under this section shall be effective until a copy thereof, certified by the commission, containing the name of the owner of record, a description of the premises to which it relates and specifying the reasons for its decision, is recorded in the land records of the town in which such premises are located. The town clerk shall index the same in the grantor's index under the name of the then record owner and the record owner shall pay for such recording.

APPENDIX “1” OF LEDYARD ZONING REGULATIONS DESIGN GUIDELINES

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Overview & Application Process

These Design Guidelines provide a path for the design of future development projects in the Ledyard Center Design Districts (LCDD, LCTD, MVDD) and the Gales Ferry Design District (GFDD) as envisioned in the Ledyard Plan of Conservation and Development. This section provides a general overview of the Design Guidelines framework, including a description of how and when to utilize the Design Guideline.

In the event of conflict, the Zoning Regulations take precedence.

Ledyard Center Design District Goals

Support the growth and development of Ledyard Center as a traditional “New England village” with an attractive Town Green to build upon social traditions while encouraging business development; future development implies an intensification and mixture of commercial, residential, and civic uses consistent with the Town’s Zoning Regulations to establish an identifiable community center. Support and develop a “sense of place” for Ledyard Center through appropriately scaled commercial and mixed-use development, harmonious streetscapes, walkways, and plantings. Promote infill and redevelopment in Ledyard Center to create a destination for shopping and services, a home for diverse age groups, and a convenient gathering place for the broader community.

Gales Ferry Design District Goals

Support the growth and development of the Gales Ferry Design District as a pedestrian friendly commercial, civic, and residential center. Promote infill and redevelopment within the Gales Ferry Design District with a specific emphasis on the former Gales Ferry School and the “Riverview Mall/Ocean State Job Lot” shopping center to encourage higher density pedestrian-friendly development, and to prevent traffic congestion along State Route 12.

What are Design Guidelines?

Design Guidelines convey general policies about new construction, site work, and design within the Ledyard Center Design Districts and the Gales Ferry Design District. The Design Guidelines define a range of appropriate responses to a variety of specific design issues.

The purpose of these guidelines is to establish clear and easily understood design criteria to guide applicants towards the desired development pattern, architectural scale and massing.

Why have Design Guidelines?

The Design Guidelines will act as a guide for new construction within the Ledyard Center Design Districts and the Gales Ferry Design District. The guidelines establish a foundation of good urban design in a unique setting. They are imperative, as they ensure new infill is designed to be an integral part of the continued success of the immediate area and larger community. These guidelines will implement policies that will help the Town in achieving the goals identified and outlined in the Ledyard Plan of Conservation and Development (POCD).

Who uses the Design Guidelines?

The Design Guidelines have been written primarily for use by the appropriate review authority. The Town of Ledyard Design Guidelines serve as a manual. The Architectural Review Board (ARB) is responsible for reviewing assigned, applicable projects and functions in an advisory capacity to the Planning and Zoning Commission (PZC). The ARB will provide commentary with regard to scale, massing, colors and proportions of buildings, landscaping, public spaces, lighting, and signage.

When to use the Design Guidelines?

These Design Guidelines apply to all proposed development, new construction, and substantial reconstruction, or rehabilitation. If an existing building is increased in size by more than 25% within a 3 year period (including partial demolition, building additions, and replacement of the exterior façade or structure), the addition or rehabilitation should adhere to the Design Guidelines. Additional items which may require design review include the expansion of parking lots by more than 10 spaces, replacement/addition of signage, replacement/addition of outdoor lighting, improvements to more than 25% of existing landscaping, installation of solar panels if they can be viewed from a public area, and changes in roofing and siding materials and colors.

Where do the Design Guidelines Apply?

The Design Guidelines may be applied to all properties within:

Ledyard Center Design Districts

- Ledyard Center Design District (LCDD)
- Ledyard Center Transition District (LCTD)
- Multi-Family Design District (MVDD)

Gales Ferry Design District

- Gales Ferry Design District

The goals established for the Ledyard Center Design Districts and the Gales Ferry Design District are consistent with the Town of Ledyard Plan of Conservation and Development. In addition to these goals, the Design Guidelines serve as an illustrated guide for the Commission to review all other proposed development in the Town of Ledyard. The Commission should reference the specific design standards and criteria established in these guidelines to promote and encourage both residential and commercial development that enhance the community's overall character. All future design in Ledyard should consider the human scale, architectural heritage, and the character of the Town. See the official **Town of Ledyard Zoning District Map** for the location of the Ledyard Center Design Districts (LCDDs) and the Gales Ferry Design Districts (GFDD) within the Town of Ledyard.

What is the Design Review Process?

The design review process includes:

- Planning Department staff will serve as initial contact and liaison, providing the applicant with the ARB Application Form and corresponding materials.
- Upon a completed submission of the ARB Application Form and materials to the PZC, development projects may be referred to the ARB for design review at the discretion of the PZC addressed in the Design Guidelines within thirty-five (35) days of receipt of an application.
- The Commission will review the ARB's recommendations, and subsequently consult with the applicant and Planning Department staff. Upon review the Commission may decide to hold its own public hearing in accordance with the Town of Ledyard Zoning regulations prior to rendering a final decision.

Required Submission Materials

A review by an ARB requires applicants to submit sufficient materials including drawings, models, renderings, and/or perspectives that illustrate the 3-dimensional massing and architectural character of proposed new buildings and/or substantial renovation of existing buildings, including adjacent buildings that are adequate for the ARB to properly assess the application.

Written Report

The ARB shall submit a written report of recommendations to the Commission for each application received within thirty-five (35) days of receipt of an application. The cost, if any, shall be the responsibility of the applicant.

The written report shall include only those items addressed in the Design Guidelines, and the ARB shall not attempt to interpret the Zoning Regulations that govern use of a property, granting of variances, inland wetlands, or watercourses, or building code compliance. In addition, the ARB's recommendations shall be considered advisory and do not imply or guarantee subsequent approval of an application by the Commission.

I. General Site Design

A. Façade & Building Design

All spaces, structures, and related site improvements visible to the public from public roadways should be designed to add to the visual amenities of the surrounding area in relationship to the proposed development.

The color, size, height, location, roof treatments, building materials, landscaping, and proportion of openings of any proposed new construction, re-construction, or substantial rehabilitation, as well as proposed signage and lighting, will be evaluated for compatibility with the area's surrounding architecture. The color, size, height, and architectural style of the building should complement and not compete with other architecturally distinguished buildings in the district. These details shall be reviewed by the ARB.

Color

Primary colors should not be used for building walls unless muted in tone. Trim colors for windows, soffits, cornices, moldings, etc. should be whites or dark saturated cool colors (for example, greens, blues, bronze). Brick and stone may be left their natural color. Roof colors should be natural colors. Entry doors may have greater color latitude.

Design Standards

Many of the design standards apply only where clearly visible from the street or public areas. The architectural and façade controls concentrate on the public realm. Wherever possible and where site conditions allow, the front building plane should be oriented towards the street. The street elevation of buildings should have at least one entrance oriented towards the street. Accessory buildings may be exempt. Façade materials should be finished with brick, cedar shakes, wood, cement board siding and appropriate stucco or concrete masonry units. Where architecturally appropriate, facades should include wall bases, finished with brick, stone, or cement. Awnings or similar weather protection along sidewalks of non-residential or mixed-use structures are encouraged.

Utility boxes and machinery, including but not limited to, backflow devices, electric meters and air conditioning units, should be screened from and not be visible from parks, squares, and public streets. Blank walls should not be visible from a public street. Site plans should minimize the view of parking lots, driveways, or garage doors from public view.

B. Site Design

Landscaping

Developers should prepare a landscape plan that enhances the overall aesthetics of the project through strategically placed plants and vegetation, retaining as much existing natural landscape and habitat of the site as possible. All future landscaping should be designed to complement the character of the surrounding area, as well as the planned building design and layout. Landscape design should integrate the natural and built environments, conserving natural areas while restoring damaged habitats and promoting biodiversity.

The landscape plan should include a description of the natural resources located on the parcel and clearly delineate construction boundaries to minimize disturbance of the site's existing vegetative features. All buildings should be carefully sited to minimize the amount of impervious surfaces and disturbance to the existing habitat. All landscape plans must attempt to preserve and retain the natural landscape (topography, soil, trees, and plant life) on the site. Landscape plans should include street tree installation to improve the overall character of the district and provide shade.

Parking lots should be appropriately landscaped. The purpose of adding vegetation to parking areas is to reduce the amount of impervious surfaces, develop bio-retention areas/rain gardens that capture storm water and encourage habitat restoration, clearly define pedestrian and vehicular areas, reduce heat island effects, and capture carbon emissions. Parking areas should incorporate landscaping elements at curb cut locations, between parking rows, access lanes, transition areas, and pedestrian pathways. Invasive plants and noxious weed species are prohibited. Recommended plantings should require limited maintenance, such as fertilizers, pesticides, or herbicides, and should promote biodiversity.

Stormwater Management

Storm water control measures may be provided for impervious surfaces within the site in accordance with the Town's ordinances, regulations and/or as deemed appropriate by the Commission. All storm water control structures shall be reviewed, approved, and inspected by the Director of Public Works or the Town Engineer.

C. Signage

Exterior and freestanding signs should be designed to reflect the overall design purpose of the LCDDs and the GFDDs, while providing reasonable exposure, and fair competition, to advertise the products or services available at each location. Creativity is encouraged in signage and graphic design. Signs can be expressive in form and lighting. Wood and painted materials are encouraged for sign construction. Standard, metal frame and plastic signs are discouraged. Flat signs should be framed with raised edges.

All exterior signs should complement, rather than monopolize, the overall landscaping and architectural themes of the district, and should not create unreasonable distraction, or clutter. All signs should be in conformance with the following provisions:

- Creative designs for signs and support structures, including 3-dimensional themes, will be considered on a case-by-case basis. The scale, proportion, and overall design should relate harmoniously to the architecture of the building and/or the service or product offered, and should not mask architectural details of the building, nor obscure the view of adjacent signs and buildings.
- Design themes that compliment early New England architecture are encouraged.
- Franchise symbols and insignia convey a message, are universally recognizable, and should not exceed the gross area of the permitted “sign face” as defined in the Zoning Regulations.
- Sign structures may project from the face of the building (overhanging signs) provided they do not obscure adjacent signs or architectural details of buildings.
- Stone and brick planters around freestanding sign structures are encouraged. Larger building mounted “Identification Signs” may be considered if the “Freestanding Sign” size is proportionally reduced or eliminated, and the balance better serves the goals of the district.
- All external lighting of signs should be low level, shielded, and directed away from traffic and abutting residential properties.
- No outdoor advertising should take place on any part of a site unless said advertising is related to the services provided on the premises.
- Signs affixed to buildings should be architecturally compatible with the style, composition, materials, colors, and details of the building, as well as with other signs used on the building or its vicinity. Wherever possible, Signs located on buildings within the same block face should be placed at the same height in order to create a unified sign band.

Freestanding Signs, Hanging Signs, and Wall Signs are allowed as specified in section 9 of the Ledyard Zoning Regulations.

Additional Signs

One additional temporary sign (sandwich sign) may be permitted for each lot for the purpose of displaying a changeable message to allow a business use to identify special products, events, or sales. This sign may not be internally illuminated. The sign should not be permanently affixed to the ground and must be removed from public view during non-business hours. In the case of a structure that faces more than one public roadway or entrance, one additional sign for each such circumstance may be permitted.

D. Lighting

Outdoor lighting is used to illuminate roadways, parking lots, yards, sidewalks, public spaces, signs, work sites, and buildings. It increases the safety of a site by providing better pedestrian, bicyclist, and vehicular visibility. Lighting also presents an opportunity to accent and enhance architectural features, facades, landscaping, and surrounding areas. The lighting fixtures chosen can add to the character of the building, improve the business image, and enliven the street. The fixtures chosen, and their illumination qualities should complement and enhance the architectural character of the building and district.

Lighting Design

Outdoor lighting design will be used to enhance the buildings character, while providing safety for patrons and residents. Applicants should submit a lighting plan that incorporates the following:

- Full cutoff luminaries or recessed lighting fixtures; the source of illumination should not be visible.
- Luminaries should be aimed away from, and/or include shields that prevent the light source from being visible from adjacent properties or roadways.
- All wiring for new site lighting should be underground.
- The mounting heights for luminaries installed on poles or on buildings should be kept lower to the ground to avoid additional unnecessary glare and provide a welcoming environment for pedestrians.
- Luminaries are not permitted in buffer areas between adjacent properties and in buffer areas adjacent to roads.
- Floodlights and spotlights are not permitted for general lighting purposes.

All lighting should minimize light trespass, reduce sky-glow to increase night sky access, improve nighttime visibility through glare reduction, and reduce adverse impacts on wildlife environments.

Exterior lighting should be off when sufficient daylight is available and when the lighting is not required during nighttime hours.

Street Lighting

Street lighting should be provided on all streets. Street light fixtures should be located within 3 feet of the curb and should be provided at consistent regular intervals. Street light fixtures should be chosen in consultation with the ARB and PZC. Design should be consistent in color, style, and architectural details. Street lighting should be well integrated with landscaping and building design.

E. Streetscape

Street Trees

Trees provide shade when planted alongside sidewalks. In addition, street trees provide a more pedestrian friendly environment, reduce heat island effects, improve air quality, reduce cooling loads in buildings, and increase evapotranspiration rates.

Shade from trees is estimated by the crown diameter (the width of the shade if the sun is directly above the tree), which is used to calculate the total shaded area. Streets should be planted with regularly spaced street trees (no more than 40 feet apart) to provide maximum shade for pedestrians. Street trees should be at least 3 inch in caliper at chest height to achieve maximum shade and coverage. Trees should be indigenous to the region and selected in consultation with the ARB and PZC.

The plan should detail appropriate species of trees, root mediums, and width and soil volume of planter strips or wells. The plan will also address whether the tree species are considered invasive to the Town of Ledyard, according to the United States Department of Agriculture (USDA) or the state agricultural extension service. New and existing developments may choose to develop “tree lawns.” Tree lawns are strips of land between the road and the sidewalk and should be a minimum of 5 feet wide. Grass should be established continuously for the full length of the tree lawn with mulch rings or planting beds around new and existing plants or trees. Tree-lined streets provide an attractive neighborhood and commercial setting.

Street Furniture

The Commission may require streetscapes, which includes well-designed street furniture and infrastructure. These items include but are not limited to the following: benches, trash receptacles, street signs, and traffic lights. Street furniture should be chosen in consultation with the commission. Benches and trash receptacles should be provided on all streets at consistent regular intervals. Street furniture should be located so as to maintain a clear pedestrian path. Street furniture should be consistent in color and style along both sides of any street. All new utilities should be placed underground in all public streets and in rear service alleys.

Sidewalks

The Commission may require that a system of sidewalks and pedestrian pathways within a site and between adjacent sites, linking all buildings, parking areas and green spaces should be provided. This network should also connect adjacent sidewalks and pedestrian pathways when applicable.

A minimum of a 5-foot wide sidewalk should be provided, and thus represents a good dimension where pedestrian traffic is light, street furniture is limited, and buildings are set back from the sidewalk. Wider sidewalks (8 feet) are warranted in areas of high pedestrian traffic and commercial activity.

Sidewalks should be constructed of reinforced concrete or other durable low maintenance surface materials (pavers, bricks, etc.) acceptable to the Commission. Sidewalk material should be consistent throughout the design district and enhance the architectural character of the building design. Where possible, reduce impervious surfaces by integrating sustainable design materials and features (open-grid pavers, porous pavers, etc.) as long as they are consistent with the overall design of the district.

F. Parks & Recreation Space

The Commission may require parks and/or recreation space for public gathering, including Town Green, plazas, parks, and squares. New development should provide an amount of park and/or recreational space dependent upon the size and use of the parcel. Parks encourage a variety of functions, facilities, and features, such as playground equipment, seating areas, performance venues, information kiosks, street trees, plant materials, interpretative signage, landmarks, and trail linkages.

Design

Ensure parks are at a similar grade to the public street. Provide enhanced perimeter street tree planting along street frontage. Encourage double row street tree planting to reinforce street edge. Ensure all park spaces include appropriate signage visible from surrounding streets. Locate playground structures with clear visibility to public streets. Provide a balance of hard and soft landscape materials at street corners. Encourage a decorative hardscape surface to accommodate street furniture such as bike racks, kiosks, and signage at park and trail entrances. Landscape details should be increased at major pedestrian areas. Incorporate seating areas into all areas with waste/recycling receptacles and trees for shade. Consider backless benches in areas with multiple functions and backed benches with areas of individual focus/activity. Encourage architectural structures in active park spaces associated with other neighborhood uses. Encourage sheltered facilities and amphitheaters in active park spaces. Provide pathways through parks that reflect desire lines particularly at street intersection locations.

G. Screening

Commercial Screening

Walls built adjacent to any street frontage should be between 4 feet and 6 feet above the ground. Street-level landscaping should not interfere with visibility and safety of vehicles. The better side of a street wall should face the street. Walls should be constructed of natural materials, such as stone, brick or any other materials that the PZC approves. All fences or walls 50 feet in length or longer should be designed to minimize visual monotony by changing plane, height, material, or material texture, or significant landscape massing. Screening may also be accomplished through the use of street trees, landscaping, and other natural features identified in the landscaping plan.

Where parking lots and drives abut the landscaped strip along the street right-of-way, evergreen shrubs, and/or a 3-foot stone wall should be provided for screening. The screening should be an indigenous plant species that is a minimum of 3 feet high and a maximum of 6 feet high and extend along the entire street frontage of the parking lot, exclusive of driveways and visibility lines.

Residential Screening

The rear lot line of a residential property should have a 3 to 6-foot-tall privacy screen of fence, wall, or shrubs. The side lot line of a residential property should have a 5 to 7-foot privacy wall or fence on shared side property lines. Adequate measures should be taken to ensure privacy between residences. Residential uses allowed on the first story should have a finished floor height raised a minimum of 2 feet above sidewalk grade. Privacy walls should be constructed of natural materials, such as wood, stone, or brick.

It is the intent of these guidelines to provide a welcoming transition zone between the private realm (housing, lawns, porches, etc.) and the public realm (sidewalks, street trees, etc.). Fences should not exceed 4 feet in height and have a transparent character, allowing views into yards and providing interest for pedestrians. Solid fences made of dense materials and design are inappropriate, and do not engage the pedestrian or passerby.

Service Areas & Mechanical Equipment Screening

Commercial and residential buildings often require mechanical equipment (plumbing, vents, stacks, transformers, fans, cooling towers, etc.) and service areas (loading docks, exterior storage areas, dumpsters, etc.) that can detract from the overall building design and architectural character of the development. Mechanical equipment, garbage containers, dumpsters, and electrical transformers should be concealed from public view on all sides by architectural or natural elements satisfactory to the PZC's approval. Shared loading and delivery areas should be encouraged between nearby uses where feasible. Roof penetrations should not be visible from public areas.

Utilities

When site conditions allow, all service and utility areas should be located either underground or away from the street and concealed from building entrances, pedestrian areas, and adjacent buildings.

H. Architectural Detail

The requirements and materials described in this section are intended to provide guidance to applicants on the types of syntax the PZC expects to find on new or improved structures. Alternative materials may be proposed by the applicant, and may be supported by the PZC, if they meet the purpose and intent of the district.

Columns, Arches, Piers, Railings & Balustrades

Columns and piers should be spaced no farther apart than they are tall. Suggested finish materials include the following:

- **Columns:** Wood (painted or natural), cast iron, concrete with smooth finish.
- **Arches:** Concrete masonry units with stucco (C.B.S.), reinforced concrete with stucco, brick, wood.
- **Piers:** Concrete masonry units with stucco (C.B.S.), reinforced concrete with stucco, brick, wood.
- **Railings & Balustrades:** Wood (termite resistant), painted or natural, wrought iron, balustrades should not be farther apart than 3 inch minimum or 4 inch maximum

Suggested configurations include the following:

- **Columns:** Square (6-inch minimum, with or without capitals and bases), round (6-inch minimum outer diameter, with or without capitals and bases), classical orders.
- **Arches:** Semi-circular & segmental.
- **Piers:** 8-inch minimum dimension.
- **Porches:** Railings 2-3/4-inch minimum diameter. Balustrades shall not be farther apart than 3 should minimum or 4 inch maximum

Windows & Doors

Window openings facing streets should be oriented vertically. Storefront windows should be single panes of glass, with window grids, not larger than 6 feet in height x 4 feet in width. For retail uses, windows should cover 75% of the street frontage on the ground floor facing the street. Storefront windows should begin a maximum of three feet height above the sidewalk.

Suggested accessories include the following:

Shutters (standard), wooden window boxes, muntins and mullions, fabric awnings (no backlighting; no glossy-finish fabrics)

Suggested finish materials include the following:

- Wood, aluminum, copper, steel, cement board siding, doors, wood or metal, fiberglass.

Suggested configurations include the following:

- **Windows:** Rectangular, square, round (18-inch maximum outer diameter), semi-circular.
- **Window Operations:** Casement, single and double-hung, industrial, fixed frame.
- **Door Operations:** Casement, french, sliding.

Roofs & Gutters

Suggested roof types include the following:

- Gabled, hipped, flat, and domed (down spouts are to match gutters in material and finish).
- Flat roofs should be concealed or screened.

Suggested finish materials include the following:

- **Metals:** Painted galvanized steel, copper, aluminum, zinc-aluminum.
- **Shingles:** Asphalt or metal, “dimensional” type, slate, cedar shake.
- **Tile:** Clay, terra cotta, concrete.
- **Gutters:** Copper, Aluminum, Painted galvanized steel.

* Rubber panels and sealed membrane roofs are allowed on flat roofs or low-pitched roofs.

