

Branford Town Green Study

Branford, CT

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PREPARED BY:



PREPARED FOR:



Table of Contents

1.0 Design Goals and Objectives

2.0 Design Principals

3.0 Analysis of Project Area

3.1. Physical Features

3.2. History

3.3. Historic Features

4.0 Functional Considerations

4.1. Parking

4.2. ADA Compliance

4.3. Emergency Access

4.4. Natural Features

4.5. Safety

5.0 Conceptual Design

5.1. Earlier Concepts

5.2. Alternatives Considered

5.3. Concept Plan A

5.4. Concept Plan B

5.5. Concept Plan C

6.0 Implementation

Appendices

A. Existing Conditions Plan

B. Yale Urban Design Workshop Study Concept Plan

C. Alternatives Considered

D. Concept Plan A

E. Concept Plan B

F. Concept Plan C

G. Cost Opinion

H. Public Comment

I. Meeting Reports

J. Area Takeoff for Concept Plan C

K. Grading Plan

1.0 Design Goals and Objectives

- Preserve and enhance the 18th and 19th century heritage and charm of the Green and its historic architecture, statues and monuments.
- Undo some of the damage of 20th century improvements that adapted the Green to meet the needs of the automobile and restore the Green to an earlier time by reorganizing parking, improving traffic and pedestrian safety, and down-sizing streets that bisect the Green.
- Traffic circulation, signage and lighting must be redesigned to reduce conflicts between pedestrians and vehicles and improve pedestrian and bicycle safety.
- Vehicular access to the Green from Main Street should be eliminated to create a contiguous open area between and to restore the prominence of the ‘noble row’ of buildings facing Main Street.
- Parking on the Green should be reorganized to make it less visible without reducing the total spaces available.
- Involve and seek consensus of citizens, churches, and surrounding businesses during the design process to ensure compatibility of the project's goals with the needs, expectations, and values of the community.

2.0 Design Principles

- Improvements to the Green (including lighting, pavement, benches, signs, etc) should:
 - Be pedestrian scaled
 - Be environmentally responsible or sustainable
 - Be visually unified
 - Utilize historical design precedents or motifs
 - Be constructed of materials and colors that complement the vernacular, historic architecture of the Green
 - Use materials and details that are practical (e.g. low maintenance) and durable
 - Emphasize and highlight links with the past and protect the heritage of the site
 - Not encroach upon statues, monuments or other historic features of the Green and should be respectful of their settings
 - Capitalize on existing features (e.g. monuments, open space, views, etc.)
 - Provide clear, effective directional signage and lighting

- Carefully consider all handicapped and other ADA requirements (e.g. proper clearances for wheelchairs between fixed objects, maximum gradients on walks or curb-cuts, etc.)
- Specimen trees and the interesting, natural contours of the land should be preserved to the greatest extent possible.
- Any future utility improvements to the Green should be minimized; where necessary, they should be constructed to be as visually unobtrusive as possible (e.g. underground placement of utilities and equipment).

3.0 Analysis of Project Area

3.1 Physical Features

- The Green is a 10 acre triangle bounded by Main Street, Montowese Street and South Main Street. It is divided into five irregular shapes by three roads cutting through it: Blackstone Avenue, Taintor Drive and Town Hall Drive.
- South Main Street (State Route 146) is designated a Scenic Road which protects notable landscapes from alterations that would alter or diminish their appearance including street widening and the removal of mature trees.
- A distinct feature of the Green is the row of buildings on the Green: Episcopal Church, Town Hall, and First Congregational Church.
- The numerous mature specimen trees and rolling topography add to the distinctive character and charm of the Green and must be taken into account when planning.

3.2 History

- The Branford Green was established more than three centuries ago when John Taintor willed his home lot to the town in 1699 to erect a new meeting house, the predecessor of the First Congregational Church of Branford.¹
- During the colonial period The Branford Green was open pasture in the tradition of town Commons and was used to pasture livestock, as drill grounds for the local militia and as a place for townspeople to congregate.²
- The Branford Green has been the civic and religious center of the community since its establishment. The fact that its civic and religious buildings were not removed to

¹ Jane Peterson Bouley, Town Historian

² Ibid.

create a part is unusual since that was generally the practice during the late 19th century.³

- A major change in the use of the Green occurred in the 1890s when citizens were fined for allowing their cows to graze there, although it was a few years before the practice was discontinued. It is during this period the Green was re-graded, grass was planted, and sidewalks and curbs were installed. A baseball field located in front of the Town Hall was also removed.⁴
- The greatest change to the Branford Town Green came in the 20th century with the rise of the automobile when the narrow cart paths on the Green were widened and paved to provide roadways and parking. The Branford Green was also reduced in size by the widening of Main, Montowese and South Main Streets and for the expansion of the churches and Town Hall.⁵
- In 1988-89, efforts to improve the downtown area included a streetscape designed by the landscape architectural office of Arthur Selbert Design Associates with amenities for the Green including benches, pedestrian lights, street lights, rubbish containers, a bus shelter, a public phone, and a drinking fountain; all Victorian reproductions.⁶
- The Branford Green has been placed on the State's Historic Resource Inventory which identifies historic, architectural and cultural resources. Its buildings are also part of the Branford Center National Register Historic District which is a federal program through the Department of the Interior and National Park Service. The Connecticut Environmental Protection Act (Public Act 820-362) permits legal recourse for the unreasonable destruction of the state's natural, architectural and cultural resources as listed on the National Register of Historic Places.⁷

3.3 Historic Features⁸:

- *The Academy* - Built in 1820 by private subscription. It has been moved twice, lastly in 1971 to its present location.
- *The First Baptist Church* - Built in 1840. The back was enlarged in 1908 and the educational wing added in 1957.
- *The First Congregational Church* - This is the fourth edifice, built in 1843 with a new facade and steeple added in 1878. The educational wing was added in 1955 and another addition in 1999.

³ www.TownGreens.com

⁴ www.TownGreens.com

⁵ Jane Peterson Bouley, Town Historian

⁶ www.TownGreens.com

⁷ Jane Peterson Bouley, Town Historian

⁸ Jane Peterson Bouley, Town Historian

- *Trinity Episcopal Church* - This is the second edifice built in 1851. The Parish Hall was added in 1916 and the Parish House in 1957.
- *The Town Hall* - Built in 1857, the front pillars and stucco were added in 1917. There have been additions in 1969 and 2001.
- *Grand Army of the Republic Monument (GAR)* – This cut stone obelisk and statue was erected in 1885 to honor the Branford veterans of the Civil War. It stands between the Town Hall and Congregational Church.
- *Yale Memorial Tablet* - Erected in 1900 by the DAR celebrating the 200th anniversary of Yale College and Branford's role in its founding. It stands in front of the Academy at the southeast corner of the Green.
- *The Cenotaph* – A classical, semi-circular, stone wall set behind a paved circle is located behind Town Hall. It was dedicated in 1923 to honor the veterans of World War I and was designed by nationally known Branford artist J. Andre Smith.
- *Veteran's Memorial* - Built in 1956 of Stony Creek granite around the flag pole to honor all Branford veterans. The flag pole was cast by the Malleable Iron Fittings Company (MIF).
- A granite memorial to the veterans of *World War II, the Korean conflict and Vietnam War* is located at the base of the large flagpole in the center of the Green.

4.0 Functional Considerations

4.1 Parking

- Existing parking on the Green extends too closely to intersections creating difficult sight lines for drivers. In developing the proposed concept, sight lines were considered and parking was pulled away from the intersection of Town Hall Drive with Montowese Street, and Town Hall Drive with Taintor Drive.
- Existing parking on the Green is densely spaced and inconsistent in dimensions. The proposed concept relieves density by spacing out parking in more lots which are in general closer to buildings.
- Existing parking in the town center is heavily used with many spaces consistently full. The proposed concept seeks to balance any parking spaces displaced with new parking on or near the Green.
- Some existing parking on the Green did not meet Town standards for dimension and configuration. Under the proposed plan all parking is consistent with Town standards.
- Existing parking on the Green, combined with the convergence of drives near Main Street, creates areas of excessive pavement. The proposed concept utilizes porous

pavers to visually break up the amount of pavement. In addition to being more visually pleasing, the porous pavers are much more eco-friendly and provide for better stormwater management.