Suggested configurations include the following:

- **Metals:** Standing seam, 24-inch maximum spacing, panel ends exposed at overhang.
- **Shingles:** Square, rectangular, fish-scale, shield.
- **Gutters:** Rectangular section, square section, half-round section.

Garden Walls & Fences

Suggested materials include the following:

- Wood (termite resistant, painted white, left natural, or painted/stained with colors approved by the PZC), Concrete masonry units with stucco (C.B.S.), reinforced concrete with stucco, wrought iron, brick, cement board siding, stone

Suggested finish materials include the following:

- Wood: Picket Fences: minimum 30% opaque, with corner posts. Other: to match building walls.
- Stucco: With texture and color to consistent with building walls.
- Wrought Iron: Vertical, 5/8-inch minimum dimension, 3-inch to 4-inch spacing.

* Chain-link fencing is not permitted.

I. Access

The PZC may require the applicant to present a traffic survey conducted by a qualified traffic engineer evaluating the impact of the anticipated traffic on the safety and congestion of traffic flow on the public roadway, and on pedestrian use in front of the property. The PZC may require such measures as are necessary to ensure pedestrian and vehicular safety and ease of travel, including limiting access to and from the parking area to right turns only, and requiring other measures to enhance visibility for persons exiting from the parking area and for drivers and pedestrians on the public roadways. All developments should locate parking lots behind, below, or between structures, hidden from view of the road by proper screening (see section on screening).

It is the intent of the PZC is to provide safe access for all pedestrians and bicyclists. This is to be achieved by limiting curb cuts, providing clearly marked and designated crosswalks through the use of brick, stamped asphalt, and bollards. To reduce the speed of passing vehicular traffic, the PZC may require minimum sight line distances depending on present or anticipated traffic conditions and upon posted speed limits and surveyed average vehicular speeds.

The applicant should demonstrate that the site design makes proper provision for pedestrian access and safety. All site plans should provide for pedestrian walkways and circulation in and around buildings. Sidewalks should be constructed parallel to roadways. Pedestrian pathways allowing access from the sidewalk to the primary building entrance are encouraged.

Vehicular entrances should be a maximum of 25 feet wide and should be clearly defined. Vehicular entrances should not exceed 30% of the lot frontage. The total number of entrances that can safely be accommodated along the same road will be a consideration for approval or disapproval of a special permit and/or site plan application. Wherever possible, each development should be limited to one access point per property on the same road. Shared entrances are allowed and encouraged, as well as use of side entrances that provide access to multiple developments.

On-Street Parking

On-street parking is encouraged throughout the design district. Parking need not be contiguous with the building or the use it serves.

Shared parking solutions are preferred. Parking minimums can be reduced by up to 50% with a shared parking solution approved by the Commission. The applicant should provide a parking analysis justifying the proposed shared parking solution.

Off-Street Parking

Off-street surface parking lots should be setback a minimum of 10 feet from the sidewalk line. Surface parking lots may be built up to the property line or sidewalk on all secondary street frontages. All parking lots should be screened (see screening section). Alleys may be incorporated into lots as standard drive aisles. Access to all properties adjacent to the alley should be maintained. Access between parking lots across property lines is also encouraged.

Circular drives are prohibited except for civic buildings in LCDD. Circular drives are permitted in LCDD-3. Where space permits, garage doors should face the side or the rear, not the front. Off-street parking areas in front of new buildings are discouraged. Off-street parking areas in front of existing buildings are discouraged if alternative parking solutions exist.

II. Ledyard Center Design District Bulk Design

LCDD

There is no minimum lot size and lot width for buildings in the LCDD. Lot coverage by all impervious surfaces including buildings, structures, parking areas, and access roads should not exceed 85% of the total lot area. Residential units, which are optional, should not be on the ground floor, and should not exceed two bedrooms each.

Non-residential and mixed-use structures should be built to the sidewalk line. Appropriate exceptions include relief for commercial hardscapes and/or public green space. Residential structures may have a greater front setback to allow for landscape treatments, porches, bay windows, and other architectural embellishments; however, the setback should not exceed 10 feet from the sidewalk line.

Garages, carports, and other accessory structures should have a front setback of 60 feet from the front boundary line of the parcel. There are no side or rear setback requirements. The highest point of an egress should not exceed 35 feet without approval from the Fire Marshal. One structure may share no more than one party wall with another structure on a separate lot. The front or side of every building should face the street. Loading docks, overhead doors and service entries are prohibited from facing the street.

Accessory structures are permitted in accordance with the Town of Ledyard Zoning Regulations. Accessory structures should not exceed two (2) stories in height.

The LCDD permits multi-family structures and condominiums on up to 75% of the lot or of the building usage provided that the balance of the lot or building usage is developed as a commercial use, or alternatively, another equivalent area of a parcel in the LCDD district is developed commercially.

LCTD

If public water and public sewer are available, the density should not exceed one residential unit per 7,500 square feet of lot area. If there are septic systems, the density should be determined by the public health code not to exceed one residential unit per 7,500 square feet of lot area.

Single-family homes are permitted in the LCTD district if on an interior lot 20,000 square feet or larger.

LCDD & LCTD

Gas stations are permitted provided the fuel pumps are appropriately screened from view from the street.

Two bedroom apartments or condominiums are permitted if not on the ground floor.

MFDD

This area permits only multi-family, condominiums, cooperatives, and townhouses. There are no limits on the number of bedrooms. The density should not exceed 1 unit per 7,500 square feet of lot area, and a minimum lot size of 20,000 square feet and other conventional bulk requirements.

Large Footprint Buildings

Two or three-story buildings are desired in the LCDDs. Single use facilities may be permitted to construct one-story, provided an appropriate facade is maintained facing the street.

Civic Buildings

Civic buildings may be set farther back from the street than non-civic buildings in the district. Civic buildings include, but are not limited to, municipal buildings, churches, libraries, schools, recreation facilities, and places of assembly. Civic buildings do not include retail buildings, residential buildings, or privately-owned office buildings.

III. Gales Ferry Design District Bulk Design

GFDD

All commercial, mixed-use, and residential developments should be built to the sidewalk line. It is the intent of the PZC and these guidelines to minimize front yard setbacks and produce a harmonious streetscape and street edge with similarly scaled, massed, and designed buildings. Appropriate exceptions for disruption to a continuous streetscape building setback would be for the placement of commercial hardscapes, plazas, parks, and green space.

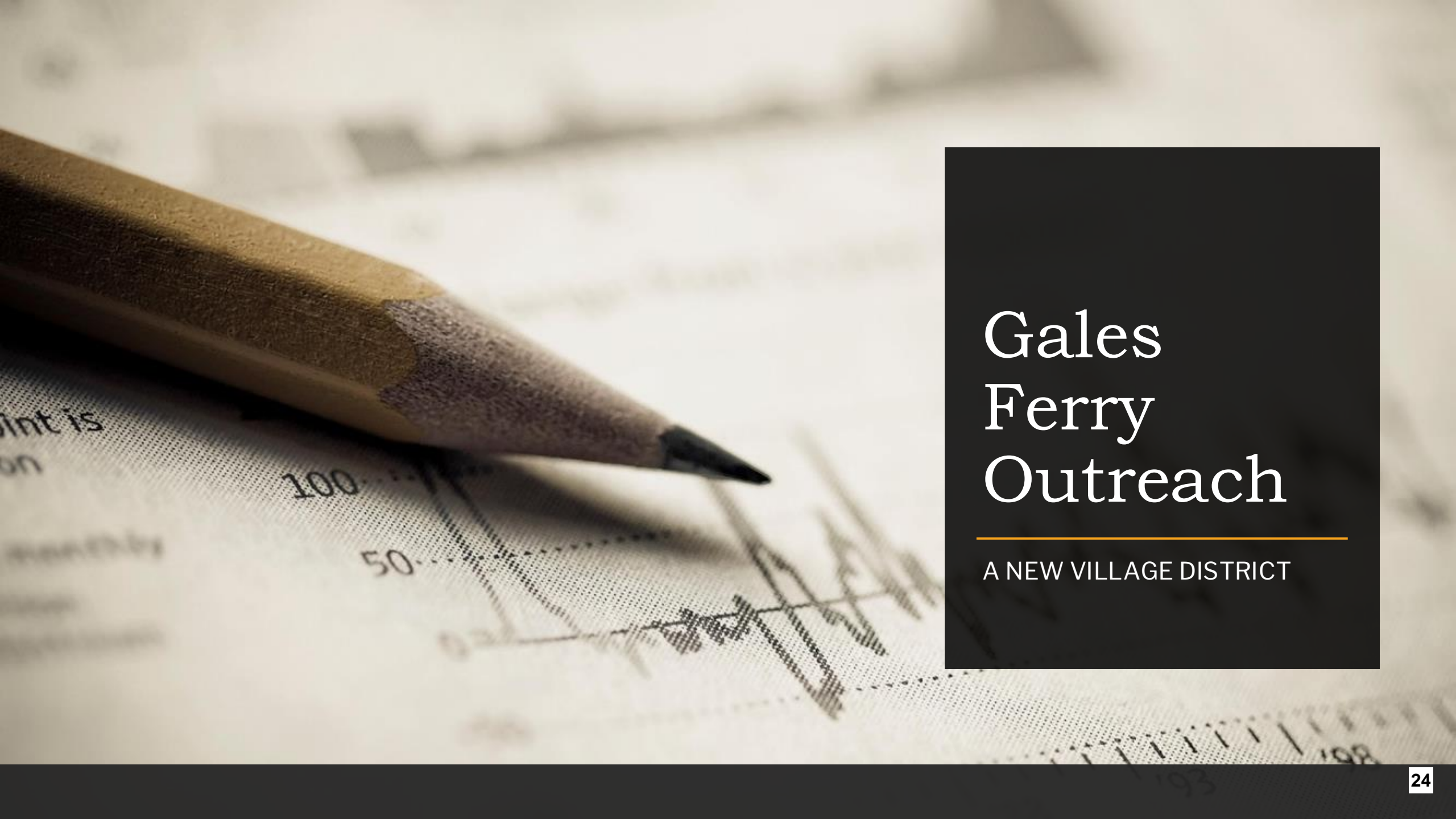
Residential structures are allowed a greater front setback (not to exceed 10 feet from the sidewalk line) to create a comfortable transition zone between the public and private realm. The transition zone may include screening (see screening section), front lawns, trees, landscaping (native species), bay windows, porches, and other architectural embellishments.

One structure should not share more than one party wall with another structure on a separate lot. The front or side of every building should face the street. Loading docks, overhead doors and service entries are prohibited from facing the street. Building height should not exceed 50 feet. The highest point of an egress should not exceed 35 feet without approval from the Fire Marshal.

Accessory structures are permitted, and uses may include parking, storage space, and trash receptacles. Home occupation uses are not allowed unless in a single-family dwelling. Accessory structures should not exceed two (2) stories in height. Detached garages, carports, and other accessory structures should have a front setback of 60 feet from the front boundary line of the parcel.

Civic Buildings

Civic buildings are encouraged in the GFDD to add to the character of the district. Civic buildings may be set farther back from the street than other non-civic buildings in the district. Civic buildings include, but are not limited to, municipal buildings, churches, libraries, schools, recreation facilities, and places of assembly. Civic buildings do not include retail buildings, residential buildings, or privately-owned office buildings.



Gales Ferry Outreach

A NEW VILLAGE DISTRICT

Goals for tonight's discussion

Determine Community Support

- Do residents support creating a Village District for Gales Ferry?

What is a Village District

- Explain the idea
- Benefits of village protections vs. risks of unrestricted development

Define Possible Boundaries

- Where should the Village District begin and end?
- Which properties should be included?

Identify Village Character

- What features make Gales Ferry distinctive?
- Buildings, streetscapes, materials, landscape, and historic patterns

Goals for tonight's discussion

Determine the Right Level of Regulation

- What level of design protection feels reasonable?
- What rules would feel overly restrictive?

Get Feedback on Important Issues

- Resident opinions
- Hear resident's concerns
- Gather input before anything is finalized
- Other?

****This is an early discussion — not a decision meeting ****

What is a Village District?

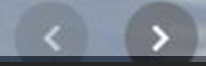
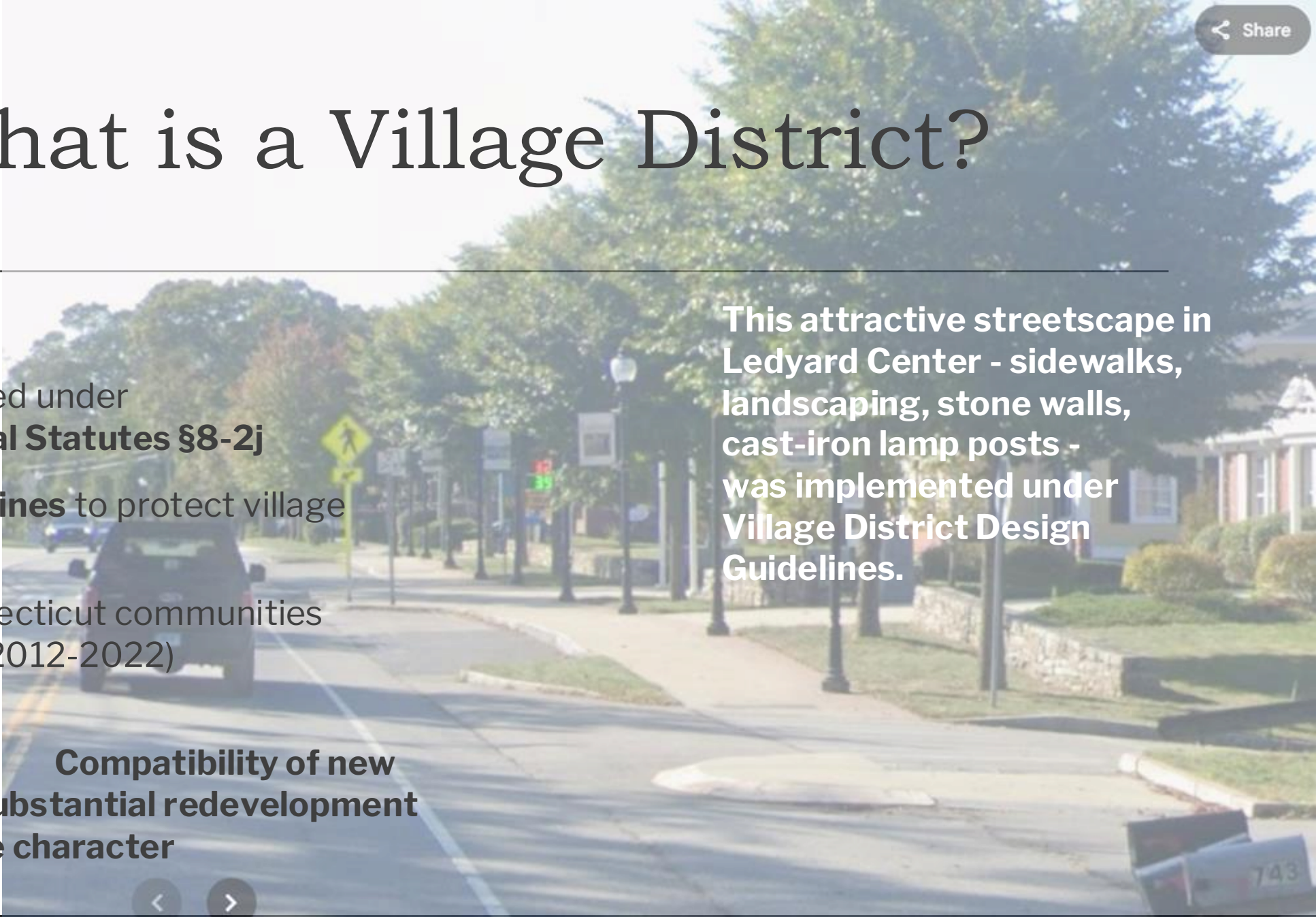
Simple explanation

- A zoning tool allowed under **Connecticut General Statutes §8-2j**
- Adds **design guidelines** to protect village character
- Used in many Connecticut communities (Ledyard had them 2012-2022)

Focus:

Compatibility of new development and substantial redevelopment with existing village character

This attractive streetscape in Ledyard Center - sidewalks, landscaping, stone walls, cast-iron lamp posts - was implemented under Village District Design Guidelines.



Why communities use them

Typical goals:

- Prevent out-of-scale development
- Maintain historic streetscapes
- Manage parking, signage, and building massing
- Protect the “village feel”

Growth can happen — but in ways that fit the village.

Gales Ferry is facing development pressures from state, local, and private initiatives at a scale the community has not previously experienced.



117 Gallup Hill Rd
Ledyard, Connecticut

Google Street View

May 2025 See more dates

Multi-Family/ Mixed-Use Can Work

Design elements such as

- Building scale
- Setbacks
- Roof forms
- Landscaping

would help higher density uses integrate comfortably within the surrounding neighborhood.


What makes Gales Ferry special?

- What buildings define the village?
- What landscape features matter most?
- What architectural details feel distinctive?
- What should **never be lost**?

Question:

would you describe
Gales Ferry village?

How



Example:
Predominantly one- to two-and-a-half-story buildings.

Historical houses that create and reinforce a traditional pre-automobile village character.

Publicly accessible river views exist at specific, historically established locations rather than continuously along the village edge.

What the guidelines would cover

Simple overview:

- Building placement and massing
- Windows and entrances
- Materials and colors
- Parking placement
- Signage and lighting

The philosophy:

**Preferred /
Acceptable / Discouraged — not rigid
bans.**

Village District design guidelines help ensure that new development respects the scale, character, and context of the surrounding village.

What the guidelines would cover

Sample Guideline:

Color

Exterior colors should be compatible with the traditional architectural character of the Village District and should contribute to a cohesive and historically appropriate streetscape.

Example:

Historically common color palettes are encouraged, while overly bright or neon colors that draw undue attention are discouraged.

For entry doors, greater color latitude is accepted.



What a village district does not do

- Interior renovations
- Normal maintenance
- Small improvements

Focus is primarily on

**new construction and
major changes visible from the
street**

Question:

Do

people generally feel
comfortable with that?



Core vs. transition areas

Village Core

Defining identity of historic character

Transition Areas

More flexibility

New development is expected to harmonize with and not overwhelm the historic village.

Windows and other façade elements along with close building spacing create the traditional architectural rhythm found in the Village District.

Reduce perceived building scale through:
Articulated façades, broken rooflines and clearly defined primary building volumes.

Introduce natural screening, walls, etc to reduce visual impact of parking lots from roadways and create an inviting pedestrian environment.

Guide Redevelopment

Transition areas

- Should **evolve** over time to better reinforce the historic village rather than visually or functionally dominate it.

Large uninterrupted front parking fields are a primary adverse visual impact on the Village District.

Question:

would you describe the more commercial areas of Gales

How

Parking areas should use landscaping to reduce visual impacts and improve drainage.

Break up large expanses of pavement

Provide shade and reduce heat island effects

Define pedestrian walkways and vehicular circulation.

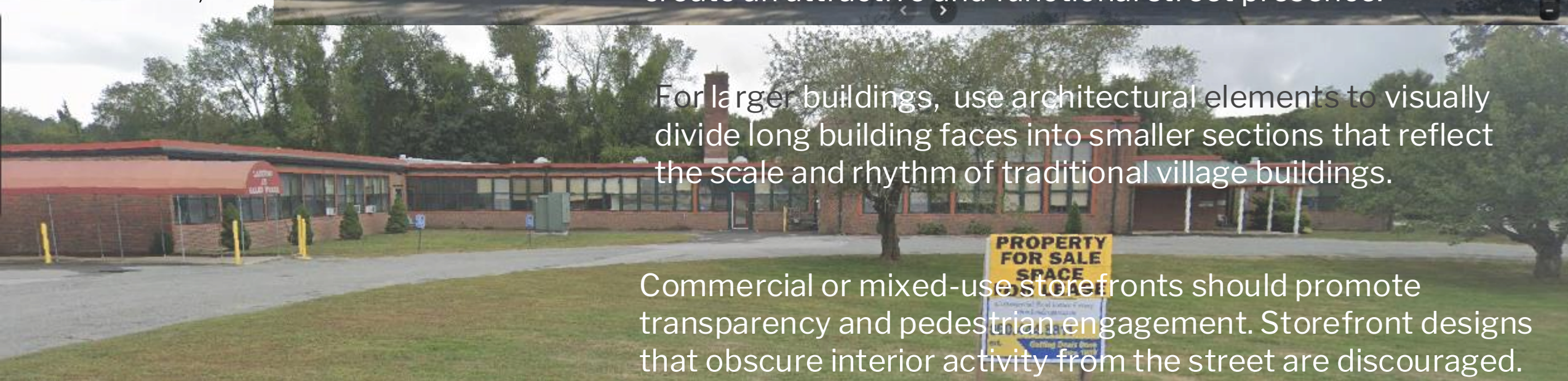


Guide Redevelopment

Village District Goal

Encourage and support growth and development as a pedestrian-friendly residential, commercial and civic area

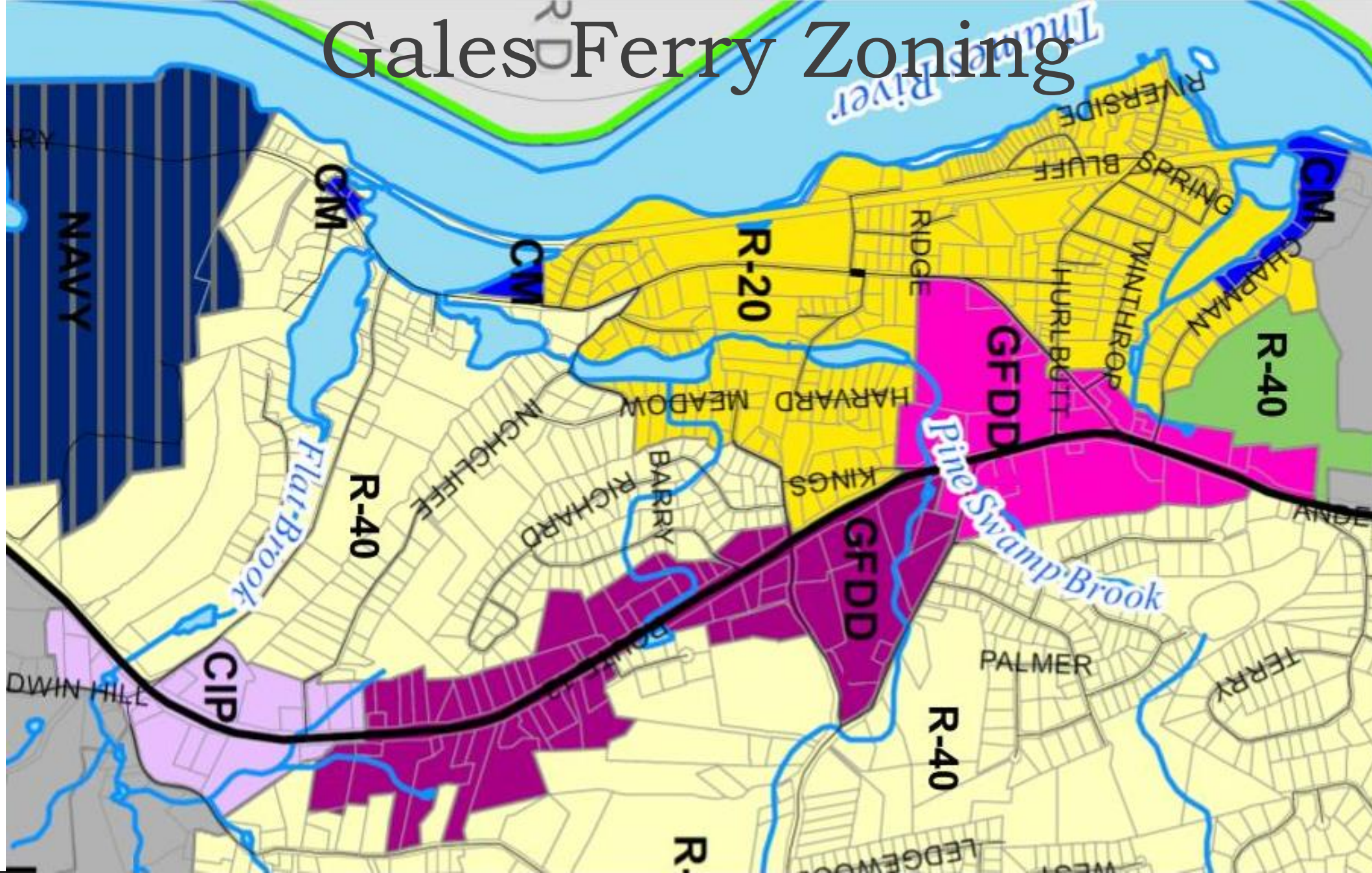
Commercial storefronts should take advantage of display windows, transoms, recessed entries, signage bands, etc. to create an attractive and functional street presence.




For larger buildings, use architectural elements to visually divide long building faces into smaller sections that reflect the scale and rhythm of traditional village buildings.

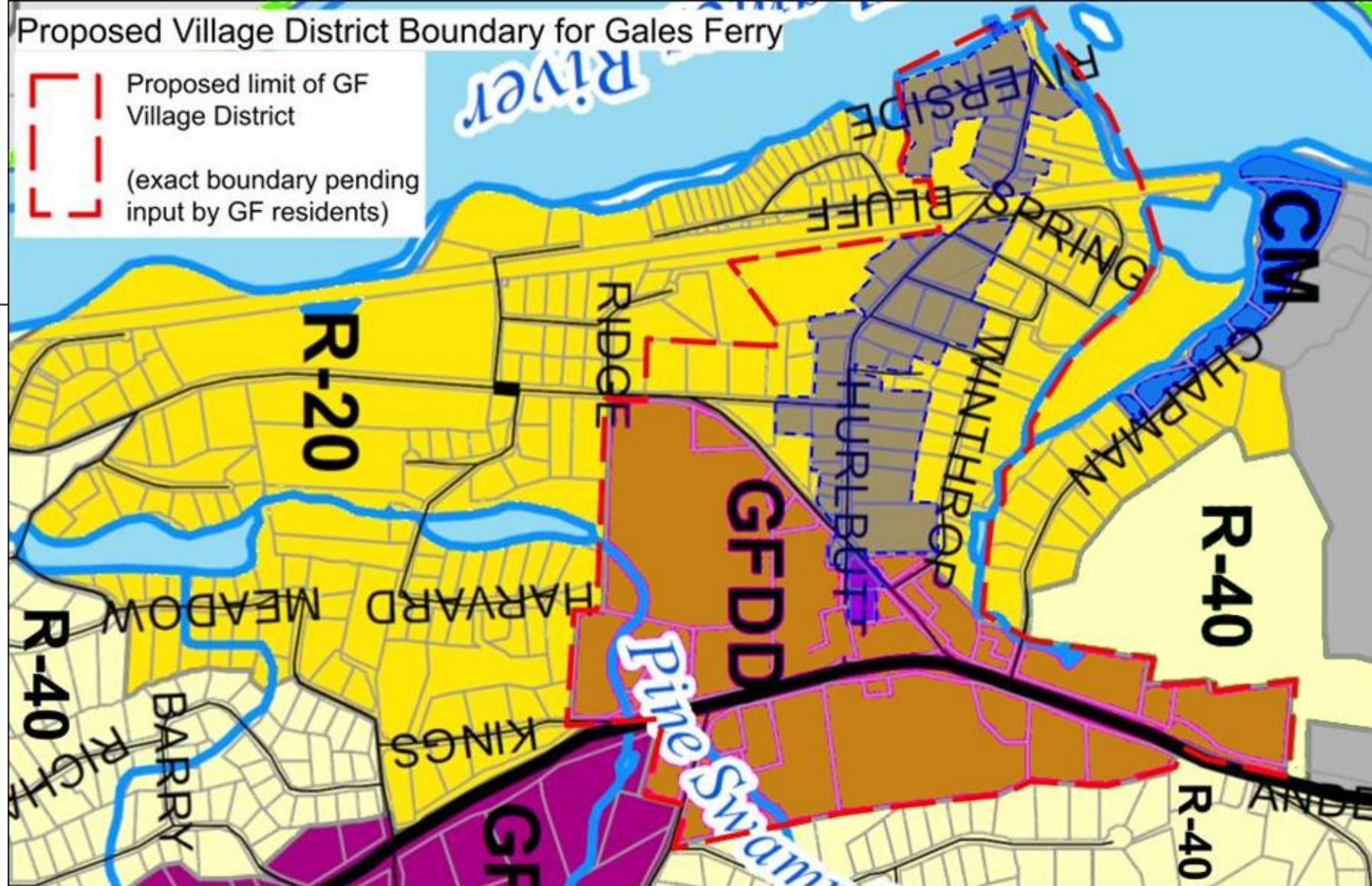
Commercial or mixed-use storefronts should promote transparency and pedestrian engagement. Storefront designs that obscure interior activity from the street are discouraged.

Gales Ferry Zoning




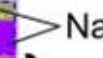

Proposed Village District Boundary for Gales Ferry

 Proposed limit of GF Village District
 (exact boundary pending input by GF residents)



R-20 High density residential zone
 R-40 Medium density residential zone
 GFDD Gales Ferry Development District
 CM Commercial marine district

Color Key Within the Proposed Village District:

Village District {
 "Core" Areas {
  } Nationally registered Historic properties
 } Village District "Transition" Area

Possible district boundaries


(see prior Map slide)

Questions for residents:

- What areas should be included?
- What areas should be excluded?
- Should the district be small and focused, or broader?

Discussion question:

Where should these areas be located?



Development can cease to reflect traditional village character where design guidance is absent.

Gales Ferry Village District Goal

The proposed Gales Ferry Village District encompasses both the historic village core and the adjoining commercial and mixed-use areas, establishing a clear framework for how the entire area should evolve over time. The historic core serves as the primary reference for scale, patterns, and visual character, while the surrounding transition areas—many of which developed in the mid-to-late twentieth century with automobile-oriented layouts, larger building footprints, and prominent front-yard parking—are intended to gradually evolve in a way that reinforces, rather than dominates, the historic village. This approach ensures that future development harmonizes with the village’s defining character, allowing change to occur thoughtfully while preserving the qualities that make Gales Ferry distinct.

Modern technology

Resident opinions on:

- Solar panels/ Satellite dishes
- Small wind turbines
- Energy upgrades
- Other ?

Question:

**How
should modern technology fit into a
historic village setting?**



Other Issues...



Row- / Townhouses



Does it Fit the Character of the Village?



Prominence of the Garage from the Street



Other Examples where Design Guidelines were Used

Why consider a village district?

Protect Village Character

- Helps ensure **new buildings fit the scale and feel of the village**
- Protects **historic streetscapes and neighborhood identity**
- **Prevents out-of-place development**

Guide Future Growth

- Encourages development that **fits the existing community**
- Helps **avoid highway-style strip development**
- Maintains a **coherent village center**

Protect Property Values

Communities with **clear design expectations** often see:

- **more predictable development**
- **higher long-term property stability**
- **stronger neighborhood identity**

Give Residents a Voice

Design guidelines reflect **community priorities**

Residents help define:

- **village character**
- **district boundaries**
- **reasonable design standards**

What we want to hear from you

Community questions:

- Do you support exploring a Village District for Gales Ferry?
- Where should the district boundaries be?
- What village features should be protected?
- What rules would you consider reasonable
— and what would feel too restricted?”
- Would protections like these be valuable for other parts of Gales Ferry?



Would you like to Volunteer to Help Write/ Review Guidelines

Questions for the residents

Question	Examples
Imagine Gales Ferry 20 years from now. What kinds of development would you not want to see happen here?	Large buildings out of scale with surrounding homes Parking lots dominating the street Highway-style commercial development Generic suburban architecture Other ?
What makes Gales Ferry feel like a village to you?	Buildings/ Streets Trees and landscape Historic features/ Architectural details Walkability Other ?

ATTACHMENT D

DESIGN GUIDELINES

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Overview & Application Process

These Design Guidelines, which by reference are part of the Ledyard Zoning Regulations, are to provide a path for the design of future development projects in the Ledyard Center Village Districts (LCVD-1, LCVD-2, LCVD-3, MFVD) and the Gales Ferry Design Districts (GFDD-1, GFDD-2). This section provides a general overview of the Design Guidelines framework, including a description of how and when to utilize the Design Guideline.

In the event of conflict, the Zoning Regulations take precedence.

Ledyard Center Village District Goals

Support the growth and development of Ledyard Center as a traditional “New England village” with an attractive Town Green to build upon social traditions while encouraging appropriate businesses; future development implies an intensification and mixture of commercial, residential, and civic uses consistent with the Town’s Zoning Regulations to establish an identifiable community center. Support and develop a “sense of place” for Ledyard Center through appropriately scaled commercial and mixed-use development, harmonious streetscapes, walkways, and plantings. Promote infill and redevelopment in Ledyard Center to create a destination for shopping and services, a home for diverse age groups, and a convenient gathering place for the broader community.

Gales Ferry Design District Goals

Support the growth and development of the Gales Ferry Design District as a pedestrian friendly commercial, civic, and residential center. Promote infill and redevelopment within the Gales Ferry Design District with a specific emphasis on the former Gales Ferry School and the “Ocean State Job Lot” shopping center to encourage higher density pedestrian-friendly development, and to prevent traffic congestion along State Route 12.

What are Design Guidelines?

Design Guidelines convey general policies about new construction, site work, and design within the Ledyard Center Village Districts and the Gales Ferry Design Districts. The Design Guidelines define a range of appropriate responses to a variety of specific design issues.

The purpose of these guidelines is to establish clear and easily understood design criteria to guide applicants towards the desired development pattern, architectural scale and massing.

Why have Design Guidelines?

The Design Guidelines will act as a guide for new construction within the Ledyard Center Village Districts and the Gales Ferry Design Districts. The guidelines establish a foundation of good urban design in a unique setting. They are imperative, as they ensure new infill is designed to be an integral part of the continued success of the immediate area and larger community. These guidelines will implement policies that will help the Town in achieving the goals identified and outlined in its adopted Plan of Conservation and Development (POCD).

Who uses the Design Guidelines?

The Design Guidelines have been written primarily for use by the appropriate review authority. The Town of Ledyard Design Guidelines shall serve as a manual. The Architectural Review Board (ARB) is responsible for reviewing all applicable projects and functions in an advisory capacity to the Commission and the Town Council. The ARB shall provide commentary with regard to scale, massing, colors and proportions of buildings, landscaping, public spaces, lighting, and signage.

When to use the Design Guidelines?

These Design Guidelines apply to all proposed development, new construction, and substantial reconstruction, or rehabilitation. If an existing building is increased in size by more than 25% within a 3 year period (including partial demolition, building additions, and replacement of the exterior façade or structure), the addition or rehabilitation must adhere to the Design Guidelines. Additional items required for design review include the expansion of parking lots by more than 10 spaces, replacement/addition of signage, replacement/addition of outdoor lighting, improvements to more than 25% of existing landscaping, installation of solar panels if they can be viewed from a public area, and changes in roofing and siding materials and colors.

Where do the Design Guidelines Apply?

Ledyard Center Village Districts

The Design Guidelines shall apply to all properties within:

- Ledyard Center Village District-1 (LCVD-1)
- Ledyard Center Village District-2 (LCVD-2)
- Ledyard Center Village District-3 (LCVD-3)
- Multi-Family Village District (MFVD)

Gales Ferry Design District

The Design Guidelines may be applied to all properties within:

- Gales Ferry Design District-1 (GFDD-1)
- Gales Ferry Design District-2 (GFDD-2)

The goals established for the Ledyard Center Village Districts and the Gales Ferry Design Districts are consistent with the Town's adopted Plan of Conservation and Development. In addition to these goals, the Design Guidelines shall serve as an illustrated guide for the Commission to review all other proposed development in the Town of Ledyard. The Commission should reference the specific design standards and criteria established in these guidelines to promote and encourage both residential and commercial development that enhance the community's overall character. All future design in Ledyard should consider the human scale, architectural heritage, and the character of the Town. See the official **Town of Ledyard Zoning District Map** for the location of the Ledyard Center Village Districts (LCVDs) and the Gales Ferry Design Districts (GFDDs) within the Town of Ledyard.

What is the Design Review Process?

The design review process shall include:

- Planning Department staff will serve as initial contact and liaison, providing the applicant with the ARB Application Form and corresponding materials.
- Upon a completed submission of the ARB Application Form and materials, development projects shall be referred to the ARB for design review. The ARB will provide written recommendations to the Commission or the Town Council regarding items addressed in the Design Guidelines within thirty-five (35) days of receipt of an application.
- The Commission will review the ARB's recommendations, and subsequently consult with the applicant and Planning Department staff. Upon review the Commission will decide whether to hold its own public hearing in accordance with the Town of Ledyard Zoning regulations prior to rendering a final decision.

Required Submission Materials

The ARB requires applicants to submit materials and adhere to the process as outlined in the Town of Ledyard Zoning Regulations, Section 7 "Special Permits." In addition, the applicant shall submit drawings, models, renderings, and/or perspectives that illustrate the 3-dimensional massing and architectural character of proposed new buildings and/or substantial renovation of existing buildings, including adjacent buildings that are adequate for the ARB to properly assess the application.

Waivers

The ARB may, by majority vote, waive one or more of the submission materials identified upon a written request by the applicant during the design review process. Waiver requests must describe in sufficient detail why such information is not relevant to the ARB's review. Applicants should be advised that a waiver from the ARB does not qualify as a waiver from any part of the Zoning Regulations and/or the Commission's review process.

Written Report

The ARB shall submit a written report of recommendations to the Commission for each application received within thirty-five (35) days of receipt of an application. The cost, if any, shall be the responsibility of the applicant.

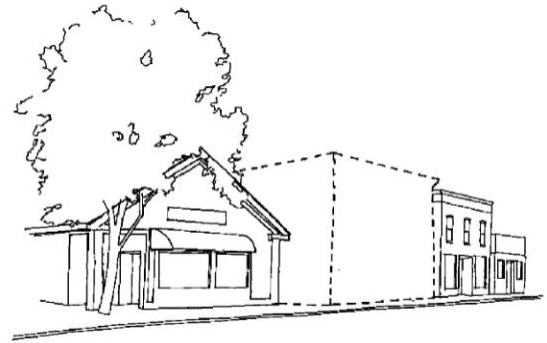
The written report shall include only those items addressed in the Design Guidelines, and the ARB shall not attempt to interpret the Zoning Regulations that govern use of a property, granting of variances, inland wetlands, or watercourses, or building code compliance. In addition, the ARB's recommendations shall be considered advisory and do not imply or guarantee subsequent approval of an application by the Commission.

I. General Site Design

A. Façade & Building Design

All spaces, structures, and related site improvements visible to the public from public roadways shall be designed to add to the visual amenities of the surrounding area in relationship to the proposed development.

The color, size, height, location, roof treatments, building materials, landscaping, and proportion of openings of any proposed new construction, re-construction, or substantial rehabilitation, as well as proposed signage and lighting, shall be evaluated for compatibility with the area's surrounding architecture. The color, size, height, and architectural style of the building shall complement and not compete with other architecturally distinguished buildings in the district. These details shall be reviewed by the ARB.



New buildings should be sensitive to adjacent buildings. (Illustration Credit: *Design Guidelines for Manchester's Commercial and Historic Districts*, prepared by Land Works and Smith & Vansant, Architects, 2001.)

Color

Primary colors should not be used for building walls unless muted in tone. Neon colors are not allowed. Trim colors for windows, soffits, cornices, moldings, etc. should be whites or dark saturated cool colors (for example, greens, blues, bronze). Brick and stone may be left their natural color. Roof colors should be natural colors. Entry doors may have greater color latitude.



Buildings should complement the character of the surrounding area, provide a street facing façade, and incorporate key architectural features. (Picture Credit: www.jkscanlan.com, 2009.)

Design Standards

Wherever possible and where site conditions allow, the front building plane should be oriented towards the street. Accessory buildings may be exempt. The street elevation of buildings shall have at least one entrance oriented towards the street. Façade materials should be finished with brick, cedar shakes, wood, cement board siding and appropriate stucco or concrete masonry units. Where architecturally appropriate, facades shall include wall bases, finished with brick, stone, or cement. Building numbers shall be located over the primary entrance to the building and shall be visible from the street for both design and emergency services purposes. Awnings or similar weather protection along sidewalks of non-residential or mixed use structures are encouraged.

Many of the design standards apply only in conditions where clearly visible from the street or public areas. The architectural and façade controls concentrate on the public realm. Awnings or similar weather protection along sidewalks of non-residential or mixed-use structures should be encouraged.

Utility boxes and machinery, including but not limited to, backflow devices, electric meters and air conditioning units, are prohibited where visible from parks, squares, and public streets. Blank walls should not be visible from a public street. The applicant shall propose a site plan that minimizes the view of parking lots, driveways, or garage doors from public view.



New development should be well designed on all sides that are visible from the street or public access, placing all mechanical features and blank walls out of public view. (Picture Credit: www.cyburbia.org, 2009.)

B. Site Design

Landscaping

Developers shall prepare a landscape plan that enhances the overall aesthetics of the project through strategically placed plants and vegetation, retaining as much existing natural landscape and habitat of the site as possible. All future landscaping shall be designed to complement the character of the surrounding area, as well as the planned building design and layout. Landscape design should integrate the natural and built environments, conserving natural areas while restoring damaged habitats and promoting biodiversity.

The landscape plan shall include a description of the natural resources located on the parcel and clearly delineate construction boundaries to minimize disturbance of the site's existing vegetative features. All buildings should be carefully sited to minimize the amount of impervious surfaces and disturbance to the existing habitat. All landscape plans must attempt to preserve and retain the natural landscape (topography, soil, trees, and plant life) on the site. Landscape plans should include street tree installation to improve the overall character of the district and provide shade.

Parking lots shall be appropriately landscaped. The purpose of adding vegetation to parking areas is to reduce the amount of impervious surfaces, develop bio-retention areas/rain gardens that capture storm water and encourage habitat restoration, clearly define pedestrian and vehicular areas, reduce heat island effects, and capture carbon emissions. Parking areas should incorporate landscaping elements at curb cut locations, between parking rows, access lanes, transition areas, and pedestrian pathways. Invasive plants and noxious weed species are prohibited. Recommended plantings should require limited maintenance, such as fertilizers, pesticides, or herbicides, and should promote biodiversity.



Parking lots should be enhanced with landscaping.
(Picture Credit: www.cyburbia.org, 2009.)



Rain gardens are bio-retention areas designed to absorb stormwater runoff. (Picture Credit: www.urbanwaterquality.org, 2009.)

Stormwater Management

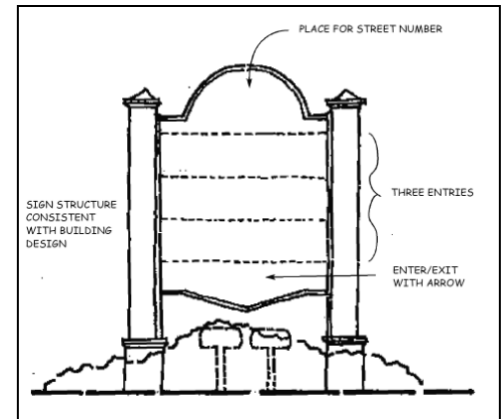
Storm water control measures shall be provided for impervious surfaces within the site in accordance with the Town's ordinances, regulations and/or as deemed appropriate by the Commission. All storm water control structures shall be reviewed, approved, and inspected by the Director of Public Works or the Town Engineer.