4.2 ADA Compliance

- Existing sidewalks between the First Baptist Church and Blackstone Avenue, and between Town Hall Drive and the First Congregational Church are too steep to be ADA compliant. The proposed concept adjusts grades and configurations of these sidewalks to create accessible paths that meet current ADA design standards. For example, a handicap ramp between the First Baptist Church and Blackstone Avenue is proposed to provide access to South Main Street.
- The number of available handicap parking spaces to access the Green from Montowese Street and Main Street do not meet minimum state standards. The proposed plan adds a handicap accessible parking space on Montowese Street to correct this deficiency.
- The number of handicap accessible parking spaces on the Green exceeds the number required by minimum state standards. The proposed plan matched the number of existing handicap parking spaces and meets current ADA design standards for spacing and dimension.

4.3 Emergency Access

- Several meetings were held with Town officials, including representatives of the Fire and Police Departments, to discuss access to buildings on the Green and to develop design criteria to improve emergency access as well as traffic safety. Due to poor sight lines and awkward angles of streets at current intersections, the directionality of streets and drives on the Green was also discussed and several alternatives were evaluated to determine if changing the direction of streets would improve traffic safety. It was determined that changing the directionality of Taintor Lane and Blackstone would improve traffic safety and traffic flow. Following is a table that summarizes the changes and the rationale for the changes:

Branford Town Green Study
Branford, CT

Street	Current Safety Issue	Current Directionality	Proposed Directionality	Rationale for Change
Town Hall Drive	<p>The intersection of Main Street at Town Hall Drive has high pedestrian activity; left turning vehicles from Main Street westbound to the Green impede traffic flow on Main Street and create one more point of conflict between pedestrians and motorists.</p> <p>Town Hall Drive, Taintor Lane and Blackstone Avenue all intersect at Main Street at awkward angles. Due to the one-way streets, awkward angles and expansive areas of pavement, motorists get confused which may result in lack of attention to the presence of pedestrians or other motorists.</p>	<p>Town Hall Drive is one-way east allowing travel from Main Street to Montowese Street.</p> <p>However, the intersection of Main Street and Town Hall Drive is currently two-way which allows northbound vehicles on Taintor Lane to exit onto Main Street.</p>	<p>No change to the directionality of Town Hall Drive; however, the intersection of Town Hall Drive at Main Street will be changed from two-directional to one-way only from Main Street to the Green.</p>	<p>Sight lines at the intersection of Montowese Street and Town Hall Drive are poor and through traffic on Montowese Street (which is not stopped controlled at Town Hall Drive) increase the potential of an accident between a high speed vehicle on Montowese Street and a vehicle exiting the Green and turning right or left onto Montowese Street.</p> <p>Officials considered reversing the directionality of traffic flow on Town Hall Drive to improve this condition, but determined that the disruption in traffic patterns on the Green and the confusion that may result from having access to buildings with a Main Street address from Montowese Street did not warrant the change.</p>
Taintor Drive	<p>The intersection of South Main Street and Taintor Lane is an acute angle that makes it difficult for large vehicles travelling east on South Main Street to turn left onto Taintor Lane. The acuteness of the angle also allows vehicles traveling west on South Main Street that turn right onto Taintor Lane to do so at excessive speeds.</p>	<p>One-way north allowing travel from South Main Street to Main Street.</p>	<p>One-way south allowing travel from Town Hall Drive to South Main Street</p>	<p>Changing the directionality of Taintor Lane will improve pedestrian safety by eliminating the ability of faster speed vehicles to turn onto the street from South Main Street. Also, the proposed reconstruction of the intersection of Main Street and Town Hall Drive will eliminate any direct connection between Taintor Lane and Main Street; therefore, there is no reason to maintain one-way north flow on Taintor to provide access to the First Baptist Church.</p>
Blackstone Avenue	<p>Town Hall Drive, Taintor Lane and Blackstone Avenue all intersect at Main Street at awkward angles. Due to the one-way streets, awkward angles and expansive areas of pavement, motorists get confused which may result in lack of attention to the presence of pedestrians or other motorists.</p>	<p>One-way south allowing travel from Main Street to South Main Street.</p>	<p>One-way north allowing travel from South Main Street to Main Street.</p>	<p>Changing the directionality of Taintor requires that the directionality of Blackstone Avenue also changes; otherwise, the Green would not be accessible at all from South Main Street. Also, reversing the flow of Blackstone will provide more direct connection to the Green from South Main and will result in lower volumes of traffic using the Main Street access, which will improve pedestrian safety at the intersection of Main Street and Town Hall Drive, which experiences a high level of pedestrian activity.</p>

- A standard requirement of the Fire Department is that all new construction has minimum curb radii of 50' at intersecting streets to facilitate fire truck turning movements. However, new research is revealing that there is a direct relationship between the size of the curb radius at an intersection and the speed of turning motor vehicles. A large radius designed to easily accommodate large fire trucks, other large trucks and school buses, also allows drivers of smaller passenger vehicles to make high speed turns⁹. Drivers who drive faster are less likely to stop for pedestrians. For these reasons, CHA recommends exempting the Green from the 50' radius requirement in favor of reducing the curb radii. Other considerations that support a reduction of intersection curb radii include:
 - The streets on the Green (and in the town center) are within historic districts and were laid out and subsequently upgraded for vehicular travel at a time when there was less emphasis on vehicle speed and when fire trucks were smaller. If streets in or around the Green were designed with the same standards that are applied to new suburban subdivisions, they would be out of character with the historic nature of the Green and out of context with the walkable, multi-use function of the Town Center (i.e. streets designed for multiple users – pedestrians, bicyclists, and vehicles). Narrower, traditional-style streets are considered key features of livable, walkable and sustainable districts.¹⁰ Therefore, it makes sense to exempt the Green from the conservative standards developed for more automobile-oriented areas of town.
 - Increasingly, engineers and planners are advocating for narrower streets and small intersection turning radii in town and village centers because narrow streets with on-street parking and tight corners results in slower traffic speeds.¹¹ Also, pedestrian safety is enhanced on narrow streets because they reduce pedestrian crossing distances and shorten the duration that pedestrians are in the path of vehicular travel.¹²

The Fire Department recognized these points and agreed that the 50' radius requirement should not be applied to streets on the Green. Below is a table which summarizes curb radii requirements and provides the range of curb radii proposed for the four intersections that provide access to the Green: 1) Main Street at Town Hall Drive (currently two-way but proposed to be one-way to the Green); 2) Montowese Street at Town Hall Drive (one-way out from the Green, currently and proposed); South Main Street at Blackstone Avenue (currently one-way out from

⁹ Pedestrian and Bicycle Information Center; *Safe Routes to School Online Guide – Reduced Corner Radii*” page. http://www.saferoutesinfo.org/guide/engineering/reduced_corner_radii.cfm

¹⁰ Local Government Commission, “*Emergency Response and Traditional Neighborhood Street Design.*” http://www.lgc.org/freepub/docs/community_design/fact_sheets/er_case_studies.pdf

¹¹ Ewing, Reid et al; “*Skinny Streets and Fire Trucks*”; Urban Land Institute, August 2007. http://www.smartgrowth.umd.edu/pdf/ULI_SkinnyStreets.pdf

¹² Local Government Commission; “*Street Design and Emergency Response.*” http://www.lgc.org/freepub/docs/community_design/fact_sheets/er_street_design.pdf

the Green but proposed to be one-way to the Green); 4) South Main Street at Taintor Drive (currently one-way to the Green but proposed to be one-way out from the Green).

Standard Minimum Curb Radius*	Acceptable Min. Curb Radius for Town Centers**	Range of Actual Curb Radii Proposed	Range of Effective Curb Radii*** Proposed
50 feet	15 feet	10 to 32.5 feet	31 to 37.5 feet

* Minimum curb radius that the Branford Fire Department typically requests at intersections.

**Source: “Pedsafe”¹³ and the “Smart Transportation Guidebook”.¹⁴ Assumes emergency vehicle would begin or end turns from the opposing traffic lane; this encroachment into the opposing travel lane is an acceptable strategy to accommodate the occasional large vehicle in an urban setting¹⁵; particularly considering that fire vehicles will utilize sirens and flashing lights when undertaking such turns.