C. Signage

Exterior and freestanding signs shall be designed to reflect the overall design purpose of the LCVDs and the GFDDs, while providing reasonable exposure, and fair competition, to advertise the products or services available at each location. Creativity is encouraged in signage and graphic design. Signs can be expressive in form and lighting. Standard, metal frame and plastic signs are discouraged. Internally lit signs are prohibited. Signs painted on the awnings are allowed, but awnings cannot be internally illuminated.

All exterior signs shall compliment, rather than monopolize, the overall landscaping and architectural themes of the district, and shall not create unreasonable distraction, or clutter. All signs shall be in conformance with the following provisions and the Zoning Regulations:

- Creative designs for signs and support structures, including 3-dimensional themes, will be considered on a case-by-case basis. The scale, proportion, and overall design shall relate harmoniously to the architecture of the building and/or the service or product offered, and shall not mask architectural details of the building, nor obscure the view of adjacent signs and buildings.
- Design themes that compliment early New England architecture are encouraged.
- Franchise symbols and insignia convey a message, are universally recognizable, and should not exceed the gross area of the permitted “sign face” as defined in the Zoning Regulations.
- Sign structures may project from the face of the building (overhanging signs) provided they do not obscure adjacent signs or architectural details of buildings.
- Stone and brick planters around freestanding sign structures are encouraged and may be credited toward front or side yard landscaping requirements as appropriate.
- Larger building mounted “Identification Signs” may be considered if the “Freestanding Sign” size is proportionally reduced or eliminated and the balance better serves the goals of the district.
- All external lighting of signs shall be low level, shielded, and directed away from traffic and abutting residential properties.
- Sign graphics shall be simple and use a minimum of words.
- No outdoor advertising shall take place on any part of a site unless said advertising is related to the services provided on the premises.
- Internal illumination of the sign face is prohibited.
- “Prohibited Signs” as identified in the Town of Ledyard Zoning Regulations shall also apply.



Signs should be consistent with the architectural features of the building.

(Illustration Credit: *Design Guidelines for Manchester's Commercial and Historic Districts*, prepared by Land Works and Smith & Vasant, Architects, 2001.)

- Signs affixed to buildings shall be architecturally compatible with the style, composition, materials, colors, and details of the building, as well as with other signs used on the building or its vicinity. Wherever possible, Signs located on buildings within the same block face shall be placed at the same height in order to create a unified sign band.
- Wood and painted materials are encouraged for sign construction. Flat signs should be framed with raised edges.

Freestanding Signs

One freestanding sign, permanently secured to the ground, shall be allowed per lot. Such sign shall not exceed 12 square feet in sign area, shall not extend higher than 8 feet above ground level at its highest point, and shall not be less than 10 feet from a public roadway. The sign shall not contain moving or illuminating elements or components. Only exterior lighting (see lighting design section) may be used to illuminate the sign. Such illumination shall use only soft white light no greater than 1,800 lumens of constant intensity, and shall be downwardly directed and contained on the premises, the sole purpose being to make a sign visible in the dark.

Hanging Signs

Each commercial use within a structure is permitted one hanging sign no larger than 4 square feet in sign area. Hanging signs shall protrude perpendicularly from the front of the building. No portion of any such sign shall interfere with pedestrian traffic. In the case of a structure that faces more than one public roadway or entrance, one additional sign for each such circumstance may be permitted.



Hanging signs should be simple, creative, and unique. (Picture Credit: www.hotdiggity.com, 2009.)

Wall Signs

Wall signs shall be permitted, provided they are parallel to the face of the building (roofs and overhangs not included), and no part thereof (including any illuminating devices) shall protrude more than 12 inches beyond the face of the building nor be higher than the wall upon which it is located. The aggregate area of any wall sign shall not exceed 2 square feet for every 1 foot in length of such building upon which it is attached. Signage placement shall be centered over tenant storefronts or offices and shall not exceed 24 square feet in total area for each storefront.

Additional Signs

One additional temporary sign may be permitted for each lot for the purpose of displaying a changeable message to allow a business use to identify special products, events, or sales. This sign may not be internally illuminated. The sign shall not be permanently affixed to the ground and must be removed from public view during non-business hours. In the case of a structure that faces more than one public roadway or entrance, one additional sign for each such circumstance may be permitted. The height of such sign shall not exceed 4.5 feet, and the sign area shall not be greater than 9 square feet.

D. Lighting

Outdoor lighting is used to illuminate roadways, parking lots, yards, sidewalks, public spaces, signs, work sites, and buildings. It increases the safety of a site by providing better pedestrian, bicyclist, and vehicular visibility. Lighting also presents an opportunity to accent and enhance architectural features, facades, landscaping, and surrounding areas. The lighting fixtures chosen can add to the character of the building, improve the business image, and enliven the street. The fixtures chosen and their illumination qualities should complement and enhance the architectural character of the building and district.

Lighting Design

Outdoor lighting design will be used to enhance the buildings character, while providing safety for patrons and residents. Applicants shall submit a lighting plan that incorporates the following:

- Full cutoff luminaries or recessed lighting fixtures; the source of illumination should not be visible.
- Luminaries shall be aimed away from, and/or include shields that prevent the light source from being visible from adjacent properties or roadways.
- All wiring for new site lighting should be underground.
- The mounting heights for luminaries installed on poles or on buildings should be kept lower to the ground to avoid additional unnecessary glare, and provide a welcoming environment for pedestrians.
- Luminaries are not permitted in buffer areas between adjacent properties and in buffer areas adjacent to roads.
- Floodlights and spotlights are not permitted for general lighting purposes.

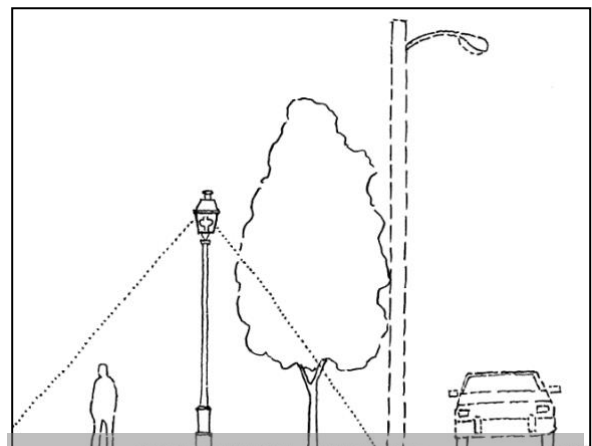
All lighting shall minimize light trespass, reduce sky-glow to increase night sky access, improve nighttime visibility through glare reduction, and reduce adverse impacts on wildlife environments.



Lighting should provide safety and enhance architectural features. (Picture Credit: QT Luong, 2009.)



Full cutoff luminaries reduce unnecessary glare. (Picture Credit: www.lightfair.com, 2009.)



Street lighting should be lower to the ground to increase pedestrian visibility. (Illustration Credit: *Design Guidelines for Manchester's Commercial and Historic Districts*, prepared by Land Works and Smith & Vansant, Architects, 2001.)

Exterior lighting shall be off when sufficient daylight is available and when the lighting is not required during nighttime hours.

Street Lighting

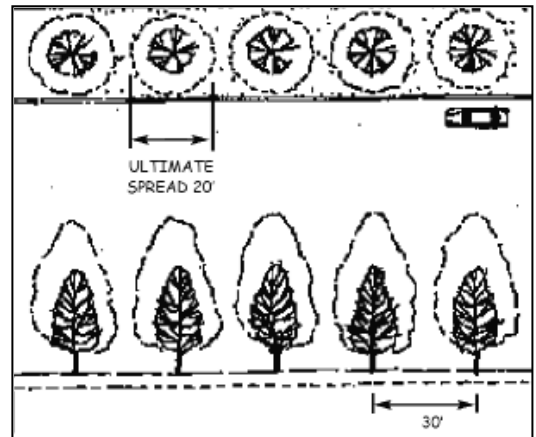
Street lighting shall be provided on all streets. Street light fixtures should be located within 3 feet of the curb and should be provided at consistent regular intervals. Street light fixtures shall be chosen in consultation with the ARB. Design shall be consistent in color, style, and architectural details. Street lighting shall be well integrated with landscaping and building design.

E. Streetscape

Street Trees

Trees provide shade when planted alongside sidewalks. In addition, street trees provide a more pedestrian friendly environment, reduce heat island effects, improve air quality, reduce cooling loads in buildings, and increase evapotranspiration rates.

Shade from trees is estimated by the crown diameter (the width of the shade if the sun is directly above the tree), which is used to calculate the total shaded area. Streets shall be planted with regularly spaced street trees (no more than 40 feet apart) to provide maximum shade for pedestrians. Street trees should be at least 3 inch in caliper at chest height to achieve maximum shade and coverage. Trees shall be indigenous to the region and selected in consultation with the ARB.



Street trees provide shade for pedestrians.
 (Illustration Credit: *Design Guidelines for Manchester's Commercial and Historic Districts*, prepared by Land Works and Smith & Vansant, Architects, 2001.)

All new projects must submit a street tree plan as part of the required landscape plan. The plan should detail appropriate species of trees, root mediums, and width and soil volume of planter strips or wells. The plan will also address whether the tree species are considered invasive to the Town of Ledyard, according to the United States Department of Agriculture (USDA) or the state agricultural extension service. New and existing developments may choose to develop “tree lawns.” Tree lawns are strips of land between the road and the sidewalk and should be a minimum of 5 feet wide. Grass should be established continuously for the full length of the tree lawn with mulch rings or planting beds around new and existing plants or trees. Tree-lined streets provide an attractive neighborhood and commercial setting.

Street Furniture

The ARB may require streetscapes, which includes well-designed street furniture and infrastructure. These items include but are not limited to the following: benches, trash receptacles, street signs, and traffic lights. Street furniture shall be chosen in consultation with the ARB. Benches and trash receptacles shall be provided on all streets at consistent regular intervals. Street furniture shall be located so as to maintain a clear



pedestrian path. Street furniture should be consistent in color and style along both sides of any street. All new utilities shall be placed underground in all public streets and in rear service alleys.

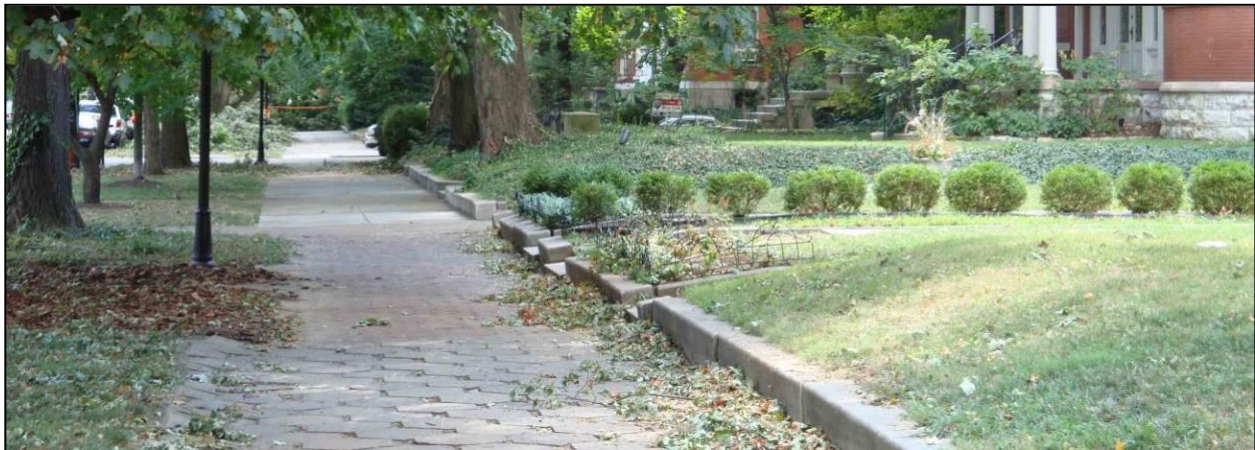
Sidewalks

The ARB may require that a system of sidewalks and pedestrian pathways within a site and between adjacent sites, linking all buildings, parking areas and green spaces should be provided. This network should also connect adjacent sidewalks and pedestrian pathways when applicable.



A minimum of a 5-foot wide sidewalk shall be provided, and thus represents a good dimension where pedestrian traffic is light, street furniture is limited, and buildings are set back from the sidewalk. Wider sidewalks (8 feet) are warranted in areas of high pedestrian traffic and commercial activity.

Sidewalks should be constructed of reinforced concrete or other durable low maintenance surface materials (pavers, bricks, etc.) acceptable to the ARB. Sidewalk material should be consistent throughout the district and enhance the architectural character of the building design. Where possible, reduce impervious surfaces by integrating sustainable design materials and features (open-grid pavers, porous pavers, etc.) as long as they are consistent with the overall design of the district.



F Sidewalks provide connections between buildings and provide alternative transportation options. (Picture Credit: www.pps.org, 2009.)

Parks & Recreation Space

The ARB may require parks and/or recreation space for public gathering, including Town Green, plazas, parks, and squares. New development should provide an amount of park and/or recreational space dependent upon the size and use of the parcel. Parks encourage a variety of functions, facilities, and features, such as playground equipment, seating areas, performance venues, information kiosks, street trees, plant materials, interpretative signage, landmarks, and trail linkages.

Design

Ensure parks are at a similar grade to the public street. Provide enhanced perimeter street tree planting along street frontage. Encourage double row street tree planting to reinforce street edge. Ensure all park spaces include appropriate signage visible from surrounding streets. Locate playground structures with clear visibility to public streets.

Provide a balance of hard and soft landscape materials at street corners. Encourage a decorative hardscape surface to accommodate street furniture such as bike racks, kiosks, and signage at park and trail entrances. Incorporate seating areas into all areas with waste/recycling receptacles and trees for shade. Consider backless benches in areas with multiple functions and backed benches with areas of individual focus/activity.



A “Town Green” provides open space and community gathering opportunities. (Picture Credit: <http://graphics8.nytimes.com/images/2009/05/17/nyregion/17colct.span.jpg>, 2009.)

Encourage architectural structures in active park spaces associated with other neighborhood uses. Encourage sheltered facilities and amphitheaters in active park spaces. Provide pathways through parks that reflect desire lines particularly at street intersection locations. Landscape details should be increased at major pedestrian areas.

G. Screening

Commercial Screening

Walls built adjacent to any street frontage should be between 4 feet and 6 feet above the ground. Street-level landscaping shall not interfere with visibility and safety of vehicles. The better side of a street wall shall face the street. Walls shall be constructed of natural materials, such as stone, brick or any other materials that the ARB approves. All fences or walls 50 feet in length or longer should be designed to minimize visual monotony by changing plane, height, material, or material texture, or significant landscape massing. Screening may also be accomplished through the use of street trees, landscaping, and other natural features identified in the required landscaping plan.

Where parking lots and drives abut the landscaped strip along the street right-of-way, evergreen shrubs, and/or a 3 foot stone wall should be provided for screening. The screening should be an indigenous plant species that is a minimum of 3 feet high and a maximum of 6 feet high and extend along the entire street frontage of the parking



Fences should be constructed of natural materials. (Picture Credit: www.troweltradesupply.com, 2009.)

lot, exclusive of driveways and visibility lines.

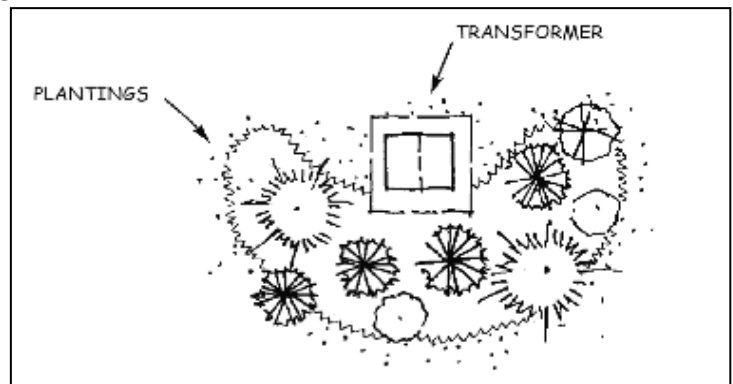
Residential Screening

The rear lot line of a residential property should have a 3 to 6 foot-tall privacy screen of fence, wall, or shrubs. The side lot line of a residential property should have a 5 to 7 foot privacy wall or fence on shared side property lines. Adequate measures shall be taken to ensure privacy between residences. Residential uses allowed on the first story should have a finished floor height raised a minimum of 2 feet above sidewalk grade. Privacy walls should be constructed of natural materials, such as wood, stone, or brick.

It is the intent of these guidelines to provide a welcoming transition zone between the private realm (housing, lawns, porches, etc.) and the public realm (sidewalks, street trees, etc.). Fences should not exceed 4 feet in height and have a transparent character, allowing views into yards and providing interest for pedestrians. Solid fences made of dense materials and design are inappropriate, and do not engage the pedestrian or passerby.

Service Areas & Mechanical Equipment Screening

Commercial and residential buildings often require mechanical equipment (plumbing, vents, stacks, transformers, fans, cooling towers, etc.) and service areas (loading docks, exterior storage areas, dumpsters, etc.) that can detract from the overall building design and architectural character of the development. Mechanical equipment, garbage containers, dumpsters, and electrical transformers should be concealed from public view on all sides by architectural or natural elements satisfactory to the ARB's approval. Shared loading and delivery areas should be encouraged between nearby uses where feasible. Roof penetrations should not be visible from public areas.



Natural screening for mechanical equipment adds to the overall design of the project. (Illustration Credit: *Design Guidelines for Manchester's Commercial and Historic Districts*, prepared by Land Works and Smith & Vasant, Architects, 2001.)

Utilities

When site conditions allow, all service and utility areas should be located either underground or away from the street and concealed from building entrances, pedestrian areas, and adjacent buildings.

II. Ledyard Center Village Districts

A. Façade & Building Design

LCVD-1 & LCVD-2

There is no minimum lot size and lot width for buildings in the LCVD-1 and LCVD-2. Lot coverage by all impervious surfaces including buildings, structures, parking areas, and access roads shall not exceed 85% of the total lot area. Residential units, which are optional, shall not be on the ground floor, and shall not exceed two bedrooms each.

Non-residential and mixed-use structures shall be built to the sidewalk line. Appropriate exceptions include relief for commercial hardscapes and/or public green space. Residential structures may have a greater front setback to allow for landscape treatments, porches, bay windows, and other architectural embellishments; however, the setback should not exceed 10 feet from the sidewalk line.



Buildings should be concentrated to create walkable clusters of businesses. (Illustration Credit: *Design Guidelines for Manchester's Commercial and Historic Districts*, prepared by Land Works and Smith & Vasant, Architects, 2001.)

Garages, carports, and other accessory structures shall have a front setback of 60 feet from the front boundary line of the parcel. There are no side or rear setback requirements. Building height may exceed 35 feet. The lowest point of an egress shall not exceed 35 feet without approval from the Fire Marshal. One structure may share no more than one party wall with another structure on a separate lot. The front or side of every building shall face the street. Loading docks, overhead doors and service entries are prohibited from facing the street.

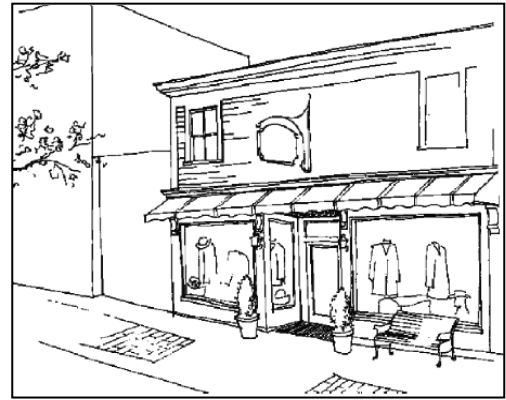
Accessory structures are permitted in accordance with the Town of Ledyard Zoning Regulations. Accessory structures shall not be greater than 660 square feet in footprint and shall not exceed two (2) stories in height.

LCVD-2

The LCVD-2 District, in addition to all of the uses and constraints of the LCVD-1 District, permits multi-family structures and condominiums on up to 75% of the lot or of the building usage provided that the balance of the lot or building usage is developed as a commercial use, or alternatively, another equivalent area of a parcel in the LCVD-1 or LCVD-2 districts is developed commercially.

LCVD-3

The minimum lot size shall be 20,000 square feet for buildings in LCVD-3. The front yard setback shall be at least 30 feet and the rear yard setback shall be at least 20 feet from the centerline of the road for buildings in LCVD-3. The side yard setback shall be minimum of 12 feet, and maximum of 25 feet or larger if approved. Garages, carports, and other accessory structures shall have a front setback of 60 feet from the centerline of the road.



Façade treatments. (Illustration Credit: *Design Guidelines for Manchester's Commercial and Historic Districts*, prepared by Land Works and Smith & Vansant, Architects, 2001.)

If public water and public sewer are available, the density shall not exceed one residential unit per 7,500 square feet of lot area.

If there are septic systems, the density shall be determined by the public health code not to exceed one residential unit per 7,500 square feet of lot area.

Single-family homes are permitted in the LCVD-3 district if on an interior lot 20,000 square feet or larger.

LCVD-1, LCVD-2, & LCVD-3

Gas stations are permitted in the LCVD-1, LCVD-2, and LCVD-3 districts provided the fuel pumps are not visible from the street.

Two bedroom apartments or condominiums are permitted if not on the ground floor in in the LCVD-1, LCVD-2, and LCVD-3 districts.

Prohibited uses include those with a high potential to contaminate ground or surface water; uses incompatible with the purpose of the Village District; uses that will generate noise; uses that create risk to personal safety; uses that produce vibration, smoke, fumes or odors that may be offensive or detrimental to nearby property owners or property users; correctional facilities; alternate incarceration centers; methadone clinics; halfway houses; rooming houses; adult entertainment stores; tattoo or body piercing studios; pawnshops, and standalone parking lots including recreational vehicle parking lots.

MFVD

This area permits only multi-family, condominiums, cooperatives, and townhouses. There are no limits on the number of bedrooms. The density shall not exceed 1 unit per 7,500 square feet of lot area, and a minimum lot size of 20,000 square feet, normally a 30-foot setback from the center of the roadway, and other conventional bulk requirements. Five (5) foot wide sidewalks are required.

Large Footprint Buildings

Two or three-story buildings are required in the LCVDs. Single use facilities may be permitted to construct one-story, provided a two-story facade is maintained for all building sides. Churches and civic buildings are exempt from this requirement.



Big box developments should replicate historical Village character by creating individual storefronts. (Photo Credit: Laberge Group.)

Civic Buildings

Civic buildings may be set farther back from the street than non-civic buildings in the district. Civic buildings include, but are not limited to, municipal buildings, churches, libraries, schools, recreation facilities, and places of assembly. Civic buildings do not include retail buildings, residential buildings, or privately owned office buildings.

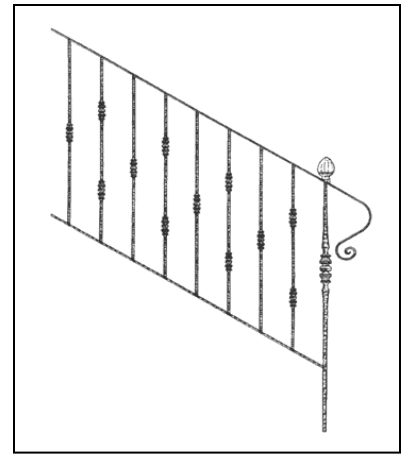
B. Architectural Detail

The requirements and materials described in this section are intended to provide guidance to applicants on the types of syntax the ARB expects to find on new or improved structures. Alternative materials may be proposed by the applicant, and may be supported by the ARB, if they meet the purpose and intent of the district.

Columns, Arches, Piers, Railings & Balustrades

Columns and piers shall be spaced no farther apart than they are tall. Suggested finish materials include the following:

- **Columns:** Wood (painted or natural), cast iron, concrete with smooth finish.
- **Arches:** Concrete masonry units with stucco (C.B.S.), reinforced concrete with stucco, brick, wood.
- **Piers:** Concrete masonry units with stucco (C.B.S.), reinforced concrete with stucco, brick, wood.
- **Railings & Balustrades:** Wood (termite resistant), painted or natural, wrought iron, balustrades shall not be farther apart than 3 inch minimum or 4 inch maximum



Balustrades should replicate historical design of surrounding area.

(Illustration Credit: www.lockit.co.uk, 2009.)

Suggested configurations include the following:

- **Columns:** Square (6 inch minimum, with or without capitals and bases), round (6 inch minimum outer diameter, with or without capitals and bases), classical orders.
- **Arches:** Semi-circular & segmental.
- **Piers:** 8-inch minimum dimension.
- **Porches:** Railings 2-3/4 inch minimum diameter. Balustrades shall not be farther apart than 3 inch minimum or 4 inch maximum

Windows & Doors

Window openings facing streets shall be oriented vertically. Storefront windows shall be single panes of glass, with window grids, not larger than 6 feet in height x 4 feet in width. For retail uses, windows shall cover 75% of the street frontage on the ground



Windows should be consistent in size, color, and rhythm. (Illustration Credit: *Design Guidelines for Manchester's Commercial and Historic Districts*, prepared by Land Works and Smith & Vansant, Architects, 2001.)

floor facing the street. Storefront windows shall begin a maximum of three feet height above the sidewalk.

Suggested accessories include the following:

Shutters (standard), wooden window boxes, muntins and mullions, fabric awnings (no backlighting; no glossy-finish fabrics)

Suggested finish materials include the following:

- Wood, aluminum, copper, steel, cement board siding, doors, wood or metal, fiberglass.

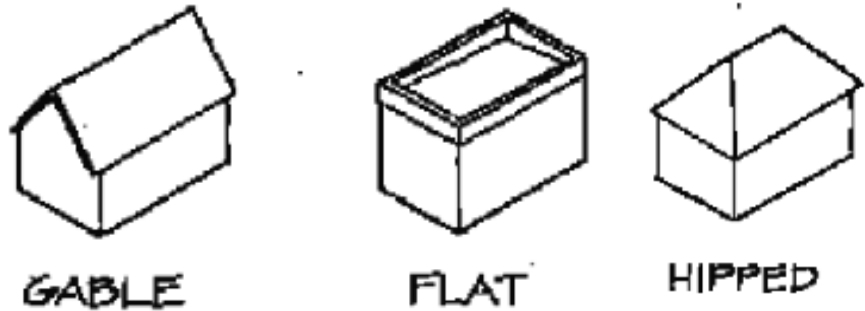
Suggested configurations include the following:

- **Windows:** Rectangular, square, round (18 inch maximum outer diameter), semi-circular.
- **Window Operations:** Casement, single and double-hung, industrial, fixed frame.
- **Door Operations:** Casement, french, sliding.

Roofs & Gutters

Suggested roof types include the following:

- Gabled, hipped, flat, and domed (down spouts are to match gutters in material and finish).
- Flat roofs shall be concealed or screened.



Rooflines enhance the architectural features of buildings. (Illustration Credit: *Design Guidelines for Manchester's Commercial and Historic Districts*, prepared by Land Works and Smith & Vansant, Architects, 2001.)

Suggested finish materials include the following:

- **Metals:** Painted galvanized steel, copper, aluminum, zinc-aluminum.
- **Shingles:** Asphalt or metal, “dimensional” type, slate, cedar shake.
- **Tile:** Clay, terra cotta, concrete.
- **Gutters:** Copper, Aluminum, Painted galvanized steel.

* Rubber panels and sealed membrane roofs are allowed on flat roofs or low-pitched roofs.

Suggested configurations include the following:

- **Metals:** Standing seam, 24-inch maximum spacing, panel ends exposed at overhang.
- **Shingles:** Square, rectangular, fish-scale, shield.
- **Gutters:** Rectangular section, square section, half-round section.

Garden Walls & Fences

Suggested materials include the following:

- Wood (termite resistant, painted white, left natural, or painted/stained with colors approved by the ARB), Concrete masonry units with stucco (C.B.S.), reinforced concrete with stucco, wrought iron, brick, cement board siding, stone

Suggested finish materials include the following:

- Wood: Picket Fences: minimum 30% opaque, with corner posts. Other: to match building walls.
- Stucco: With texture and color to consistent with building walls.
- Wrought Iron: Vertical, 5/8 inch minimum dimension, 3 inch to 4 inch spacing.

* Chain-link fencing is not permitted.



C. Access

The ARB may require the applicant to present a traffic survey conducted by a qualified traffic engineer evaluating the impact of the anticipated traffic on the safety and congestion of traffic flow on the public roadway, and on pedestrian use in front of the property. The ARB may require such measures as are necessary to ensure pedestrian and vehicular safety and ease of travel, including limiting access to and from the parking area to right turns only, and requiring other measures to enhance visibility for persons exiting from the parking area and for drivers and pedestrians on the public roadways. All developments shall locate parking lots behind, below, or between structures, hidden from view of the road by proper screening (see section on screening).



It is the intent of the ARB is to provide safe access for all pedestrians and bicyclists. This is to be achieved by limiting curb cuts, providing clearly marked and designated crosswalks through the use of brick, stamped asphalt, and bollards. To reduce the speed of passing vehicular traffic, the ARB may require minimum sight line distances depending on present or anticipated traffic conditions and upon posted speed limits and surveyed average vehicular speeds.

Brick paver crosswalks increase pedestrian safety. (Picture Credit: www.baristanet.com, 2009.)

The applicant shall demonstrate that the site design makes proper provision for pedestrian access and safety. All site plans shall provide for pedestrian walkways and circulation in and around buildings. Sidewalks shall be constructed parallel to roadways. Pedestrian pathways allowing access from the sidewalk to the primary building entrance are required.

Vehicular entrances shall be a maximum of 25 feet wide and shall be clearly defined. Vehicular entrances shall not exceed 30% of the lot frontage. The total number of entrances that can safely be accommodated along the same road will be a consideration for approval or disapproval of a special permit and/or site plan application. Wherever possible, each development shall be limited to one access point per property on the same road. Shared entrances are allowed and encouraged, as well as use of side entrances that provide access to multiple developments.

On-Street Parking

On-street parking is encouraged throughout the district. Parking need not be contiguous with the building or the use it serves. Minimum parking requirements in the LCVD-1 and LCVD-2 are as follows:

- 2 spaces/dwelling unit
- 1 space/400 sf of retail
- 1 space/300 sf of office

Shared parking solutions are preferred. Required parking minimums can be reduced by up to 50% with a shared parking solution approved by the Commission. The applicant shall provide a parking analysis justifying the proposed shared parking solution.

Minimum parking space dimensions for perpendicular or diagonal parking shall be 9 x 17 with 10-foot drive lanes (20 foot for 2 way traffic) and parallel parking spaces shall be 8 x 20 minimum with 10-foot drive lanes (20 foot for 2 way traffic). Parking shall be provided as necessary to meet the requirements of the Americans with Disabilities Act (ADA). The layout of parking along any roadway shall be determined in consultation with the Public Works Director and Town Planner.

Off-Street Parking

Off-street surface parking lots shall be setback a minimum of 10 feet from the sidewalk line. Surface parking lots may be built up to the property line or sidewalk on all secondary street frontages. All parking lots shall be screened (see screening section). Alleys may be incorporated into lots as standard drive aisles. Access to all properties adjacent to the alley shall be maintained. Access between parking lots across property lines is also encouraged.

Circular drives are prohibited except for civic buildings in LCVD-1 and LCVD-2. Circular drives are permitted in LCVD-3. Where space permits, garage doors shall face the side or the rear, not the front. Off-street parking areas in front of new buildings are discouraged. Off-street parking areas in front of existing buildings are discouraged if alternative parking solutions exist.

III. Gales Ferry Design Districts

A. Façade & Building Design

GFDD-1 & GFDD-2

The minimum lot size shall be 25,000 square feet for buildings in the GFDD-1 and GFDD-2. Lot coverage by all impervious surfaces including buildings, structures, parking areas, and access roads shall not exceed 80% of the total lot area. Building coverage shall not exceed 40%. The rear yard setback shall be at least 20 feet. The side yard setback shall be a minimum of 12 feet, and a minimum of 24 feet combined on both side yards of the building. The minimum lot frontage for a building is 75 feet.

All commercial, mixed-use, and residential developments should be built to the sidewalk line. It is the intent of the ARB and these guidelines to minimize front yard setbacks, and produce a harmonious streetscape and street edge with similarly scaled, massed, and designed buildings. Appropriate exceptions for disruption to a continuous streetscape building setback would be for the placement of commercial hardscapes, plazas, parks, and green space.

Residential structures are allowed a greater front setback (not to exceed 10 feet from the sidewalk line) to create a comfortable transition zone between the public and private realm. The transition zone may include screening (see screening section), front lawns, trees, landscaping (native species), bay windows, porches, and other architectural embellishments.

One structure may share no more than one party wall with another structure on a separate lot. The front or side of every building shall face the street. Loading docks, overhead doors and service entries are prohibited from facing the street. Building height should not exceed 35 feet. The lowest point of an egress shall not exceed 35 feet without approval from the Fire Marshal.



New development should establish a consistent setback. (Illustration Credit: *Design Guidelines for Manchester's Commercial and Historic Districts*, prepared by Land Works and Smith & Vansant, Architects, 2001.)

Ac
ces

sory structures are permitted, and uses may include parking, accessory dwelling units, storage space, and trash receptacles. Home occupation uses are not allowed unless in a single-family dwelling. Accessory structures shall not be greater than 660 square feet in footprint and shall not exceed two (2) stories in height. Garages, carports, and other accessory structures shall have a front setback of 60 feet from the front boundary line of the parcel.

Civic Buildings

Civic buildings are encouraged in the GFDD-1 and GFDD-2 to add to the character of the district. Civic buildings may be set farther back from the street than other non-civic buildings in the district. Civic buildings include, but are not limited to, municipal buildings, churches, libraries, schools, recreation facilities, and places of assembly. Civic buildings do not include retail buildings, residential buildings, or privately owned office buildings.

B. Architectural Detail

The requirements and materials described in this section are intended to provide direction to applicants on the types of syntax the ARB expects to find on new or improved structures. Alternative materials may be proposed by the applicant and may be approved by the ARB if they meet the purpose and intent of the district.

Columns, Arches, Piers, Railings & Balustrades

Columns and piers should be spaced no farther apart than they are tall. Suggested finish materials include the following:

- **Columns:** Wood (painted or natural), cast iron, concrete with smooth finish.
- **Arches:** Concrete masonry units with stucco (C.B.S.), reinforced concrete with stucco, brick, wood.
- **Piers:** Concrete masonry units with stucco (C.B.S.), reinforced concrete with stucco, brick, wood.
- **Railings & Balustrades:** Wood (termite resistant), painted or natural, wrought iron, balustrades shall not be farther apart than 3-inch minimum or 4 inch maximum.



Stone Arch. (Picture Credit: <http://www.designpov.com/images/RichardsonianArch.jpg>)

Suggested configurations include the following:

- **Columns:** Square (6 inch minimum, with or without capitals and bases), round (6 inch minimum outer diameter, with or without capitals and bases), classical orders.
- **Arches:** Semi-circular & segmental.
- **Piers:** 8-inch minimum dimension.
- **Porches:** Railings 2-3/4 inch minimum diameter, Balustrades shall not be farther apart than 3-inch minimum or 4 inch maximum.



Square Craftsman Column. (Picture Credit: <http://www.pacificcolumns.com/images/columns/composite-columns-ct-main.jpg>)

Windows & Doors

Window openings facing streets shall be oriented vertically. Storefront windows shall be single panes of glass not larger than 6 feet in height x 4 feet in width. For retail uses, windows shall cover 75% of the street frontage on the ground floor facing the street. Storefront windows shall begin a maximum of three feet height above the sidewalk.

Suggested accessories include the following:

- Shutters (standard), wooden window boxes, muntins and mullions, fabric awnings (no backlighting; no glossy-finish fabrics).

Suggested finish materials include the following:

- **Windows & Storefronts:** Wood, aluminum, copper, steel, cement board siding, doors, wood or metal, fiberglass.

Suggested configurations include the following:

- **Windows:** Rectangular, square, round (18 inch maximum outer diameter), semi-circular.
- **Window Operations:** Casement, single and double-hung, industrial, fixed frame.
- **Door Operations:** Casement, french, sliding.

Roofs & Gutters

Suggested roof types include the following:

- Gabled, hipped, flat, and domed (down spouts are to match gutters in material and finish).
- Flat roofs shall be concealed or screened.

Suggested finish materials include the following:

- **Metals:** Painted galvanized steel, copper, aluminum, zinc-aluminum.
- **Shingles:** Asphalt or metal, “dimensional” type, slate, cedar shake.
- **Gutters:** Copper, aluminum, painted galvanized steel.

* Rubber panels and sealed membrane roofs are allowed on flat roofs or low-pitched roofs.

Suggested configurations include the following:

- Metals: Standing seam, 24-inch maximum spacing, panel ends exposed at overhang.
- Shingles: Square, rectangular, fish-scale, shield.
- Gutters: Rectangular section, square section, half-round section.

Garden Walls & Fences

Suggested materials include the following:

- Wood (termite resistant, painted white, left natural, or painted/stained with colors approved by the ARB), concrete masonry units with stucco (C.B.S.), reinforced concrete with stucco, wrought Iron, brick, cement board siding, stone.



Picture Credit: www.bejane.com

Suggested finish materials include the following:

- Wood: Picket fences: minimum 30% opaque, with corner posts.
Other: to match building walls.
- Stucco: With texture and color to match building walls.
- Wrought Iron: Vertical, 5/8 inch minimum dimension, 3 inch to 4 inch spacing.

* Chain link fencing is not permitted.



Picture Credit:
<http://www.mainstreetfranklinmi.com/storage/streetscape/fence.png? SQUARSPACE CACHEVERSION=1279599551415>

C. Access

The ARB may require the applicant to present a traffic survey conducted by a qualified professional engineer evaluating the impact of the anticipated traffic on the safety and congestion of traffic flow on the public roadway, and on pedestrian use in front of the property. The ARB may require such measures as are necessary to ensure pedestrian and vehicular safety and ease of travel, including limiting access to and from the parking area to right turns only, and requiring other measures to enhance visibility for persons exiting from the parking area and for drivers and pedestrians on the public roadways. All developments should locate parking lots behind, below, or between structures, hidden from view of the road by proper screening (see section on screening).



It is the intent of the Design Guidelines to provide safe access for all pedestrians, bicyclists, and vehicular drivers. This is to be achieved by limiting and consolidating curb cuts, providing clearly marked and designated crosswalks through the use of brick, stamped asphalt, and bollards. All new developments should provide parking at the rear of the building, accessible through either a shared entrance, alley or side streets. This will consolidate and eliminate the need for multiple entrance and egress points for vehicles, slowing vehicle traffic, and forcing entry towards a single shared entrance.



Pedestrian access should feel safe and inviting.

Vehicular entrances shall be a maximum of 25 feet wide and shall be clearly defined. Vehicular entrances shall not exceed 30% of the lot frontage. The total number of entrances that can safely be accommodated along the same road will be a consideration for approval or disapproval of a special permit and/or site plan application. Wherever possible, each development shall be limited to one access point per property on the same road. Shared entrances are encouraged, as well as use of side entrances that provide access to multiple developments.

The ARB will work with the developer to identify opportunities to convert curb cuts and wide business entrances into four-way intersections with clearly defined crosswalks, landscaped islands, and signage, making access and travel easier for pedestrians and bicyclists. The result of shared access points and rear service alleys is intended to be a solid, unified massing of buildings facing the street, increasing the desirability, need, and use for sidewalks and reducing vehicular traffic.

All site plans shall provide for pedestrian walkways and circulation in and around buildings. Sidewalks should be constructed parallel to roadways. Pedestrian pathways allowing access from the sidewalk to the primary building entrance are required.

On-Street Parking

On-street parking is discouraged in the GFDD-1 and GFDD-2 districts. However, it may be approved by the ARB. Plans must be reviewed by the Public Works Director and Town Planner. If on-street parking is provided, it shall meet the requirements of the Americans with Disabilities Act (ADA).

Off-Street Parking

Off-street surface parking lots shall be set back a minimum of 10 feet from the sidewalk line. Surface parking lots may be built up to the property line or sidewalk on all secondary street frontages. All parking lots must be screened (see screening section) to meet the standards of the ARB. Alleys may be incorporated into lots as standard drive aisles. Access to all properties adjacent to the alley shall be maintained. Access between parking lots across property lines is also encouraged.

Circular drives are prohibited except for civic buildings in GFDD-1 and GFDD-2. Where space permits, garage doors shall face the side or the rear, not the front. Off-street parking areas in front of new buildings are not allowed. Off-street parking areas in front of existing buildings shall be discouraged wherever alternative parking solutions exist.



Streetscape. Source: Design Guidelines for the Village of Watkins Glen prepared by Synthesis.



TOWN OF LEDYARD

741 Colonel Ledyard
Highway
Ledyard, CT 06339-1511

File #: 26-0489

Agenda Date: 4/7/2026

Agenda #: A.

PRESENTATION

Subject:

Letter from Twisted Sugar Cake Design (redirected to Mayor)

Background:

(type text here)

Department Comment/Recommendation:

(type text here)



TOWN OF LEDYARD

741 Colonel Ledyard
Highway
Ledyard, CT 06339-1511

File #: 26-0490

Agenda Date: 4/7/2026

Agenda #: B.

AGENDA ITEM
CORRESPONDENCE

Subject:

Agricultural Commission Joint Meeting Request

Correspondence List:

(type text here)



Chairman Bruce Garstka

TOWN OF LEDYARD
CONNECTICUT

LEDYARD AGRICULTURAL COMMISSION

Town of Ledyard
Ledyard, CT 06339
<http://www.ledyardct.org>

MEMORANDUM

DATE: March 19, 2026
TO: Town Council
Mayor Fred Allyn, III
Land Use Department (Planning & Zoning)
Planning & Zoning Commission
Inland Wetland & Watercourses Commission
Conservation Commission
Economic Development
Board of Education
Ledyard Beautification
Ledyard Historic District Commission

FROM: Chairman Bruce P. Garstka, Agricultural Commission

RE: Agricultural Commission joint meeting

The Agricultural Commission, at its Regular meeting on April 21, 2026, will hold a joint discussion. The meeting will begin at 6:00 p.m. in the Town Hall Annex. It is requested that a representative from their group attend who could discuss what they are working on currently and what their short- and long-term goals might be. This open discussion may help coordinate the different groups to a common goal for the Town.

For the Agricultural Commission,

Bruce P. Garstka, Agricultural Commission Chairman



TOWN OF LEDYARD

741 Colonel Ledyard
Highway
Ledyard, CT 06339-1511

File #: 24-0516

Agenda Date: 8/6/2024

Agenda #: A.

REPORT

Staff/Committee Report:
Mayor's Report



TOWN OF LEDYARD

741 Colonel Ledyard
Highway
Ledyard, CT 06339-1511

File #: 24-0517

Agenda Date: 8/6/2024

Agenda #: B.

REPORT

Staff/Committee Report:
Planner's Report



TOWN OF LEDYARD

741 Colonel Ledyard
Highway
Ledyard, CT 06339-1511

File #: 26-0461

Agenda Date: 4/7/2026

Agenda #: A.

MINUTES

Minutes:

EDC Regular Meeting Minutes of March 3, 2026



TOWN OF LEDYARD

741 Colonel Ledyard
Highway
Ledyard, CT 06339-1511

File #: 24-0466

Agenda Date: 8/6/2024

Agenda #: A.