***Effective curb radii are the radii measured along the inner edge of the path of a turning vehicle. The effective radius is larger than the actual curb radius in situations where, for example, a left-turning vehicle is turning onto the outer travel lane of the intersecting street, or where a right-turning vehicle has more room to negotiate the turn because there is an on-street parking lane that provides more operating space for the turn.¹⁶

- To meet the dimensional requirements necessary for fire trucks with outriggers to setup, large ovals constructed using concrete pavers are proposed in front of Trinity Episcopal Church, Town Hall, and the First Congregational Church. These ovals will provide the area necessary for emergency access, while still being visually appealing. The textured surface created by the pavers will provide a visual queue to drivers that parking is not allowed. The surfacing will also provide an indication to drivers that it is a pedestrian area where attention should be paid and speeds closely monitored.
- Configuration of drives and setup areas were confirmed using AutoTurn, a CAD software program that simulates vehicle paths. Proposed layouts were then reviewed with the Fire and Police Departments to solicit opinion and approval.

4.4 Natural Features

- An important consideration was the numerous mature, specimen quality trees. A tree inventory prepared by the Branford Garden Club was reviewed, field verified, and updated. Tree locations were then added to the base map. This aided the design

¹³ U.S. Department of Transportation, Federal Highway Administration; “Pedsafe: Pedestrian Safety Guide and Countermeasure Selection System”; September, 2004; page 67. <http://www.walkinginfo.org/pedsafe/>

¹⁴ New Jersey and Pennsylvania Departments of Transportation; “Smart Transportation Guidebook”; March 2008; page 57. <http://www.smart-transportation.com/assets/download/Smart%20Transportation%20Guidebook.pdf>

¹⁵ Ibid. Page 56.

¹⁶ U.S. Department of Transportation, Federal Highway Administration; “Pedsafe: Pedestrian Safety Guide and Countermeasure Selection System”; September, 2004; page 67. <http://www.walkinginfo.org/pedsafe/>

process by making it possible to design around and lessen the impact to mature specimen trees. The proposed plan will result in only two trees needing to be removed. Neither of which are of significant size, age, or quality, with one of the trees being diseased. Care will also need to be taken during the construction process. Although there are proposed improvements in close proximity to existing trees, careful construction practices (hand excavation and root pruning for example) can ensure that these trees survive. Detailed specifications outlining construction procedures should be developed before any construction activities move forward.

- The natural rolling topography was another important consideration. When planning the reconfiguration of drives, close attention was paid to topography in order to develop layouts that would minimize grading. Once a preferred concept was established, a grading plan was developed to confirm that the proposed concept would not have any significant unforeseen impacts to the existing grade or plant life. These natural features of the Green add much to its character and care was given not to disrupt this. Appendix K contains a Grading Plan, which was developed for Concept Plan B.
- The balance of impervious versus permeable area on the Green was another important consideration. The proposal of additional sidewalks to make underutilized areas of the Green walkable, and all areas of the Green ADA accessible resulted in an increase of roughly 7,000 s.f. of additional paved surface. In order to balance this, porous pavers are utilized for parking areas under the proposed condition, as discussed in section 4.1 – Parking. Appendix J contains a table which compares the existing and proposed coverage by area of Green.

4.5 Safety

- 67 accidents occurred on streets in and around the Green between 2007 and 2009. Of these, 9 occurred at the intersection of South Main Street and Montowese Street, 7 at the intersection of Town Hall Drive and Montowese Street, and 12 at the intersection of Main Street, Town Hall Drive, Taintor Drive, and Blackstone Avenue.
- Since there is so much pedestrian activity in the Town Center, the proposed concept provides traffic calming measures to improve pedestrian safety.
- To reduce conflict at the awkward Main Street, Town Hall Drive, Taintor Drive, Blackstone Avenue intersection, the drives were reconfigured to eliminate the convergence of streets and improve traffic flow and pedestrian safety.
- The intersection of Town Hall Drive and Montowese Street was identified by Town Officials as having poor sight distance. Sight distances for drivers turning onto Montowese Street from Town Hall Drive were reviewed for conformance with CTDOT standards. Since parked cars, as opposed to a fixed object, were the cause for difficult sight lines, it was determined that the intersection is in conformance with CTDOT standards. However, since parking spaces are consistently utilized in the

town center, parking on Montowese Street was moved away from Town Hall Drive to improve sight distances.

- Curb extensions are proposed on Montowese Street to constrict the road width at intersections as a way to calm traffic speeds and to improve pedestrian safety. Curb extensions have the benefit of reducing pedestrian exposure to traffic by shortening cross walk lengths.
- In addition to the traffic accidents, the intersection of Montowese Street and South Main Street was identified by Town Officials as an area of excessive travel speeds and driver tendency to roll through stop signs when turning onto Montowese Street from South Main Street. To address this issue, the following modifications were proposed:
 - Adjustment of curb geometry was proposed to alter the South Main Street approach. The adjustment will cause South Main Street to meet Montowese Street more perpendicularly and slow down right turning vehicles.
 - Movement of existing South Main Street crosswalk to the west (away from the intersection) to shorten the overall length and improve pedestrian safety.
 - A median with mountable curbs (pedestrian refuge island) to constrict lane widths on the South Main Street approach to further calm traffic and to improve pedestrian safety. The proposed median must be mountable because an AutoTurn analysis indicated that the largest design vehicle, a WB-50 (semi-trailer truck), would have difficulty making a left turn onto South Main Street from northbound Montowese Street. A vehicle this size would likely track over the median and pedestrian refuge island, while smaller vehicles, including a city bus, would not have a problem making the turn. However, because of the possibility of a semi-trailer truck needing to make this turn no traffic signs or bollards can be located within the median.

5.0 Conceptual Design

5.1 Earlier Concepts

- The first alternative considered was an existing concept created by the Yale Urban Design Workshop Study (YUDWS) in June 2006 (See Appendix B). Some key findings are:
 - The study utilized concepts implemented by the national Park Service in which parking is redistributed in small parking “nodes” rather than large lots.
 - The Montowese Street improvements are critical to creating better pedestrian flow (curb extensions and shorter crosswalks, improved Montowese corner lot).

- A unifying concept is to provide sidewalks along the entire perimeter of the Green. Some under utilized areas of the Town Green include eastern point (near Baptist Church) and behind the Town Hall.
- The concept that needs to be held includes preserving/protecting the character, aesthetics and usefulness of the Town Green without losing parking availability. The town should not obsess over the actual parking space numbers but be cognizant of preserving the appearance.

5.2 Alternatives Considered

- Meetings were held with Town Officials, the Police Department, the Fire Department to establish design criteria, and gain a better understanding of the wants and needs.
- Research on the history, and evolution of the Green was completed to gain a better contextual understanding.
- Existing mapping was collected, compiled, and field verified to create an up-to-date base map for planning purposes (See Appendix A).
- After analyzing the YUDWS concept a number of concepts were developed which aimed to utilize and build upon the positive aspects of the YUDWS concept and meet the design criteria established with Town Officials. Six concepts were developed and presented to Town Officials to solicit opinion (See Appendix C for Alternative Concepts).
 - *Sketch 1* – Concept creates 2 separate street networks with Town Hall Drive isolated from Taintor Lane and Blackstone Avenue. Flow on Town Hall Drive is reversed.
 - *Sketch 2* – Town Hall Drive, Blackstone Avenue, and Taintor Lane reconfigured to break connection to Main Street. Concept features angled parking and narrowed roadways, and maintains existing connection points to South Main Street and Montowese Street
 - *Sketch 3* – Plan reconfigures Town Hall Drive, Taintor Lane, and Blackstone Avenue to create single approach on Main Street instead of 3-pronged. New Town Hall Drive flows bi-directionally, with flow on Blackstone Avenue, and Taintor Lane maintained.
 - *Sketch 4* – “New” Town Hall Drive breaks current connection to Main Street and reverses flow. Maintains current connections to Montowese Street and South Main Street at existing locations. Taintor Lane converted to Cul-de-sac.
 - *Sketch 5* – Town Hall Drive, Blackstone Avenue, and Taintor Lane reconfigured to break 3-pronged approach to Main Street. New single connection made southeast of existing approach. Location of existing connections to South Main Street and Montowese Street maintained.

- *Sketch 6* – Hybrid of concepts 1 and 2. Plan features reconfigured approach to Main Street from concept 2 and cul-de-sac from concept 1. Plan also includes specialized pavement in front of Trinity Episcopal Church, Town Hall Drive, and First Congregational Church for fire department access and traffic calming.

5.3 Concept Plan A

- The preferred alternative was Sketch 5.
- The original conceptual sketch was refined based on comments from Town Officials and became Concept Plans A (See Appendix D).
- The concept included new proposed sidewalk layouts, refined parking design, and review of existing trees to determine potential impacts.
- The concept also included a roundabout design developed in a previous study conducted for the Town and South Central Regional Council of Governments, called the “Route 146 Main Street Scenic Highway Gateway Plan.”

5.4 Concept Plan B

- After additional meetings with town officials, the directionality of traffic flow on the Green was reversed and the concept was renamed to Concept Plan B.
- Further design refinement took place which included:
 - Addition of parallel parking on South Main Street.
 - Refinement of parking lot placement and layout of spaces.
 - Refinement of sidewalk design.
 - Addition of a handicap ramp and two retaining walls necessary to create accessible paths for individuals in wheelchairs.
 - Modification of the new intersection of Taintor Drive with Town Hall Drive.
 - Refinement of the Roundabout design to be integrated with proposed concept.
 - Layout design for the town lot at the corner of South Main Street and Montowese Street.
 - Development of a Cost Opinion for the proposed improvements. A summary of this can be found in Appendix G.
- Concept Plan B was presented to the public on March 24, 2009 (See Appendix E). Major comments from the public included:
 - Parking on South Main Street is not desired. The public did not want any improvements that would cut into the Green.

- Too much paved surface, not enough lawn. Public desired Green space over parking, and thought the amount of new sidewalks may be excessive.
- Residents were not in favor of the Roundabout.
- Too much cost associated with proposed improvements.
- See Appendix G for public sign-in sheet, comment forms, and letters.

5.5 Concept Plan C

- After the public presentation, meetings were held with Town Officials to refine the concept based on public comments.
- The refined concept, Concept Plan C, included the following changes:
 - Removal of parallel parking along the north curb of South Main Street. This resulted in 22 parking spaces being removed.
 - Removal of the roundabout to separate this conceptual improvement from the improvements proposed for the Green since the two are independent of each other.
 - Removal of two pedestrian courts and four seat walls at sidewalk intersections to reduce cost, impervious cover, and impact to the Green.
 - Removal of proposed sidewalk along Taintor Drive to reduce impervious cover, and impact to trees in close proximity.
 - Addition of proposed sidewalk from the Town Hall rear entrance to Taintor Drive.
- Concept Plan C (See Appendix F) was presented to the public on June 15, 2009.

6.0 Implementation

Concept Plan C may be considered the preferred concept since it is the refinement of several prior sketch plans and conceptual plans and incorporates comments and concerns expressed by residents over the course of a fairly extensive public outreach process. There are numerous competing interests on the Green and divergent opinions on how best to correct operational deficiencies, make the streets and drives through and around the Green safer, and improve aesthetics of the Green. However, even though Concept Plan C's merits have, on balance, received positive reaction from residents, many residents question whether the cost of the project (refer to Appendix G) is something the Town can afford in the current economic climate. For this reason, Concept Plan C will likely be constructed in numerous phases over many years and therefore, should be considered a plan to guide small improvement projects as funds become available. Accordingly, we have developed a phased implementation process for Concept Plan C

that will allow the improvements to be constructed in a logical sequence that prioritizes (listed in descending order of priority):

- a) vehicular and pedestrian safety at existing intersections;
- b) emergency access to buildings on the Green;
- c) improved accessibility for the disabled;
- d) vehicular and pedestrian safety on streets and drives through the Green;
- e) improved drainage; and,
- f) improved aesthetics.

Following are suggested phases of implementation:

Phase 1: Improve the availability of **short-term parking** by: a) Construct new municipal parking lot on the southwest side of the intersection of Montowese Street and South Main Street to provide a place for Town Hall employees and employees of the churches on the Green to park. This long-term parking area will free up spaces on the Green for short-term parking for use by people conducting business at Town Hall and visiting the churches. b) Design and construct new walkways around the Cenotaph to provide a more convenient path from the proposed parking lot at Montowese and South Main and to Town Hall to encourage employees to use the lot.

Phase 2: Commission a detailed boundary, topographic and utility **survey** of the Green to provide a basis for the design of improvements to the Green. The survey should include the specific location of all existing improvements and all trees on the Green.

Phase 3: Design and construct **intersection safety improvements** to existing intersections surrounding the Green including: a) new curb extensions and crosswalks on Montowese Street near Bradley Avenue and at the intersection of South Main Street and Blackstone Avenue/Church Street; b) improved geometry of curb-cuts and improved sight lines at the intersection of Town Hall Drive and Montowese Street; c) new on-street parking on the west side of Montowese Street; and, d) a new crosswalk, pedestrian refuge median and geometric improvements to the intersection of Montowese Street and South Main Street.

Phase 4: Improve **emergency access** to buildings on the Green by designing and constructing new oval-shaped forecourts of specialty pavers at the First Congregational Church, Town Hall and the Trinity Episcopal Church to create a 'no parking zone' and an emergency staging area for the Fire Department. This will facilitate emergency access to the buildings and create a more attractive image of the buildings from Main Street.

Phase 5: Improve **accessibility** on the Green by: a) conducting a detailed study of accessibility needs of the buildings on the Green; b) design and construct new handicapped parking spaces, replace existing site stairs with handicapped ramps and provide other improvements as required to allow the Green to fully conform to the Americans with Disabilities Act and other accessibility provisions.

Phase 6: Design and **reconstruct the awkward and confusing intersection** of Main Street, Town Hall Drive, Blackstone Avenue and Taintor Lane including: a) reduction of excessive pavement; b) improved geometry to create a more traditional and less complex intersection; c) new crosswalks with curb extensions; and, d) gateway elements.

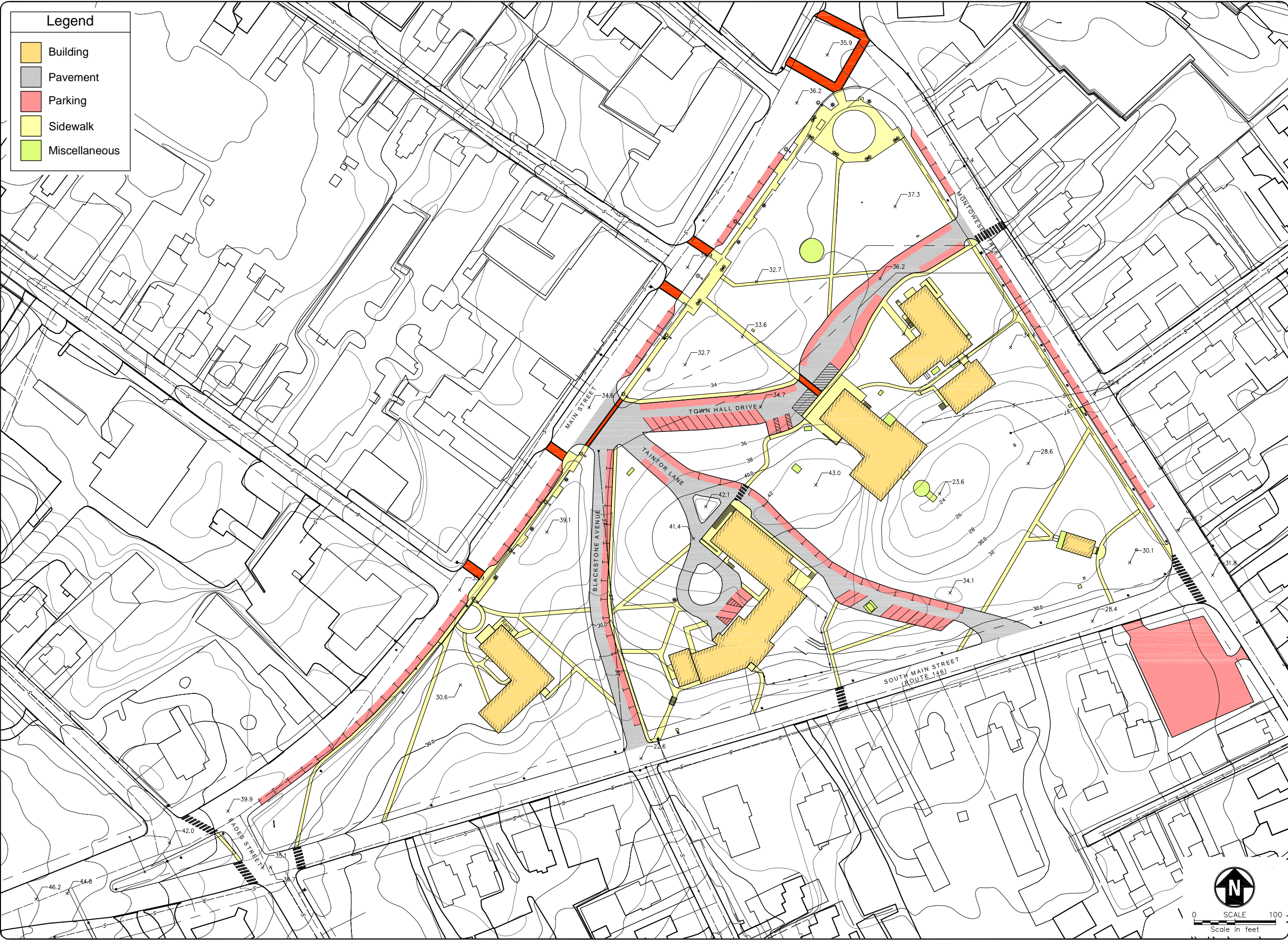
Phase 7: Improve **pedestrian and vehicular safety on the Green** as well as parking efficiency by designing and reconstructing Blackstone Avenue, Town Hall Drive, and Taintor Lane and associated walkways to: a) improve pedestrian and vehicular safety on the Green; b) provide better crosswalks and sidewalks; c) reduce impervious paved areas by constructing replacement parking of porous pavement or permeable precast concrete unit pavers; and, d) improve aesthetics.