AGENDA REQUEST
GENERAL DISCUSSION ITEM

Subject:

Business Directory Update

Background:

(type text here)

Department Comment/Recommendation:

(type text here)



TOWN OF LEDYARD

741 Colonel Ledyard
Highway
Ledyard, CT 06339-1511

File #: 25-2554

Agenda Date: 10/7/2025

Agenda #: B.

GENERAL DISCUSSION ITEM

Subject:

Business Directory Email Progam

Background:

(type text here)

Department Comment/Recommendation:

(type text here)



TOWN OF LEDYARD

741 Colonel Ledyard
Highway
Ledyard, CT 06339-1511

File #: 26-0491

Agenda Date: 4/7/2026

Agenda #: a.

POLICY-PROCEDURE

Motion/Request:

Puerto Lima-Business Rate Award

Background:

(type text here)

Department Comment/Recommendation:

(type text here)

Mayor Comment/Recommendation:

(type text here)

Body:

(type text here)



TOWN OF LEDYARD

741 Colonel Ledyard
Highway
Ledyard, CT 06339-1511

File #: 25-2776

Agenda Date: 11/18/2025

Agenda #: C.

GENERAL DISCUSSION ITEM

Subject:

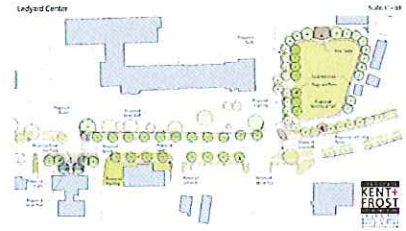
RT-12 Streetscape Action Plan/Funding

Background:

(type text here)

Department Comment/Recommendation:

(type text here)



ATTACHMENT 4
Route 12 Plan

Ledyard, CT

MSIF Application



**TOWN OF LEDYARD
CONNECTICUT
TOWN COUNCIL**

Chairman Linda C. Davis

741 Colonel Ledyard Highway
Ledyard, CT 06339-1551
(860) 464-3203
FAX (860) 464-1485
E-Mail Address:
council@town.ledyard.ct.us

**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

[Back](#)

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.

Timeline:

Spring 2013 – Award of Grant
Summer 2013 – Construction Documents
Fall & Winter 2013 – Begin Construction
Summer/Fall 2014 Construction Completion

Phase 1 Improvements:

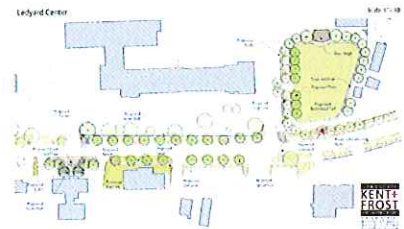
Phase One of the Gales Ferry Streetscape Improvements is targeted at enhancing the walkability and visibility of the core of the village. Sidewalks will be installed throughout the area with large concrete paver nodes at all of the intersections to provide safe areas with good visibility for crossing. Large street trees will be placed between the sidewalks and the street to reduce the visual scale of the roadway, slow traffic, and provide a comfortable separation for pedestrians. Stone walls are part of the fabric of Gales Ferry. New stone walls have been added where retention is necessary, as well as in prominent areas for visual character and the creation of space.

To create meaningful & memorable exterior spaces, the plan calls for the placement of historic “Fire Rings.” These iconic objects are part of Gales Ferry’s volunteer fire departments history. Each “ring” is a bright red 4’ diameter metal ring that is suspended in the air. Before modern alarms, these rings were placed around the village and rung when help was needed. Gales Ferry is fortunate enough to have a few rings left, however they are not in prominent locations within the commercial district. The plan calls for additional rings to be placed in new community plazas and for the rings themselves to be used as design inspiration for the physical plazas.

When this project is complete the visual experience, walkability and identity of Gales Ferry will be greatly enhanced.

Specific Improvements include:

- New sidewalks (1400LF)
- Street trees
- Safe pedestrian crosswalks with nodes on corners
- (2) Community gathering plazas
- Historic fire rings at place making nodes
- Curbing & fill to enhance safety and aesthetics
- Stone walls
- Benches
- Pavement removal
- Landscaping & Improvements



ATTACHMENT 5, 6, 7

Project Costs

Ledyard, CT

MSIF Application

Gales Ferry Vision Plan

Kent + Frost
Landscape Architecture

Phase 1 Cost Estimate 09.24.12

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
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1 Southern Gateway

Not Included in Phase 1

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
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2 CVS & Stores Streetscape Improvements

Site Preparation

Top Soil & Placement	\$40.00	CY	67	\$2,680.00	6" DEEP
Demo Existing Wall	\$10.00	LF	290	\$2,900.00	
Demo Stairs	\$500.00	LS	1	\$500.00	
Demo Trees	\$750.00	LS	1	\$750.00	

Site Improvements

Stone Wall retaining	\$30.00	SFF	1651	\$49,530.00	18" Wide, 4' high retaining behind
Stone Wall	\$30.00	SFF	216	\$6,480.00	18" wide, 30" high

Pavements

Concrete Pavers	\$18.00	SF	375	\$6,750.00	
New Concrete Sidewalk Paving	\$7.00	SF	2083	\$14,581.00	

Site Planting

Lawn	\$0.33	SF	3643	\$1,202.19	
Trees- LRG	\$800.00	EA	10	\$8,000.00	
Trees- MED	\$600.00	EA	3	\$1,800.00	

Sub-Total \$95,173.19

15% Contingency \$14,275.98

Total Site Work

\$109,449.17

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
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3 Streetscape Improvements (Church)

Not Included in Phase 1

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
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4 Job Lot Entrance/Dunkin Donuts

Site Preparation

Top Soil & Placement	\$40.00	CY	84	\$3,360.00	6" deep
Demo Curb/soil	\$2.00	SF	106	\$212.00	
Demo Bituminous Pavement	\$1.30	SF	3374	\$4,386.20	
Bituminous Cutting	\$1.43	LF	600	\$858.00	
Remove existing parking lot lights	\$500.00	EA	0	\$0.00	Remove existing Parking lot light poles
Demo Job Lot Sign	\$2,500.00	LS	0	\$0.00	

Pavements

Bituminous Paving	\$1.70	SF	106	\$180.20	
Crosswalk	\$95.00	EA	3	\$285.00	6' wide
New Concrete Sidewalk Paving	\$7.00	SF	1422	\$9,954.00	
Concrete Pavers	\$18.00	SF	564	\$10,152.00	
Bituminous Curb	\$3.00	LF	919	\$2,757.00	
Parking stripes	\$10.30	EA	0	\$0.00	9x18' parking stall
Replace Bituminous Cutting Pavement	\$1.70	SF	4705	\$7,998.50	Replace 18" of Bituminous Paving From Cutting

Site Improvements

Stone Wall	\$30.00	SFF	160	\$4,800.00	18" wide, 30" high
Replace Job Lot Sign	\$10,000.00	LS	0	\$0.00	

Site Planting

Trees- MED	\$600.00	EA	0	\$0.00	
Trees- LRG	\$800.00	EA	6	\$4,800.00	
Shrubs	\$5.00	SF	1206	\$6,030.00	
Lawn	\$0.33	SF	1883	\$621.39	

Sub-Total \$56,394.29

15% Contingency \$8,459.14

Total Site Work

\$64,853.43

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
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5 Ocean State Job Lot Parking Lot

Not Included in Phase 1

Demo Bituminous Pavement	\$1.30	SF	22265	\$28,944.50	
Bituminous Cutting	\$1.43	LF	4167	\$5,958.81	
Top Soil & Placement	\$40.00	CY	295	\$11,800.00	6" deep

Pavements

Replace Bituminous Cutting Pavement	\$1.70	SF	6239	\$10,606.30	Replace 18" of Bituminous Paving From Cutting
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Bituminous Curb	\$3.00 LF	4087	\$12,261.00	
New Concrete Sidewalk Paving	\$7.00 SF	150	\$1,050.00	
Parking stripes	\$10.30 EA	287	\$2,956.10	9x18' parking stall
Site Planting				
Island Planting Trees	\$600.00 EA	47	\$28,200.00	
Lawn	\$0.33 SF	15947	\$5,262.51	
			Sub-Total	\$107,039.22
			10% Contingency	\$10,703.92
Total Site Work				\$117,743.14

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
6	<u>Citizens Bank Shopping Plaza Streetscape Improvements</u>						
	Site Preparation						
	Soil Fill	\$20.00	CY	2100	\$42,000.00		5' deep at center, 50' wide average, 445' long average
	Drainage Collection Concrete Pipe	\$20.00	LF	445	\$8,900.00		re-route drainage into pipe underground
	Top Soil & Placement	\$40.00	CY	400	\$16,000.00		6" DEEP
	Demo Bituminous Pavement	\$1.30	SF	2200	\$2,860.00		
	Bituminous Cutting	\$1.43	LF	820	\$1,172.60		
	Relocate Signs		EA	1			
	Pavements						
	Cross Walk	\$200.00	EA	2	\$400.00		8' wide
	Crosswalk	\$95.00	EA	1	\$95.00		6' wide
	Concrete Pavers	\$18.00	SF	1142	\$20,556.00		
	Concrete Curb	\$32.00	LF	47	\$1,504.00		
	Bituminous Curb	\$3.00	LF	730	\$2,190.00		
	New Concrete Sidewalk Paving	\$7.00	SF	3669	\$25,683.00		
	New Concrete Patio Paving	\$7.00	SF	0	\$0.00		
	Replace Bituminous Cutting Pavement	\$1.70	SF	1344	\$2,284.80		Replace 18" of Bituminous Paving From Cutting
	Site Improvements						
	Stone Walls	\$30.00	SFF	806	\$24,180.00		18" Wide, 30" tall, no backfill
	Benches	\$1,500.00	EA	4	\$6,000.00		
	Site Planting						
	Perennials	\$6.00	SF	328	\$1,968.00		
	Shrubs	\$5.00	SF	1437	\$7,185.00		
	Trees- MED-Street	\$600.00	EA	2	\$1,200.00		
	Trees- LRG-Street	\$800.00	EA	11	\$8,800.00		
	Lawn	\$0.33	SF	19835	\$6,545.55		
					Total	\$179,523.95	
	Add Alternates						
	Trees-MED-In Median	\$600.00	EA	0	\$0.00		
	Demo Bituminous Pavement	\$1.30	SF	0	\$0.00		
	Bituminous Cutting	\$1.43	LF	0	\$0.00		
	Replace Bituminous Cutting Pavement	\$1.70	SF	0	\$0.00		
	Shrubs- In Median	\$5.00	SF	0	\$0.00		
	Granite Curb	\$30.00	LF	0	\$0.00		
	Top Soil & Placement	\$40.00	CY	0	\$0.00		
					Total	\$0.00	
					Sub-Total	\$179,523.95	
					15% Contingency	\$26,928.59	
	Total Site Work					\$206,452.54	

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
7	<u>Ocean State Joblot Frontage/Park Streetscape</u>						
	Site Preparation						
	Top Soil & Placement	\$40.00	CY	276	\$11,040.00		6" DEEP
	Bituminous Cutting	\$1.43	LF	306	\$437.58		
	Demo Bituminous Pavement	\$1.30	SF	13677	\$17,780.10		
	remove existing parking lot lights	\$500.00	EA	0	\$0.00		
	Pavements						
	Bituminous Curb	\$3.00	LF	306	\$918.00		
	New Concrete Sidewalk Paving	\$7.00	SF	1484	\$10,388.00		
	Replace Bituminous Cutting Pavement	\$1.70	SF	460	\$782.00		Replace 18" of Bituminous Paving From Cutting
	Concrete Pavers	\$18.00	SF	1145	\$20,610.00		
	Site Improvements						
	Stone Walls	\$30.00	SFF	528.25	\$15,847.50		18" Wide, 30" tall, no backfill
	Benches	\$1,500.00	EA	3	\$4,500.00		
	Fire Ring	\$3,000.00	EA	1	\$3,000.00		To Match Existing Fire Rings In Town
	Flag Pole	\$5,000.00	EA	0	\$0.00		For center of plaza space
	Bus Shelter	\$12,000.00	EA	0	\$0.00		Stone to match existing in town
	Site Planting						
	Trees- LRG-Street	\$800.00	EA	8	\$6,400.00		
	Trees- LRG	\$800.00	EA	0	\$0.00		
	Trees- MED	\$600.00	EA	4	\$2,400.00		
	Lawn	\$0.33	SF	13990	\$4,616.70		

Shrubs	\$5.00 SF	910	\$4,550.00
Perennials	\$6.00 SF	927	\$5,562.00
Site Lighting			
Light Posts	\$4,500.00 EA	0	\$0.00
		Sub-Total	\$108,831.88
		15% Contingency	\$16,324.78
Total Site Work			\$125,156.66

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
8	<u>Northern Gateway</u>						
	Not Included in Phase 1						

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
9	<u>Military Road/Hurlbutt Road and Intersection</u>						
	Not Included in Phase 1						

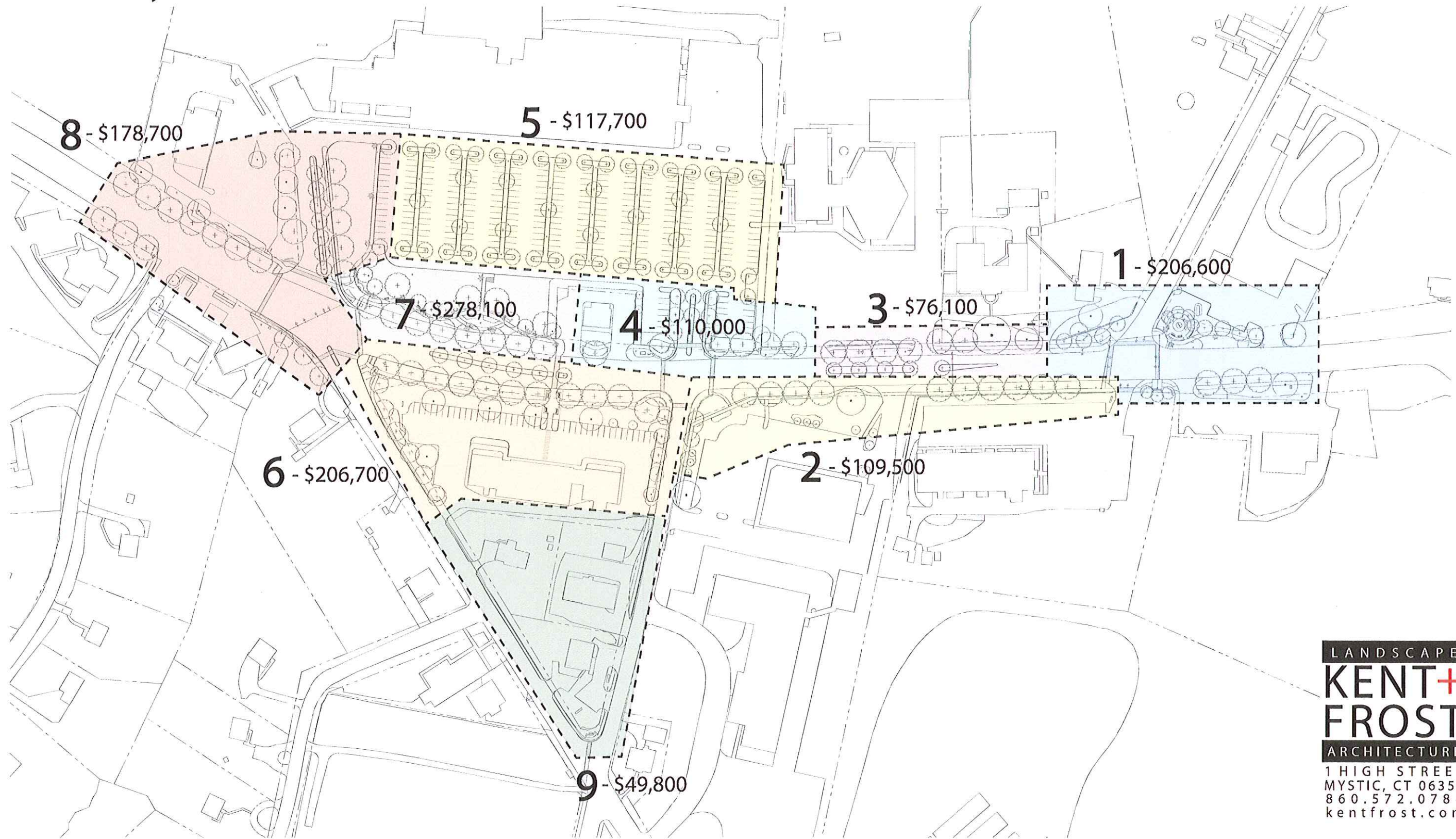
Gales Ferry Phase 1 Grand Total:						\$505,911.81	
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Conceptual Plan Cost Areas

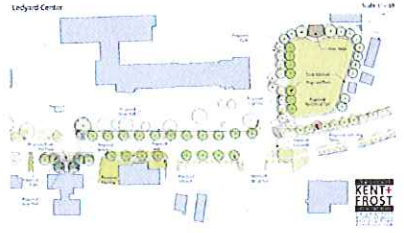
September 13, 2012

Gales Ferry

Scale: 1" = 140'



LANDSCAPE
KENT+
FROST
ARCHITECTURE
1 HIGH STREET
MYSTIC, CT 06355
860.572.0784
kentfrost.com



Project Costs Future: Complete Build-Not Included In This Application

Gales Ferry Vision Plan

Kent + Frost
Landscape Architecture

Conceptual Plan Cost Estimate 08.30.12

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
1	<u>Southern Gateway</u>						
	Site Preparation						
	Top Soil & Placement	\$40.00	CY	318	\$12,720.00		6" DEEP
	Demo Bituminous Pavement	\$1.30	SF	9029	\$11,737.70		
	Bituminous Cutting	\$1.43	LF	330	\$471.90		Cut 18 inches from new curb line
	Site Improvements						
	Benches	\$1,500.00	EA	5	\$7,500.00		
	Stone Walls	\$30.00	SFF	934.5	\$28,035.00		24" Wide, 30" tall, retaining behind
	Fire Ring	\$3,000.00	EA	1	\$3,000.00		To Match Existing Fire Rings In Town
	New Sign	\$10,000.00	EA	1	\$10,000.00		
	monument bench	\$10,000.00	EA	1	\$10,000.00		
	Pavements						
	Crosswalk	\$95.00	EA	4	\$380.00		6' wide
	Concrete Pavers- 1	\$18.00	SF	931	\$16,758.00		
	Concrete Pavers- 2	\$18.00	SF	518	\$9,324.00		
	New Concrete Sidewalk Paving	\$7.00	SF	3127	\$21,889.00		
	Bituminous Curb	\$3.00	LF	321	\$963.00		
	Replace Bituminous Cutting Pavement	\$1.70	SF	491	\$834.70		Replace 18" of Bituminous Paving From Cutting
	Site Planting						
	Perennials	\$6.00	SF	801	\$4,806.00		
	Shrubs	\$5.00	SF	1203	\$6,015.00		
	Lawn	\$0.33	SF	15210	\$5,019.30		
	Trees- LRG	\$800.00	EA	4	\$3,200.00		
	Trees- MED	\$600.00	EA	8	\$4,800.00		
	Trees- SML	\$600.00	EA	7	\$4,200.00		
	Site Lighting						
	Light Poles	\$4,500.00	EA	4	\$18,000.00		
					Sub-Total	\$179,653.80	
					15% Contingency	\$26,948.04	
	Total Site Work					\$206,601.84	

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
2	<u>CVS & Stores Streetscape Improvements</u>						
	Site Preparation						
	Top Soil & Placement	\$40.00	CY	67	\$2,680.00		6" DEEP
	Demo Existing Wall	\$10.00	LF	290	\$2,900.00		
	Demo Stairs	\$500.00	LS	1	\$500.00		
	Demo Trees	\$750.00	LS	1	\$750.00		
	Site Improvements						
	Stone Wall retaining	\$30.00	SFF	1651	\$49,530.00		18" Wide, 4' high retaining behind
	Stone Wall	\$30.00	SFF	216	\$6,480.00		18" wide, 30" high
	Pavements						
	Concrete Pavers	\$18.00	SF	375	\$6,750.00		
	New Concrete Sidewalk Paving	\$7.00	SF	2083	\$14,581.00		
	Site Planting						
	Lawn	\$0.33	SF	3643	\$1,202.19		
	Trees- LRG	\$800.00	EA	10	\$8,000.00		
	Trees- MED	\$600.00	EA	3	\$1,800.00		
					Sub-Total	\$95,173.19	
					15% Contingency	\$14,275.98	
	Total Site Work					\$109,449.17	

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
3	<u>Streetscape Improvements (Church)</u>						
	Site Preparation						
	Demo Bituminous Pavement	\$1.30	SF	2834	\$3,684.20		
	Bituminous Cutting	\$1.43	LF	494	\$706.42		
	Top Soil & Placement	\$40.00	CY	98	\$3,920.00		6" deep
	Site Improvements						
	Relocated Banner Pole	\$4,000.00	EA	2	\$8,000.00		
	Pavements						
	New Concrete Sidewalk Paving	\$7.00	SF	1843	\$12,901.00		
	Granite Curb	\$30.00	LF	470	\$14,100.00		
	Median Pavers	\$18.00	SF	251	\$4,518.00		
	Replace Bituminous Cutting Pavement	\$1.70	SF	729	\$1,239.30		Replace 18" of Bituminous Paving From Cutting
	Site Planting						
	Trees- LRG-Street	\$800.00	EA	6	\$4,800.00		