Phase 8: Design and construct a **new south walkway** on the north side of South Main Street to improve pedestrian safety and circulation and to allow residents to walk around the entire perimeter of the Green for recreation and exercise.

Appendix A

Existing Conditions Plan

File: I:\18887\CADD\ACAD_MODEL_FILES\1101\XC_18887.DWG
Saved: 9/24/2008 2:07:33 PM Plotted: 9/24/2008 2:07:44 PM User: Montgomery, John D.



Issue Date: 09/25/08
Project No.: 18887
Scale: 1" = 50'

Drawing Copyright © 2008 Clough Harbour & Associates LLP

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2138 State Cheshire Highway, Suite 212 - Rocky Hill, CT 06067-2536
Main: (860) 251-4507 www.cloughharbour.com

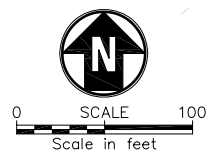
Branford Town Green

Existing Conditions Plan

Appendix B

Yale Urban Design Workshop Study Concept Plan

File: I:\18887\CADD\ACAD_MODEL_FILES\101\LO_18887.DWG
Saved: 9/24/2008 2:25:02 PM Plotted: 9/24/2008 2:25:21 PM User: Montgomery, John D.



Branford Town Green

2006 Conceptual Site Plan
Yale Urban Design Workshop

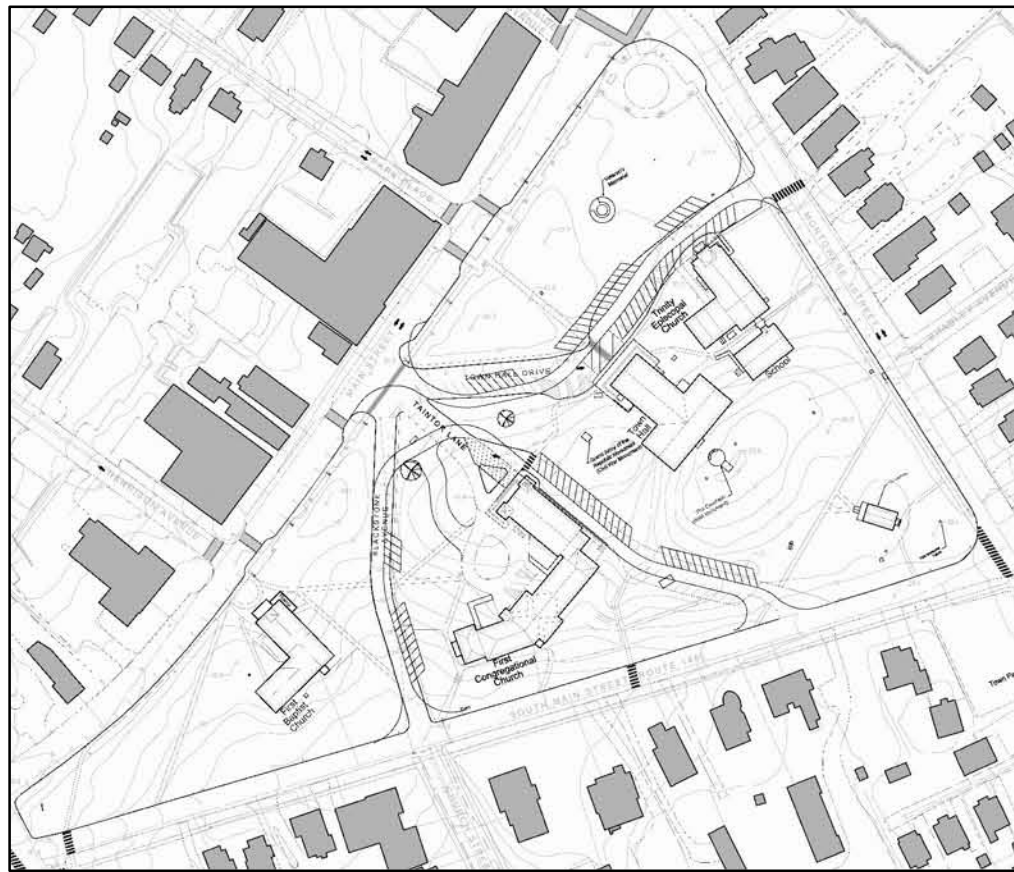
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Issue Date:
Project No.: 18887
Scale: 1" = 50'



Appendix C

Alternatives Considered



Sketch 1



Sketch 2



Sketch 3



Sketch 4



Sketch 5



Sketch 6

Appendix D

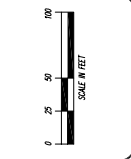
Concept Plan A

Location	Existing		Proposed	
	HC	Total	HC	Total
On Green	7	98	7	85
On Street (Main)	2	32	2	33
On Street (Montwese)	0	21	0	20
On Street (South Main)	0	0	0	24
Town Lot	1	27	1	27
Total	10	178	10	189

DRAFT



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clough hanks & associates llp
CLOUGH HANKS & ASSOCIATES LLP
2110 Blue Crane Highway, Suite 212, Rocky Hill, CT 06067-2208
Main: (860) 357-4497 • www.cloughhanks.com



Issue Date: 12-09-08
Project No.: 18887
Scale: As Noted

Designed By:
Drawn By:
Checked By:

Branford Town Green
Concept Plan A



Appendix E

Concept Plan B

Parking Count				
Location	Existing		Proposed	
	HC	Total	HC	Total
On Green	7	98	7	88
On Street (Main)	2	32	2	27
On Street (Montwese)	0	21	0	20
On Street (South Main)	0	0	0	22
Town Lot	2	34	2	34
Total	11	185	11	191

DRAFT

Convert street from one-way north to two-way

Convert street from two-way to one-way north



2130 Silas Deane Highway, Suite 212 - Rocky Hill, CT 06067-2336
Main: (860) 257-4557 - www.ciabranford.com

0 5 10 20 Feet

Project No.: 18887
Issue Date: 12-09-08
Revision Date: 03-11-09

Designed By:
Drawn By:
Checked By:

Branford Town Green
Concept Plan B

Copyright © 2008

Appendix F
Concept Plan C

Parking Count				
Location	Existing		Proposed	
	HC	Total	HC	Total
On Green	7	98	7	88
On Street (Main)	2	32	2	35
On Street (Montwese)	0	21	1	20
On Street (South Main)	0	0	0	0
Town Lot	2	35	2	35
Total	11	186	12	178

Convert street from one-way north to two-way

LEGEND

Streets or Drives

Existing Sidewalks

Proposed Sidewalks

Porous Paving

Emergency Fire Staging Area

Existing or Proposed Crosswalk



Project No.: 18887

Issue Date: 12-09-08

Revision Date: May 2009

Branford Town Green

Concept Plan C

Planning Department 11/08

Appendix G
Cost Opinion

<i>Item</i>	<i>Total Cost</i>
Work on Streets Surrounding Green	
Site Preparation/Demolition	
<i>Subtotal</i>	\$15,554
Pavements and Curbs	
<i>Subtotal</i>	\$68,117
Work on Green	
Site Preparation/Demolition	
<i>Subtotal</i>	\$79,636
Pavements and Curbs	
<i>Subtotal</i>	\$890,603
Landscaping and Amenities	
<i>Subtotal</i>	\$128,000
Grading and Drainage	
<i>Subtotal</i>	\$178,750
	\$1,360,660
Contractor General Conditions/OH&P (15%):	\$204,099
Mobilization (5%):	\$68,033
Construction Contingency (25%):	\$340,165
Construction Total:	\$1,972,957
Escalation (3.5%/year x 3 years):	\$370,297
Traffic Control (Allowance):	\$5,000
Engineering/Design/Permitting (12%):	\$236,755
Construction Inspection/Testing (3.5%):	\$69,053
Administration/Owner's Costs (Bidding, Insurance, Legal, Admin.) 5%:	\$98,648
Project Total:	\$2,752,710

*This cost estimate excludes roundabout concept which is estimated at \$1.5 million.

Appendix H

Public Comment

SIGN-IN SHEET
PUBLIC MEETING

Branford Town Green Study

DATE: March 24, 2009

PLACE: Branford Senior Citizens Center, Branford, CT

TIME: 7:00 p.m.

Your Name	Affiliation	Address
John Smith	Resident	Whitney Avenue, Hamden
Diane Rowley	Resident	Cedar St, Branford
Bill O'Brien	Resident	Brookwood Dr. Branford
Matthew Bailey	Resident	Whitney Farm Road, Bldg.
Irene Ayres	Resident	Cedar Knolls - Bldg.
James MacBride	Resident	Maycock Pt
Robert E. Ungermack	"	Three Elms Rd
Fannie P. Ungermack	"	" "
Nancy Sutton	"	56 ADELPHI PL.
John Lusi	"	3 WAVERLY RD.
Vick Dabos	"	27 Watrous Ave.
Nancy Childs	"	37 Seaview Avenue
E.G. McEUGAN	"	10 RIVERSIDE DR.
Phyllis Clark	"	8 High Plains Rd
Margothy Maynard	Resident	127 Elm St.
Bill Horne		246 Pleasant Point Rd
Jim Elmazny	"	230 Pine Orchard Rd.
Audrey Nelson	"	13 Fenway Rd.
Andrea Reinas	" "	42 Skannard Ave

SIGN-IN SHEET
PUBLIC MEETING

Branford Town Green Study

DATE: March 24, 2009

PLACE: Branford Senior Citizens Center, Branford, CT

TIME: 7:00 p.m.

Your Name	Affiliation	Address
John Smith	Resident	Whitney Avenue, Hamden
Lee & Dick Branford	Branford	30 Patrick Lane
Shirley Gaily	Branford	12 Liberty Farm Road
Rodney Hayes	"	4 Grove St
Marie Kelly	Branford	3 Howd Ave
Dennis Kelly	"	"
Jon Nicholas	Branford	249 Clark Ave
Loris Nicholas	✓	✓
Art Johnson	"	406 Jordan Rd
DIANA STRICKER	BRANFORD EAGLE	
Deanne Lesak	BGC	245 Damascus
Kathy Rieser	New Haven	143 Beacon Ave
Art Zany	Conservation Comm Green Comm	24 Damascus Rd Bk
Bill Hitchcock	Branford	15 Cochran Drive
Peter Black	Branford / RTM	7 STONE ST
Faith Tingle	Branford	157 Harbor St
Louise Kenney	Branford Garden Club	32 7th Ave. Branford
Joe Naylor	resident	34 Barton Court

SIGN-IN SHEET
PUBLIC MEETING

Branford Town Green Study

DATE: March 24, 2009

PLACE: Branford Senior Citizens Center, Branford, CT

TIME: 7:00 p.m.

Your Name	Affiliation	Address
John Smith	Resident	Whitney Avenue, Hamden
Ed & Mary Jane Bjoerndal	- H -	Rock Pasture Rd, Bfd
Richard Guidone	BGC	Pine Hollow Rd Bfd
Dorothy Makula	BGC	Sixth Ave Bfd
EARL LIND		16 Gould Lane Bfd.
Phiscilla Kissick	Garden Club.	50 Johnson's Pt. Rd.
Janet Mahoney		79 Hopson Ave
Winnifred Judge	Garden Club Bfd Green Committee Sec	31 Paulson Rd Bfd.
Joanne McParland	Bfd Historical Society Bfd Garden Club Trinity	226 Laurel St units church East Haven, CT. 0652
Arlene Steinlauf	Resident Garden Club, Art. Sec	55 Sound View Hts
Rich Stoecker	Asst. Town Planner	
Michael Russo	resident Bfd. Historical Society	42 Monroe St. Branford
Ann Trapasso	resident	10 Cherry Hill Road
ROBERT SOBULEWSKI	Resident	PO Box 416
Phil Fischer	citizen	236 SC Road

Branford Town Green Study

TIME: 7:00 p.m.

[illegible]

Branford Town Green Study

TIME: 7:00 p.m.

[illegible]

AMERICAN LEGION



Corcoran Sundquist Post 83 Inc.
243 North Main St., Branford, CT 06405

Mr. Unk Daros, First Selectman
Town Hall, Branford, CT

March 21, 2009

Dear First Selectman Daros,

At our recent Executive Board Meeting, one of our members reported that a certain group would like to make some changes around the green by placing diagonal parking on all the streets surrounding the green. After an open discussion regarding this change it resulted in a very unfavorable change to the green. Most of us veterans at Branford Post 83 are residences of our fine town and beautiful green and although we believe in changes for the better of the community of Branford, this change is certainly not one of them. If and when or should this proposal come about, the members of post 83 strongly object and disapprove of such a change. Thank you for taking the time to read our letter. This is our first step taken in regard to this matter.

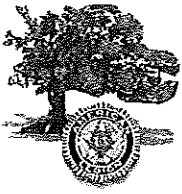
Sincerely,

Nicholas D. Palermo, Post Adjutant

RECEIVED

APR 15 2009

SELECTMAN'S OFFICE
BRANFORD, CONN.



American Legion
Post 83
243 North Main Street
Branford Connecticut 06405

March 21, 2009

First Selectman
Town Hall
Branford, Ct.

Dear Unk

At our March 21, 2009 the subject of changing the Town Green was discussed at some length. As a long time Veterans organization of Branford with over 400 members we voted to send you this letter. We don't want the Town Green to be made any smaller by adding parking space that is not needed. The plan would also put Black top on top of the many trees roots on the green so not only will some trees have to be cut down but some will die from the black top on the roots. As long time residence of Branford we like the looks of the Branford Green and see no reason to change it.

We would also like to know who will be paying for this project. Will the people that want this change? OR WILL THE TAX PAYER that likes the green as it is now.

IF IT AIN'T BROKE DON'T FIX IT!

Yours truly

Commander
Post 83

RECEIVED

APR 15 2009

SELECTMAN'S OFFICE
BRANFORD, CONN.

Town of Guilford
31 Park Street
Guilford, CT 06437
203-453-8039



Town of Branford
P.O. Box 150
Branford, CT 06405
203-488-1255

March 24, 2009

Anthony J. DaRos, First Selectman
Town Hall
1019 Main Street
Branford, CT 06405

Dear Mr. DaRos:

The Scenic Roads Advisory Committee for Route 146 in Branford and Guilford recently learned of the 2009 Branford Town Green Study that proposes physical changes to the Green and its historical environment. This letter addresses the proposed changes to South Main Street. As you know, South Main Street, being part of Route 146, was designated as a state scenic road in 1990, from its intersection with Main Street in Branford to its intersection with Route One in Guilford.