Shrubs in median	\$5.00 SF	1617	\$8,085.00	
Trees-MED-In Median	\$600.00 EA	5	\$3,000.00	
Lawn	\$0.33 SF	3690	\$1,217.70	
			Sub-Total	\$66,171.62
			15% Contingency	\$9,925.74
				\$76,097.36

Total Site Work

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
4	<u>Job Lot Entrance/Dunkin Donuts</u>						
	Site Preparation						
	Top Soil & Placement	\$40.00	CY	168	\$6,720.00		6" deep
	Demo Curb/soil	\$2.00	SF	106	\$212.00		
	Demo Bituminous Pavement	\$1.30	SF	10908	\$14,180.40		
	Bituminous Cutting	\$1.43	LF	600	\$858.00		
	Remove existing parking lot lights	\$500.00	EA	2	\$1,000.00		Remove existing Parking lot light poles
	Demo Job Lot Sign	\$2,500.00	LS	1	\$2,500.00		
	Pavements						
	Bituminous Paving	\$1.70	SF	106	\$180.20		
	Crosswalk	\$95.00	EA	3	\$285.00		6' wide
	New Concrete Sidewalk Paving	\$7.00	SF	1781	\$12,467.00		
	Concrete Pavers	\$18.00	SF	564	\$10,152.00		
	Bituminous Curb	\$3.00	LF	919	\$2,757.00		
	Parking stripes	\$10.30	EA	18	\$185.40		9x18' parking stall
	Replace Bituminous Cutting Pavement	\$1.70	SF	4705	\$7,998.50		Replace 18" of Bituminous Paving From Cutting
	Site Improvements						
	Stone Wall	\$30.00	SFF	281	\$8,430.00		18" wide, 30" high
	Replace Job Lot Sign	\$10,000.00	LS	1	\$10,000.00		
	Site Planting						
	Trees- MED	\$600.00	EA	8	\$4,800.00		
	Trees- LRG	\$800.00	EA	6	\$4,800.00		
	Shrubs	\$5.00	SF	1206	\$6,030.00		
	Lawn	\$0.33	SF	6277	\$2,071.41		
					Sub-Total	\$95,626.91	
					15% Contingency	\$14,344.04	
	Total Site Work					\$109,970.95	

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
5	<u>Ocean State Job Lot Parking Lot</u>						
	Site Preparation						
	Demo Bituminous Pavement	\$1.30	SF	22265	\$28,944.50		
	Bituminous Cutting	\$1.43	LF	4167	\$5,958.81		
	Top Soil & Placement	\$40.00	CY	295	\$11,800.00		6" deep
	Pavements						
	Replace Bituminous Cutting Pavement	\$1.70	SF	6239	\$10,606.30		Replace 18" of Bituminous Paving From Cutting
	Bituminous Curb	\$3.00	LF	4087	\$12,261.00		
	New Concrete Sidewalk Paving	\$7.00	SF	150	\$1,050.00		
	Parking stripes	\$10.30	EA	287	\$2,956.10		9x18' parking stall
	Site Planting						
	Island Planting Trees	\$600.00	EA	47	\$28,200.00		
	Lawn	\$0.33	SF	15947	\$5,262.51		
					Sub-Total	\$107,039.22	
					10% Contingency	\$10,703.92	
	Total Site Work					\$117,743.14	

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
6	<u>Citizens Bank Shopping Plaza Streetscape Improvements</u>						
	Site Preparation						
	Soil Fill	\$20.00	CY	2100	\$42,000.00		5' deep at center, 50' wide average, 445' long average
	Drainage Collection Concrete Pipe	\$20.00	LF	445	\$8,900.00		re-route drainage into pipe underground
	Top Soil & Placement	\$40.00	CY	400	\$16,000.00		6" DEEP
	Demo Bituminous Pavement	\$1.30	SF	4340	\$5,642.00		
	Bituminous Cutting	\$1.43	LF	1237	\$1,768.91		
	Relocate Signs		EA	1			
	Pavements						
	Cross Walk	\$200.00	EA	2	\$400.00		8' wide
	Crosswalk	\$95.00	EA	1	\$95.00		6' wide
	Concrete Pavers	\$18.00	SF	1142	\$20,556.00		
	Concrete Curb	\$32.00	LF	254	\$8,128.00		
	Bituminous Curb	\$3.00	LF	890	\$2,670.00		
	New Concrete Sidewalk Paving	\$7.00	SF	4726	\$33,082.00		

New Concrete Patio Paving	\$7.00 SF	591	\$4,137.00	
Replace Bituminous Cutting Pavement	\$1.70 SF	1909	\$3,245.30	Replace 18" of Bituminous Paving From Cutting
Site Improvements				
Stone Walls	\$30.00 SFF	806	\$24,180.00	18" Wide, 30" tall, no backfill
Benches	\$1,500.00 EA	4	\$6,000.00	
Site Planting				
Perennials	\$6.00 SF	328	\$1,968.00	
Shrubs	\$5.00 SF	1437	\$7,185.00	
Trees- MED-Street	\$600.00 EA	9	\$5,400.00	
Trees- LRG-Street	\$800.00 EA	11	\$8,800.00	
Lawn	\$0.33 SF	19835	\$6,545.55	
			Total	\$206,702.76
Add Alternates				
Trees-MED-In Median	\$600.00 EA	5	\$3,000.00	
Demo Bituminous Pavement	\$1.30 SF	2404	\$3,125.20	
Bituminous Cutting	\$1.43 LF	456	\$652.08	
Replace Bituminous Cutting Pavement	\$1.70 SF	740	\$1,258.00	
Shrubs- In Median	\$5.00 SF	1443	\$7,215.00	
Granite Curb	\$30.00 LF	439	\$13,170.00	
Top Soil & Placement	\$40.00 CY	27	\$1,080.00	
			Total	\$29,500.28
			Sub-Total	\$236,203.04
			15% Contingency	\$35,430.46
Total Site Work				\$271,633.50

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
7	<u>Ocean State Joblot Frontage/Park Streetscape</u>						
	Site Preparation						
	Top Soil & Placement	\$40.00	CY	552	\$22,080.00		6" DEEP
	Bituminous Cutting	\$1.43	LF	306	\$437.58		
	Demo Bituminous Pavement	\$1.30	SF	27354	\$35,560.20		
	remove existing parking lot lights	\$500.00	EA	4	\$2,000.00		
	Pavements						
	Bituminous Curb	\$3.00	LF	306	\$918.00		
	New Concrete Sidewalk Paving	\$7.00	SF	2318	\$16,226.00		
	Replace Bituminous Cutting Pavement	\$1.70	SF	460	\$782.00		Replace 18" of Bituminous Paving From Cutting
	Concrete Pavers	\$18.00	SF	1769	\$31,842.00		
	Site Improvements						
	Stone Walls	\$30.00	SFF	528.25	\$15,847.50		18" Wide, 30" tall, no backfill
	Benches	\$1,500.00	EA	6	\$9,000.00		
	Fire Ring	\$3,000.00	EA	1	\$3,000.00		To Match Existing Fire Rings In Town
	Flag Pole	\$5,000.00	EA	1	\$5,000.00		For center of plaza space
	Bus Shelter	\$12,000.00	EA	1	\$12,000.00		Stone to match existing in town
	Site Planting						
	Trees- LRG-Street	\$800.00	EA	8	\$6,400.00		
	Trees- LRG	\$800.00	EA	4	\$3,200.00		
	Trees- MED	\$600.00	EA	7	\$4,200.00		
	Lawn	\$0.33	SF	27980	\$9,233.40		
	Shrubs	\$5.00	SF	910	\$4,550.00		
	Perennials	\$6.00	SF	927	\$5,562.00		
	Site Lighting						
	Light Posts	\$4,500.00	EA	12	\$54,000.00		
					Sub-Total	\$241,838.68	
					15% Contingency	\$36,275.80	
	Total Site Work					\$278,114.48	

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
8	<u>Northern Gateway</u>						
	Site Preparation						
	Top Soil & Placement	\$40.00	CY	607	\$24,280.00		6" DEEP
	Demo Bituminous Pavement	\$1.30	SF	21870	\$28,431.00		
	Bituminous Cutting	\$1.43	LF	886	\$1,266.98		
	remove existing parking lot lights	\$500.00	EA	4	\$2,000.00		
	Pavements						
	Crosswalk	\$95.00	EA	5	\$475.00		6' wide
	Bituminous Curb	\$3.00	LF	545	\$1,635.00		
	New Concrete Sidewalk Paving	\$7.00	SF	2828	\$19,796.00		
	Concrete Pavers	\$18.00	SF	151	\$2,718.00		
	Parking stripes	\$10.30	EA	16	\$164.80		9x18' parking stall
	Replace Bituminous Cutting Pavement	\$1.70	SF	4673	\$7,944.10		Replace 18" of Bituminous Paving From Cutting
	Site Improvements						
	Stone Walls	\$30.00	SFF	302	\$9,060.00		
	New/relocated sign	\$2,000.00	EA	1	\$2,000.00		

Site Planting			
Trees- LRG-Street	\$800.00 EA	17	\$13,600.00
Trees-MED-Median	\$600.00 EA	7	\$4,200.00
Trees- MED	\$600.00 EA	6	\$3,600.00
Shrubs	\$5.00 SF	1791	\$8,955.00
Perennials	\$6.00 SF	264	\$1,584.00
Lawn	\$0.33 SF	30716	\$10,136.28

Site Lighting			
Light Posts	\$4,500.00 EA	3	\$13,500.00

Sub-Total \$155,346.16

15% Contingency \$23,301.92

Total Site Work \$178,648.08

ZONE	ITEM	COST	UNIT	QTY.	COST	TOTAL	NOTE
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9 Military Road/Huributt Road and Intersection

Site Preparation							
Top Soil & Placement	\$40.00 CY	68	\$2,720.00				6" DEEP
Demo Bituminous Pavement	\$1.30 SF	3149	\$4,093.70				
Bituminous Cutting	\$1.43 LF	540	\$772.20				
Demo Curb/soil	\$2.00 SF	46	\$92.00				
Pavements							
Crosswalk	\$95.00 EA	1	\$95.00				6' wide
Bituminous Curb	\$3.00 LF	479	\$1,437.00				
New Concrete Sidewalk Paving	\$7.00 SF	3009	\$21,063.00				
Replace Bituminous Cutting Pavement	\$1.70 SF	797	\$1,354.90				Replace 18" of Bituminous Paving From Cutting
Site Improvements							
Stone Walls	\$30.00 SFF	62	\$1,860.00				1' height, 18" wide. To match and connect to existing
Stone Walls	\$30.00 SFF	178	\$5,340.00				
Fire Ring	\$3,000.00 EA	1	\$3,000.00				To Match Existing Fire Rings In Town

Site Planting			
Perennials	\$6.00 SF	48	\$288.00
Lawn	\$0.33 SF	3638	\$1,200.54

Sub-Total \$43,316.34

15% Contingency \$6,497.45

Total Site Work \$49,813.79

Cumulative Total Site Work: \$1,398,072.11

Engineering/Survey/Design Costs	COST	UNIT	QTY.	COST	TOTAL	NOTE
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Design Services	10.00% LS			\$139,807.21	\$139,807.21	
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Gales Ferry Vision Plan Grand Total: \$1,537,879.32

Gales Ferry Streetscape Vision Plan

Gales Ferry, CT

LANDSCAPE
**KENT+
FROST**
ARCHITECTURE
1 HIGH STREET
MYSTIC, CT 06355
860.572.0784
kentfrost.com

LEGEND:

-  Existing Tree
-  Proposed Tree
-  Lawn
-  Proposed Planting
-  Proposed Concrete Pavers
-  Proposed Stonewall
-  Proposed Crosswalk
-  Proposed Sidewalk
-  Proposed Curb
-  Proposed Bench
-  Proposed Lamp post
-  Proposed Fire Ring

Revises	Date
1.	
2.	
3.	



Preliminary Streetscape Plan

Scale	1" = 50'
Date	28 August 2012
K+F Project No.	2012023
Drawing No.	

Gales Ferry Streetscape Vision Plan - North

Gales Ferry Streetscape Vision Plan

Gales Ferry, CT



LEGEND:

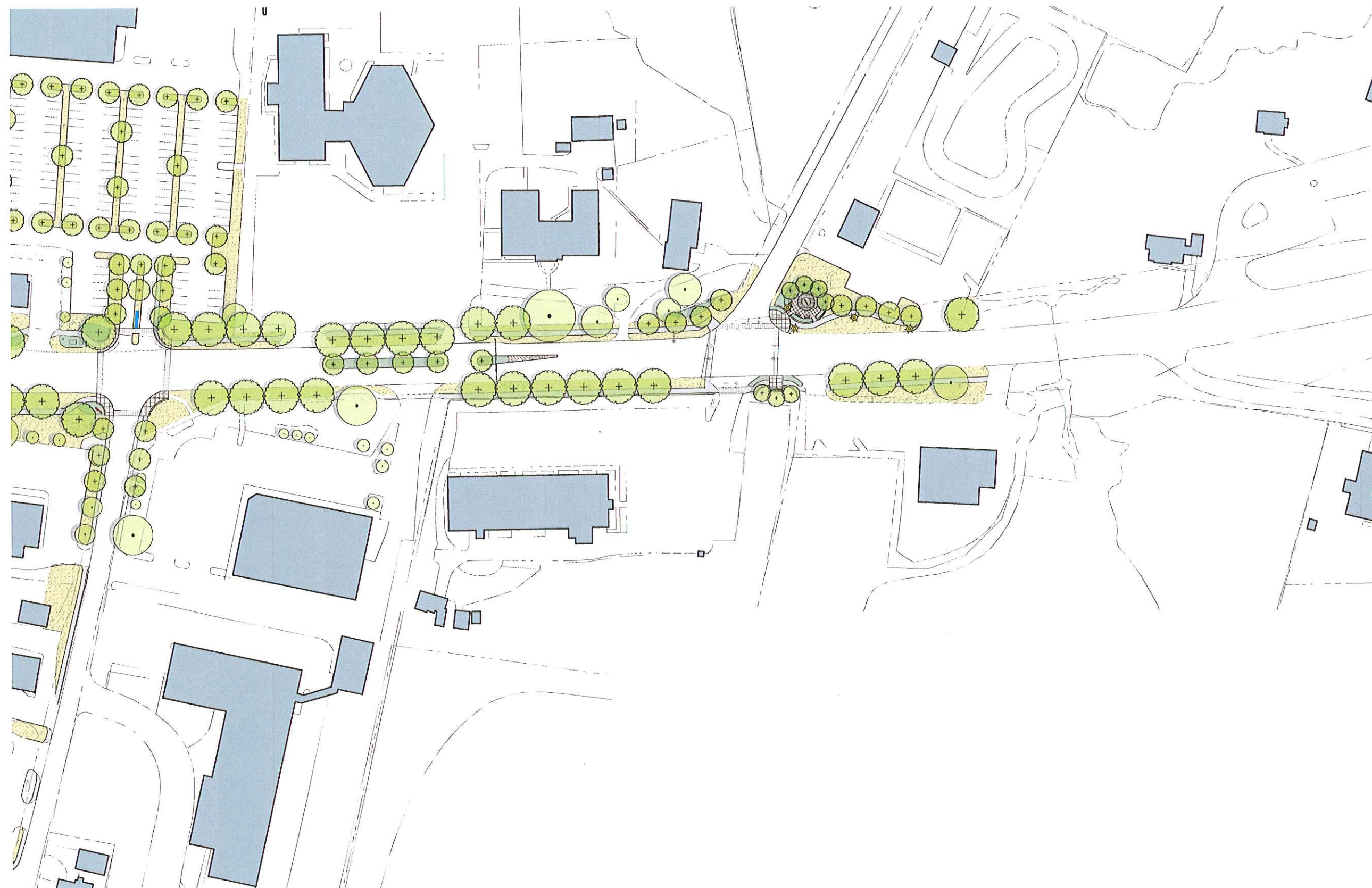
- Existing Tree
- Proposed Tree
- Lawn
- Proposed Planting
- Proposed Concrete Pavers
- Proposed Stonewall
- Proposed Crosswalk
- Proposed Sidewalk
- Proposed Curb
- Proposed Bench
- Proposed Lamp post
- Proposed Fire Ring

Revisions	Des
1.	
2.	
3.	

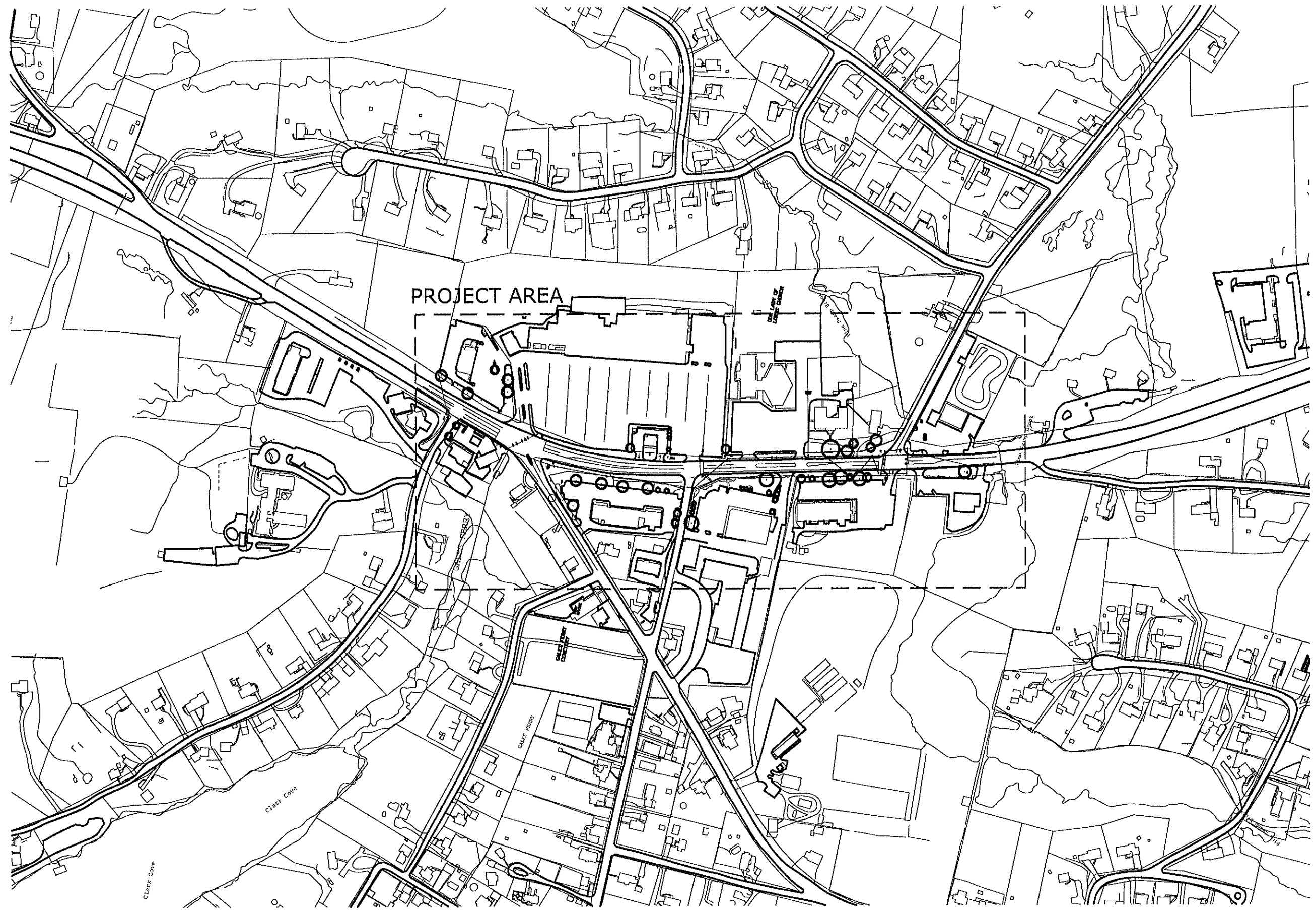


Preliminary Streetscape Plan

Scale: 1" = 50'
 Date: 28 August 2012
 K+F Project No.: 2311033
 Drawing No.:



Gales Ferry Streetscape Vision Plan - South











Gales Ferry Streetscape Vision Plan

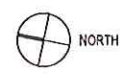
Gales Ferry, CT



LEGEND:

-  Existing Tree
-  Proposed Tree
-  Lawn
-  Proposed Planting
-  Proposed Concrete Pavers
-  Proposed Stonewall
-  Proposed Crosswalk
-  Proposed Sidewalk
-  Proposed Curb
-  Proposed Bench
-  Proposed Lamp post
-  Proposed Fire Ring

Revisions	Date
1.	
2.	
3.	



Scale	1" = 40'
Date	13 September 2012
K+F Project No.	2012020
Drawing No.	

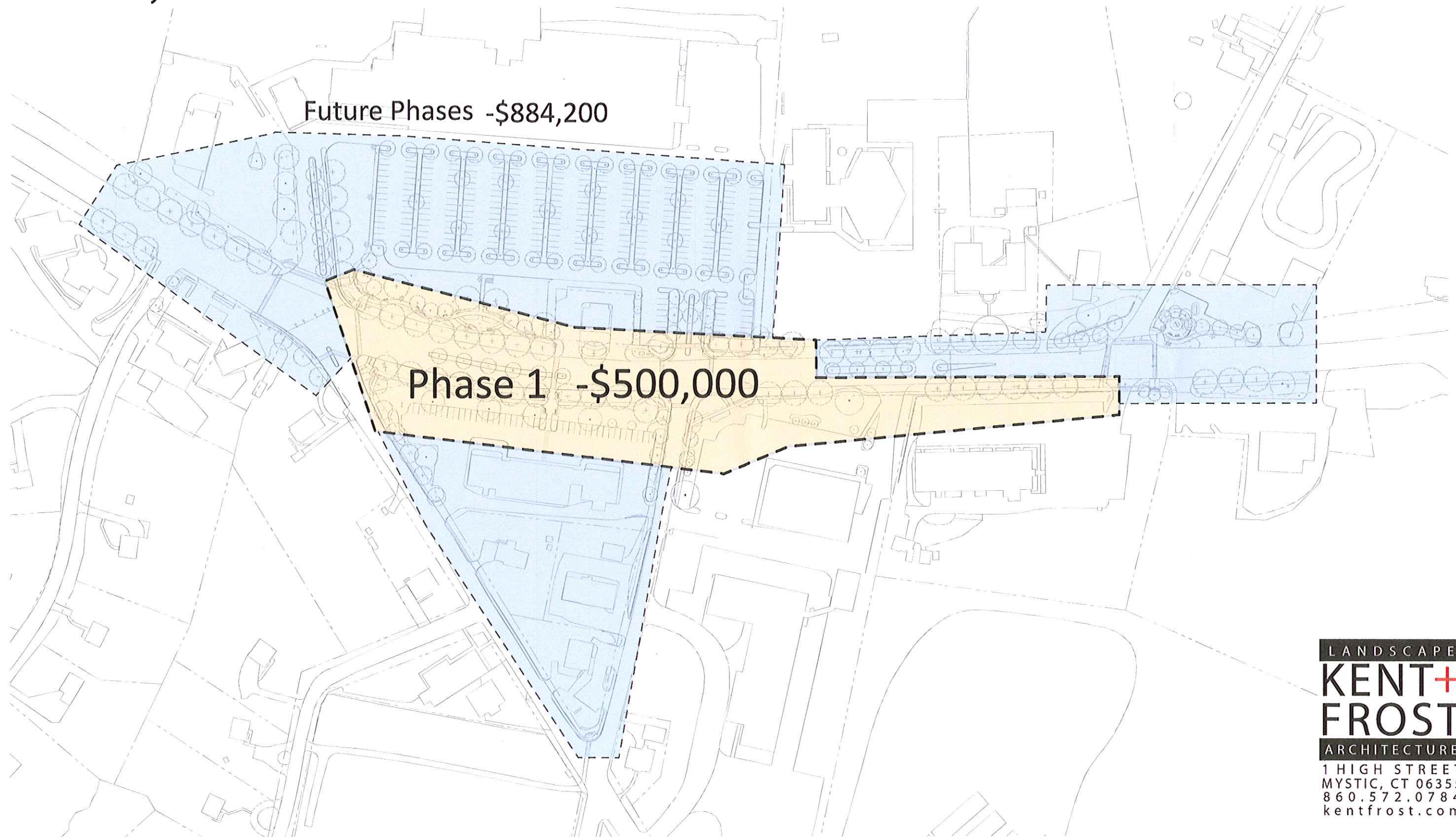


Conceptual Plan Improvement Areas

September 13, 2012

Gales Ferry

Scale: 1" = 140'



LANDSCAPE
KENT+
FROST
ARCHITECTURE
1 HIGH STREET
MYSTIC, CT 06355
860.572.0784
kentfrost.com



TOWN OF LEDYARD

741 Colonel Ledyard
Highway
Ledyard, CT 06339-1511

File #: 25-2432

Agenda Date: 9/2/2025

Agenda #: D.

GENERAL DISCUSSION ITEM

Subject:

CEDAS CERTIFICATION/ Membership - Update

Background:

(type text here)

Department Comment/Recommendation:

(type text here)





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Connecticut's Best Practices in Economic Development & Land Use Planning

CEDAS Best Practices in Economic Development & Land Use Certification Program

This program is intended to drive communities to pursue excellence in land use and economic development practices and to recognize the communities that have established best practices. In pursuit of these best practices, planners and economic developers can use this program to engage community stakeholders in discussions about how to achieve higher standards and develop creative,



community-specific ways to implement them.

The 2026 application period opened July 7.

The Best Practices Certification Program requires an application to be completed documenting various economic development and land use practices, policies, and programs taking place at the local level. The application contains four components:

1. Communications & Marketing
2. Coordination & Collaboration
3. Organizational Capacity & Strategy
4. Policies & Programs

PREPARING TO APPLY?

Check out the following documents:

- [GUIDANCE document](#)
- [APPLICATION QUESTIONS](#)
- [WATCH THE AUGUST 20 CEDAS HOUR ON BEST PRACTICES](#)
- [2026 APPLICATION](#)

CEDAS created the Best Practices Certification Program to:

- encourage best practices in municipal economic development and land use to spur continuous improvement; and

- to create an open resource library of model development examples that can be used by municipalities to update their policies and practices.

Award Year 2026 Best Practices Schedule

April 21, 2025	Application period opens
April 24, 2025	Zoom Application Information Session
May 22, 2025	Zoom Application Information Session
August 31, 2025	Extended! Application Period closes
August 31, 2025 – September 5, 2025	Review of Applications, Selection of Award Year 2026 Certified Municipalities
September 5, 2025	Email of awarded position
October 30, 2025	CEDAS Best Practices Awards Presentation (@ Tyde at Walnut Beach in Milford, CT)

2022
Recipients

GOLD AWARD

2023
Recipients

GOLD AWARD

- Town of Cheshire
- City of Norwalk
- Town of Orange

SILVER AWARD

- Town of Ellington
- Town of Guilford
- Town of Hamden
- Town of North Branford
- City of Torrington
- City of West Haven
- Town of Willington
- Town of Woodbridge

BRONZE AWARD

- Town of Berlin

2024 Recipients

GOLD AWARD

- Town Manchester
- Town of Southbury
- Town of Windham

- Town of Bolton
- Town of Madison
- Town of Windsor
- Town of Groton
- Town of West Hartford
- Town of Fairfield
- City of Groton

SILVER AWARD

- Town of Canton
- City of Hartford
- Town of Ridgefield
- Town of Tolland
- City of Bridgeport
- Town of East Windsor
- Town of Monroe
- City of New London

BRONZE AWARD

- City of Stamford
- City of Norwich

Thanks to the 2026 Best Practices Sponsors!

Program Sponsors

QUESTIONS?

Questions regarding the program should be directed to the program development committee chairs Sabrina Godeski at sgodeski@norwalkct.org or Aaron Marcavitch at amarcavitch@enfield.org.

Connecticut Economic Development Association
(CEDAS)

545 Long Wharf Drive, 8th Floor

New Haven, CT 06511

203.498.3000



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Connecticut Economic Development Association (CEDAS)
BEST PRACTICES IN
ECONOMIC DEVELOPMENT & LAND USE PLANNING
A Program for Municipal Accreditation

CEDAS Best Practices Certification Program

CEDAS created the Best Practices Certification Program in 2019:

- To encourage best practices in municipal economic development and land use to spur continuous improvement;
- To create an open resource library of model development examples that can be used by municipalities to update their policies and practices.

This program is intended to drive communities to pursue excellence in land use and economic development practices and to recognize the communities that have established best practices. In pursuit of these best practices, planners and economic developers can use this program to engage community stakeholders in discussions about achieving higher standards and developing creative, community-specific ways to implement them.

HOW THE PROGRAM WORKS:

The program involves a certification system for good planning and economic development. The Best Practices criteria were developed with significant input from various municipal economic developers and planners, including members of CEDAS and the CT Chapter of the American Planning Association (CCAPA).

The Best Practices Certification Program requires an application to be completed documenting various economic development and land use practices, policies, and programs taking place at the local level. The application contains four components:

1. Communications & Marketing
2. Coordination & Collaboration
3. Organizational Capacity & Strategy
4. Policies & Programs

EVALUATION CRITERIA & SCORING SYSTEM

Presentation of the Application will be scored based on the organization of the application, clarity of narrative, and grammar.

POINTS BREAKDOWN	TOTAL POINTS	PERCENT OF TOTAL
Communications	75	30%
Coordination & Collaboration	60	24%
Organizational Capacity & Strategy	70	28%
Policies & Programs	30	12%
Community Choice	5	2%
Presentation of Application	10	4%
	250	100%



Connecticut Economic Development Association (CEDAS)
**BEST PRACTICES IN
ECONOMIC DEVELOPMENT & LAND USE PLANNING**
A Program for Municipal Accreditation

The total possible number of points is 250. In 2026 award year, certification will be awarded according to the following levels:

Gold Certification: 200-250 points

Silver Certification: 150-199 points

Bronze Certification: 100-149 points

CERTIFICATION

CEDAS Best Practices certification lasts for three years. We encourage 2021 Certified Communities to recertify in 2025.

EVALUATION PROCESS

Applications will be evaluated by a committee of professionals with broad and expert knowledge in economic development, land use planning, and community engagement. While municipal budgets and community size will be noted, the committee will seek to recognize those submissions that have best exemplified the elements noted in the Best Practices criteria.

We understand that each community is unique, and we encourage your creativity in documenting how you feel your community satisfies the criteria. Communities must respond to each question, even if the answer is N/A. A Community Choice category is provided, and you will have the opportunity to showcase innovative activities you have undertaken that may not be included within the recommended submission criteria.

HOW TO APPLY

Communities interested in applying should go to www.cedas.org

Applications must be submitted by 5:00 pm on Sunday, August 31, 2025. Submissions received after this date and time will not be eligible for consideration.

2025 SCHEDULE:

- April 21, 2025 - Application period open
- August 31, 2025 - Application Period closes
- August 31st - September 5th - Review of Applications, Selection of 2026 Certified Municipalities
- September 5, 2025 - Email of awarded position
- October 2025 - CEDAS Best Practices Awards Presentation

For more information on the program, visit: www.cedas.org.

QUESTIONS?

Questions regarding the program should be directed to the program development committee co-chairs Sabrina Godeski (sgodeski@norwalkct.gov) or Aaron Marcavitch (amarcavitch@enfield.org).



2025 CERTIFICATION

QUESTIONS & REQUIRED DOCUMENTS

The Best Practices Certification application must be completed by a team that includes those responsible for both land use and economic development in your community. The application contains four components:

- I. Communications & Marketing
- II. Coordination & Collaboration
- III. Organizational Capacity & Strategy
- IV. Policies & Programs

Each question will require evidence that supports the criteria (for example, a narrative of no more than one paragraph, a hyperlink or URL to a webpage or document, or a PDF).

The following pages document the questions on the online application.

For more information, and the link to the online application, go to:

<https://www.cedas.org/Resources/CT-Best-Practices-In-Land-Use-and-Economic-Development/>

COMMUNICATIONS & MARKETING

1. Offers pre-application meetings to those applying for building, zoning, or other related permits to discuss timeframes, board or departmental requirements, restrictions, or address concerns and follows up with the applicant if necessary.

Provide narrative description no more than one paragraph.

2. Has a website or web page for Planning and Economic Development that is updated regularly at least quarterly.

Confirm date of last update and provide URL.

3. Uses social media and or newsletter to communicate with business community & stakeholders.

Provide evidence of at least one town social media account and one example of a post or newsletter in the previous 6 months.

4. Land Use Regulations are available online.

Provide URL.

5. Communicates within 72 hours to pending applicants and responds to questions within 72 hours regarding application status.

Narrative description of process used, policy if applicable, and average length of permit process. No more than one paragraph.

6. Offers GIS land use and parcel information online to applicants and the public.

Provide URL.

7. Shares applications and renderings online for stakeholders to review during the approval process.

Provide URL.

8. Offers online permitting that allows for electronic signatures and payments.

Provide URL.

9. Community has a written brand identity and marketing strategy.

Provide narrative description no more than one paragraph.

10. Community maintains a “sell sheet” to quickly respond to proposal requests that includes: demographic information, workforce data, largest existing employers, cost of doing business, tax rates, and utility providers.

Upload a PDF of the sell sheet.

11. Community has a plan for communicating effectively across language barriers.

Provide link to plan and/or examples. No more than one paragraph.

Upload additional files supporting criteria above. Please label your files with the criteria number for reference.

COORDINATION & COLLABORATION

12. Coordinates meetings between relevant municipal departments to encourage collaboration on applications and avoid conflicting schedules.

Provide narrative description no more than one paragraph explaining the process or statement of policies.

13. Actively partners with regional economic development organizations and other communities.

Please list economic development organizations you have partnered with in the last year and the projects or activities in no more than one paragraph.

14. Works collaboratively with a diverse group of partners, reflecting the diversity of your community (race, ethnicity, gender, unique perspectives, etc.) that informs inclusive growth and equitable economic development.

Description of organizations town is partnered with or members of and an example of collaboration in no more than one paragraph.

15. Publishes a check list or flow chart demonstrating required permit submittals and it is sent to applicants with steps that must be completed in order to proceed.

Please provide a description or URL of checklist or flow chart and evidence of dissemination (e.g. website or sample communications).

16. Encourages applicants to conduct community and neighborhood meetings in advance of public hearings and provides relevant contacts or support.

Description of process and at least one example in no more than one paragraph.

17. Offers coordinated inspections if applicable; e.g. public safety and building inspector.

Evidence that this is an option available to applicants (emails, general correspondence, or notices of inspection).

18. Hosts interdepartmental staff meetings to address issues related to applications for building, zoning, or other related permits.

Narrative description, evidence of meeting attendance. No more than one paragraph.

Upload additional files supporting criteria above. Please label your files with the criteria number for reference.

ORGANIZATIONAL CAPACITY & STRATEGY

19. Has a point person dedicated to economic development who serves as coordinator/ombudsman for on-going communications and has relevant training or experience.

Evidence of point person designated or appointed and description of role. No more than one paragraph.

20. Has a mission statement for economic development that reflects the community's vision and values.

Provide a URL, screenshot or other information as to where the mission statement is published or has been distributed to the public.

21. Supports ongoing training/professional development for economic development and land use staff and commissioners (e.g. orientation and continuing education for new commission members).

Provide a short narrative describing recent training and professional development. No more than one paragraph.

22. Has completed a standardized economic development self-assessment and has a plan for continuous improvement.

Provide a PDF copy of the self-assessment summary or finalized results. If possible provide a URL where results may be accessed online. Otherwise please provide a one-page summary.

23. Asks applicants to provide feedback on the application process and uses feedback to make process improvements (customer satisfaction survey).

Provide URL link to survey tool, short narrative description of process and how results are being used.

24. Reviews zoning and land use regulations at minimum every five years for consistency, best practices in planning and economic development, alignment with the plan of conservation and development, economic inclusion, and vision for economic development.

Provide evidence that regulations are reviewed or updated and narrative describing what updates were made and how this incorporates feedback from businesses. No more than one paragraph.

25. Has an economic development strategic plan current within the past three years.

Provide the URL for the plan or 1-2 page PDF summary and narrative description of its use in shaping economic development policies.

26. Maintains an inventory of available properties.

Provide a URL if possible or screenshot of the current list of properties.

Upload additional files supporting criteria above. Please label your files with the criteria number for reference.

POLICIES & PROGRAMS

27. If the community has municipal incentive policies, they are posted on the community's website.

Provide URL.

28. Publishes design and signage guidelines or design review criteria.

Provide URL.

29. Has a formal Business Retention and Expansion plan/program. Formal programs are systematic approaches to business visits. These must include some strategy beyond occasional visits.

Describe the program goals, activity over the last year, and how it is conducted. Provide a PDF or URL if available.

30. Zoning codes provide reliability, predictability and transparency through tools such as form based zoning.

Provide evidence for use of form-based codes through URL link to codes or PDF.

31. Demonstrates movement towards administrative review.

Provide evidence through URL link to codes or PDF.

32. Engages women and minority-owned businesses to determine specific needs and direct them to specialized resources.

Provide URL or narrative description of evidence, no more than one paragraph.

33. Other innovative and creative ideas not previously accounted for in other criteria.

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CEDAS Best Practices 2026

You may save your progress and continue later.

Uploading files: Some questions may require you to provide narrative and upload files. If you have additional files to upload, please do so in the file upload question at the end of each section. Multiple files may be uploaded. If files are uploaded at the end of each section, please be sure there is a reference in the file name to the criteria number.

More information about the program can be found here. Please review the 2026 Guidance Document before applying.

johnvincent@bhhsne.com [Switch account](#)



The name, email, and photo associated with your Google account will be recorded when you upload files and submit this form

Any files that are uploaded will be shared outside of the organization they belong to.

*** Indicates required question**

Email *

Your email

Contact Person *

Your answer

Community/Town/City: *

Your answer



Title: *

Your answer

Telephone:

Your answer

Zip Code: *

Your answer

Community website:

Your answer

Additional Team Members: Names, Title, Email Address: *

Your answer

[Next](#)

Page 1 of 6

[Clear form](#)

Never submit passwords through Google Forms.

This form was created outside of your domain. - [Contact form owner](#) - [Terms of Service](#) - [Privacy Policy](#)

Does this form look suspicious? [Report](#)

Google Forms





2025 CERTIFICATION

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Michael C. Dreimiller <dreimiller@gmail.com>

Fwd: EDC: Mission statement review

1 message

Michael Dreimiller <dreimiller@gmail.com>

Tue, Jan 6, 2026 at 1:58 PM

To: Ledyard Land Use Assistant <land.use.asst@ledyardct.org>

From: **Michael Dreimiller** <dreimiller@gmail.com>

Date: Fri, Jan 2, 2026 at 5:40 PM

Subject: EDC: Mission statement review

To: Pete Hary <pete@quinnandhary.com>, John Vincent <Johnvincent@bhhsne.com>, Richard Tashea <rtashea@sbcglobal.net>, Fred Allyn, III <mayor@ledyardct.org>, Carol Schneider <estherosenbee@gmail.com>, Ledyard Town Planner <planner@ledyardct.org>, Kevin Aherne <Kevin.E.Aherne@gmail.com>, Mike Cherry <mj_cherry@hotmail.com>

Item #20 on the [CEDAS application](#) that we're working on is "Has a mission statement for economic development that reflects the community's vision and values."

I think we should review all of the places that describe what the EDC does and make sure that they are all consistent with each other as well as how they align with the feedback that we received from the [Rt. 12 Corridor Study](#) process (see Chapter 5 "Public Outreach & Participation" pages 54-62).

1) The [2023 EDC Strategic Plan](#) has this for a Mission Statement:

To enhance the economic well-being and long-term prosperity of Ledyard by serving as an important catalyst for new business and a critical resource for existing businesses who wish to grow, in a community that values its rich rural heritage, authentic New England character and rare quality of life.

2) The [2024-2025 EDC Annual Report](#) and the [2025 EDC Transparency & Governance](#) report include this:

The EDC is responsible for expanding the tax base of the Town of Ledyard and for advocating, facilitating, promoting, and advising on economic development issues within the town through marketing, property tax incentives, and infrastructure improvement.

3) The [main EDC webpage](#) and the [EDC Overview](#) page both have this:

To promote development through an economic development plan and strategy, and promotion of the growth, retention and diversification of business, industry and tourism through marketing, property tax incentives, and infrastructure development.

o The Importance of Business

The town of Ledyard is the home of many great companies and firms. Large and small, we value them all and hope to foster a productive, positive relationship.

o Goals

One of the prime goals of the Ledyard Economic Development Commission is to increase our town's commercial and industrial tax base. Over the years, there have been many efforts to accomplish this.

o Focus on Existing Business

Ledyard is a great place. We value our open space, our history, our cultural events, farming and our schools. The volunteers that work for our community make Ledyard a special place in many ways. The local business

community, also, makes Ledyard special and we need to value it. There is no better way to grow our commercial tax base than to support and nurture the businesses already here. In the economic development world, it is called business retention. To us, it just makes sense.

4) [Town Ordinance #300-020](#) has this:

Section 2. Purpose

The purpose of this Ordinance is to provide for economic development in the Town of Ledyard by establishing an Economic Development Commission, preparation of an economic development plan and strategy, and promotion of the growth, retention and diversification of business, industry and tourism through marketing, property tax incentives, and infrastructure development.

5) [2020 Plan of Conservation and Development](#) includes this (see section VII pages 37-41):

VII. Economic Development Goals

- *Encourage economic growth and diversification in order to expand the nonresidential tax base, provide new business and employment opportunities, and to improve the services and overall quality of life enjoyed by residents.*
- *Develop new utility and roadway infrastructure to serve portions of the Town zoned for commercial and/or industrial purposes with a focus on the Gales Ferry Business District and Ledyard Center.*
- *Continue to revise land use regulations to be pro-business without sacrificing a commitment to environmentally sound development.*
- *Encourage traditional village development in the LCDD and GFDD.*
- *Foster the development of vacant or underutilized commercial and industrial zoned land. Utilize a variety of traditional and nontraditional strategies to attract businesses to Ledyard.*
- *Encourage farm diversification to enable farming to be a viable economic enterprise.*

Related to this, should we consider updating and re-running the Residents and Businesses surveys that we ran in early 2022?

<https://bit.ly/LedyardEDCResidentsSurvey2022>

<https://bit.ly/LedyardEDCBusinessSurvey2022>

Also worth noting is item #25 on the CEDAS application "*Has an economic development strategic plan current within the past three years.*" Our Strategic Plan was last updated in Feb. 2023 and will be more than 3 years old by the time we submit our CEDAS application later this year.

-Mike D.



TOWN OF LEDYARD

741 Colonel Ledyard
Highway
Ledyard, CT 06339-1511

File #: 26-0129

Agenda Date: 2/3/2026

Agenda #: E.

GENERAL DISCUSSION ITEM

Subject:

Resident and Business Surveys (2022) updating and re-running in 2026.

Background:

(type text here)

Department Comment/Recommendation:

(type text here)



TOWN OF LEDYARD

741 Colonel Ledyard
Highway
Ledyard, CT 06339-1511

File #: 26-0485

Agenda Date: 4/7/2026

Agenda #: A.

AGENDA REQUEST
GENERAL DISCUSSION ITEM

Subject:

Review of EDC's Reference Guide for Businesses in Ledyard & Gales ferry

Background:

(type text here)

Department Comment/Recommendation:

(type text here)