We have enclosed the regulations for the state scenic roads act. These regulations state: "In order to qualify for scenic road designation, the state highway under consideration must have significant natural or cultural features along its borders such as...an historical building or structure which is listed on the National Register of Historic Places..." South Main Street is part of the Branford Center Historic District, an area placed on the National Register in 1987. Among the many historic resources that qualified Branford Center for National Register listing was the Green, a landscape noted for its architecturally distinguished institutional buildings and mature trees. Should state or federal funding be used to implement physical changes to this area, the Connecticut State Historic Preservation Office must assess the proposed plan's impact upon the historical environment before funding can be authorized for the specified work.

In addition, the scenic roads regulations state that proposed changes to a scenic road must be reviewed by the Connecticut Scenic Roads Advisory Committee "to evaluate whether the improvements will have a significant effect upon or alter the specific features or characteristics that qualified it to be scenic."

We find that the proposed changes – specifically the construction of the rotary and the widening of South Main Street for parking – will greatly alter these features. The rotary will do so by disfiguring the familiar entrance to Branford's historic town center. To quote *The Routes 77 and 146 Corridor Management Plan*, prepared in 1996 for the Department of Transportation, "the Branford Town Green as a whole should be the western gateway to the corridor, the first major element of the scenic roadway – as the central common space, it represents the Town as a whole, and is the logical starting point for scenic drives and bicyclist touring." The rotary will eliminate the Green and South Main Street as the gateway to the scenic road.

Town of Guilford
31 Park Street
Guilford, CT 06437
203-453-8039



Town of Branford
P.O. Box 150
Branford, CT 06405
203-488-1255

The widening of South Main Street will also alter these features in that the plan requires the destruction of many mature and beautiful trees, but more to the point, the Scenic Roads Act discourages the widening of scenic roads at all. From the regulations: **"Widening of the Right of Way.** The Department [of Transportation] may not purchase additional property along a designated scenic road unless the Commissioner has first determined that property acquisition is necessary." We question the necessity of this acquisition. The premise of the Scenic Roads Act is that wider is not always better and in fact, can ruin the scenic quality of a road, making it look like the numerous strips and speedways that already mar our landscape.

Last, aside from the legal issues, we appeal to your sense of aesthetics and your commitment to preserving the charm and appeal of Branford. In the Branford Vision Project Survey, the majority of respondents stated that *"the Town Green is central to our community's identity and our sense of place and should be protected"*. Imagine the Green without trees — it would be horrible! It is almost axiomatic that trees make developed areas more attractive. They add character, provide shade, help to purify the air, and help mitigate global warming. Please reconsider this plan.

Yours truly,

Karyl Lee Hall, Branford Co-Chair
P.O. Box 3072
Stony Creek, CT 06405

Shirley Girioni, Guilford Co-Chair
199 Whitfield Street
Guilford, CT 06437

John Herzan, Branford Member
35 Flying Point Road
Branford, CT 06405

I BELIEVE THE PROPOSAL CREATES MORE PROBLEMS THEN IT SOLVES. IT IS NOT NEEDED, PARTICULARLY IN THIS ECONOMIC CLIMATE.

IF ANY FUNDS WERE TO BE SPENT, THEY SHOULD GO TOWARD DRAINAGE FOR THE GREEN AND THE PARKING LOT AT SOUTH MAIN AND MONTOWEST STREETS. EMPLOYEES SHOULD BE MANDATED TO USE THE PARKING LOT WITH ACCESS TO WALKWAYS TO THE TOWN HALL. WITH THE ROUNDABOUT ELIMINATED, THERE IS NO NEED FOR THE GREEN TO BE CHOPPED UP OR FOR THE TRAFFIC FLOW TO BE CHANGED.

THE WIDENING OF ROADS AND REMOVAL OF TREES AND THE IMPACTING OF SOIL. CAUSING DAMAGE TO THE REMAINING TREES IS IRRESPONSIBLE. IT WILL CAUSE CHANGES TO THE TOPOGRAPHY AND SCENIC VIEWS OF OUR HISTORIC TOWN GREEN.

I DO NOT BELIEVE THE CREATORS OF THIS PROPOSAL TOOK INTO CONSIDERATION THE HEREDITARY ASPECTS OF THE CHANGES THEY PROPOSE. THE TOWN GREEN IS ONE OF THE JEWELS OF BRANFORD. CAREFUL THOUGHT AND PLANNING SHOULD BE GIVEN TO ANY CHANGES THAT ARE TO BE CONSIDERED.

THE CREATORS OF OUR TOWN GREEN CERTAINLY DID NOT ENVISION OR FORESEE THE PROPOSED WHOLESALE CHANGES. CERTAINLY NOT TURNING TO GREEN INTO A PARKING LOT.

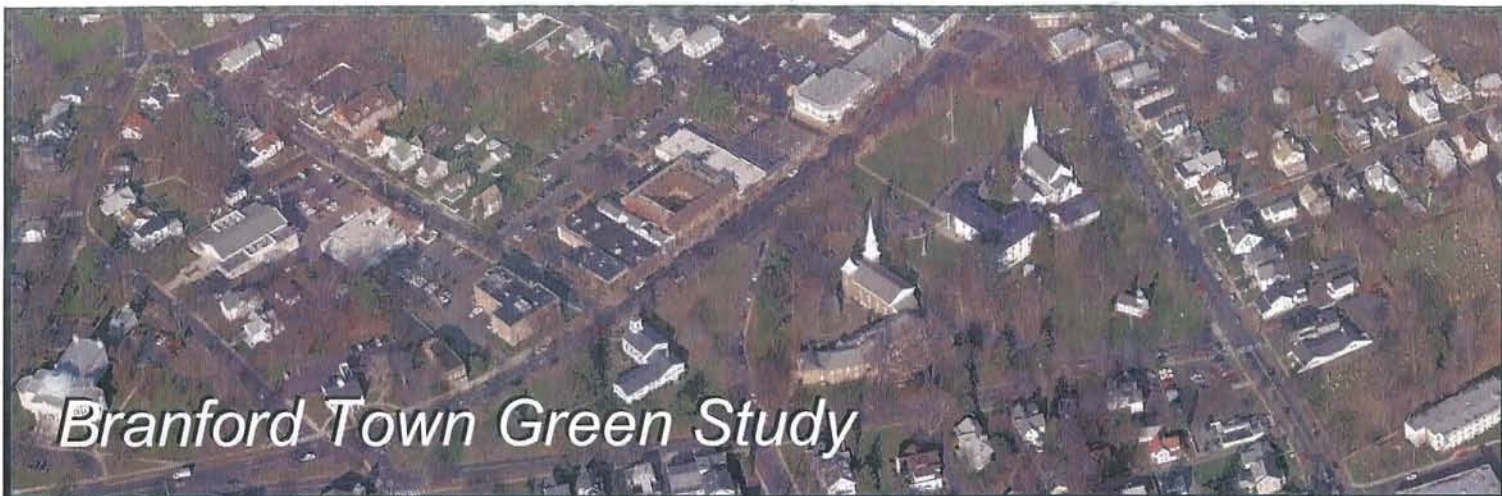
IF THE FIRE DEPARTMENT HAS PROBLEMS WITH THEIR NEW APPARATUS THIS COULD BE ADDRESSED SPECIFICALLY WITH SMALLER MORE PRUDENT ALTERATIONS.

THERE IS NO EMERGENCY WITH THIS PROPOSAL. I SEE NO NEED FOR ANY CHANGE TO THE TOWN GREEN. THEREFORE, I SEE NO REASON TO PROMOTE THIS PROPOSAL. LET US PRESERVE THE BRANFORD TOWN GREEN FOR FUTURE GENERATIONS.

RESPECTFULLY SUBMITTED,

A handwritten signature in cursive script, appearing to read "Arthur J. Howe".

ARTHUR J. HOWE



Branford Town Green Study

Comment Form

Please provide us any comments, concerns, or insights you have regarding the study information and potential improvement concepts that were presented tonight.

- ① The Counterproposal from 1st Congregation Church is still the position we hold.
- ② \$3 million for 6 parking spaces ??? (Not the only benefit)
- ③ When will work start ?? (Unknown)
- ④ Impact on Branford Fair?
- ⑤ Bike lanes rather than parking

Please submit your completed comment form in the box before you leave tonight or mail to:

Shirley Rasmussen, Town Planner
Branford Town Hall
1019 Main Street
Branford, CT 06473-1715

THANK YOU FOR YOUR INPUT.



Comment Form

Please provide us any comments, concerns, or insights you have regarding the study information and potential improvement concepts that were presented tonight.

Let's get those cars off the
green!

Please submit your completed comment form in the box before you leave tonight or mail to:

Shirley Rasmussen, Town Planner
Branford Town Hall
1019 Main Street
Branford, CT 06473-1715

THANK YOU FOR YOUR INPUT.



Comment Form

Please provide us any comments, concerns, or insights you have regarding the study information and potential improvement concepts that were presented tonight.

① Bike lanes and provisions for bike parking are
critical

② Easy Access to the churches by car + parking for
the churches are critical

Please submit your completed comment form in the box before you leave tonight or mail to:

Shirley Rasmussen, Town Planner
Branford Town Hall
1019 Main Street
Branford, CT 06473-1715

THANK YOU FOR YOUR INPUT.



Branford Town Green Study

Comment Form

Please provide us any comments, concerns, or insights you have regarding the study information and potential improvement concepts that were presented tonight.

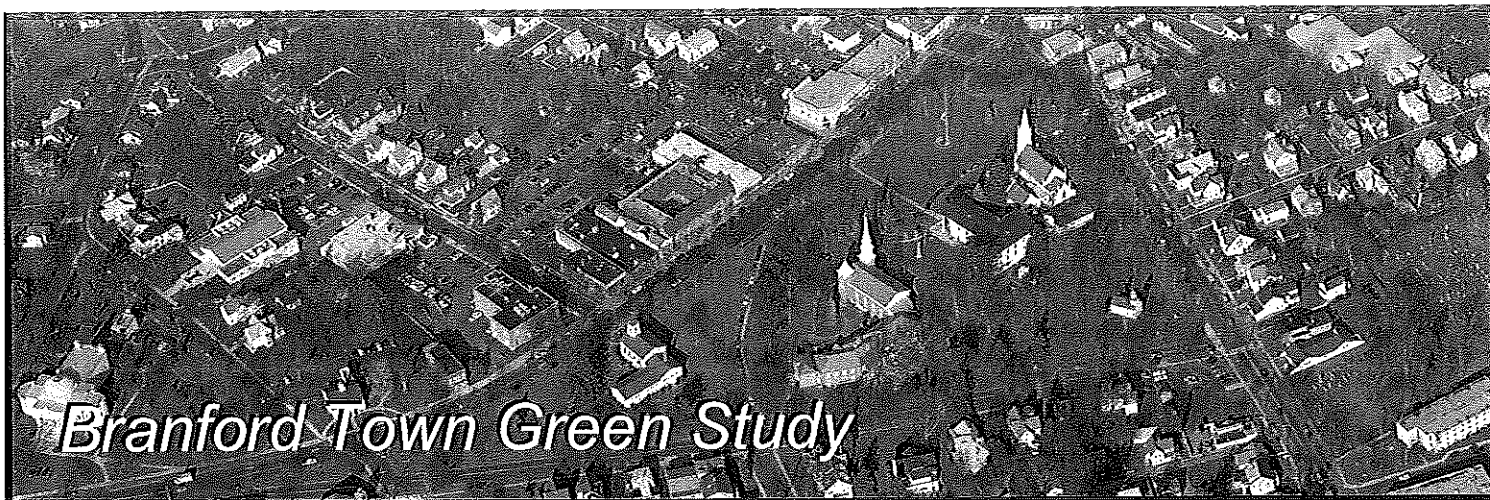
I would just like to add a comment re: the lack of safety for pedestrians that you are ^{already} aware of.

Several summers ago on a bright sunny afternoon, I was crossing the street from the Bd. of Ed. building (the old post office) towards the green. I had the crossing light, but the driver who had been stopped - apparently did not see me on her right side. She hit me as I crossed in front of her. She was making a right turn. As a driver going through the intersection I could see how I was "hidden" amongst the bushes & poles on that corner. Also, there should not be a "right on red" @ that corner. Thanks.

Please submit your completed comment form in the box before you leave tonight or mail to:

Shirley Rasmussen, Town Planner
Branford Town Hall
1019 Main Street
Branford, CT 06473-1715

THANK YOU FOR YOUR INPUT.



Comment Form

Please provide us any comments, concerns, or insights you have regarding the study information and potential improvement concepts that were presented tonight.

It seems to me that the expense of gaining
so few new parking spaces around the green,
does not justify the expense involved.

Irene Ayres —

i. ayres

53 cedar knolls drive

branford, ct 06405

RECEIVED

MAR 27 2009

BRANFORD PLANNING &
ZONING COMMISSION

Please submit your completed comment form in the box before you leave tonight or mail to:

Shirley Rasmussen, Town Planner
Branford Town Hall
1019 Main Street
Branford, CT 06473-1715

THANK YOU FOR YOUR INPUT.

Appendix I

Meeting Reports

Branford Town Green – Preliminary Design
Technical Advisory Committee Meeting No. 2

DATE: October 14, 2008

PLACE: Branford Town Hall, Basement Conference Room, Branford, CT

TIME: 2:30 p.m.

AGENDA ITEMS:

1. Review of Minutes (9/25/08 T.A.C. Meeting No. 1)

2. Review of Concepts

- a) Traffic circulation: One-way vs. two-way traffic flow? Isolate Taintor Drive?
- b) Traffic access points: Close Main Street cut or relocate/reduce size?
- c) Emergency access at intersections: Driveway radii to accommodate fire trucks.
- d) Emergency access to buildings: Painted fire lanes vs. textured and raised “forecourt”.
- e) Parking amount: No net loss results in more impervious area; provide parking on South Main Street?
- f) Parking layout: 90 degree vs. 60 degree angled vs. parallel spaces.
- g) Grades: Slopes along parking routes; ADA non-conforming sidewalks; retaining walls.
- h) Pedestrian circulation and relocated crosswalks

3. Stakeholders

- a) Pending Press Release
- b) Next steps with Stakeholders

4. Schedule and Next Steps

- a) Determine number of Concepts to refine.
- b) Set next date for meeting with Technical Advisory Committee.

5. Other Items



Report of Meeting

Date: November 20, 2008
Project: Branford Town Green – Preliminary Design
CHA Project No.: 17202
Location of Meeting: Town Hall – Basement Conference Room
Date/Time of Meeting: October 14, 2008 at 2:30 P.M.
Subject of Meeting: Steering Committee Meeting
In Attendance: Anthony “Unk” DaRos - First Selectman, Town of Branford
Jack Ahern – Fire Chief
Shaun Heffernan – Fire Marshal
Janice Plaziak – Town Engineer
Shirley Rasmussen – Town Planner
David Sousa, AICP, RLA – Clough Harbour & Associates LLP

Submitted by: _____ **Date:** _____
Dave Sousa

Summary of Discussion

1. Discussed general issues related to fire truck turning requirements (F.D. requires min. 50 foot radius) and the impact that providing large radii will have on pavement widths, extensive distance for pedestrian in intersections and perceived loss of green space. CHA recommends exempting the Green from the 50 foot radius requirement in favor of keeping current radii (maybe increased slightly if too tight or provide cobbled area that truck vehicles can drive on but cars will avoid); the rationale are: 1) that the F.D trucks will be driving very slowing in the town center, especially when turning onto the Green; 2) Town Hall, Taintor and Blackstone drives are not really streets but driveways; 3) when making right turns onto the Green, the F.D can use police authority to begin the turn in the opposing lane of Main Street, Montowese or South Main and thereby gain much more space for tracking of turns; and, 4) the Town Green (and town center) are historic districts that should be entitled to exemptions because to apply conservative standards would destroy historic character. The F.D. agreed that this alternative is OK provided that town officials approve of this policy so that if/when private developers complain that the FD is not consistently applying their requirements, they can cite the policy. CHA will provide a more specific recommendations for turning requirements at each drive.

2. Reviewed Progress Plan alternatives.
3. Preference expressed for Sketch 6 with the following changes requested:
 - a) Reduce extent of walks on Green
 - b) Look at scheme that maintains connections between Town Hall Drive and Taintor Drive
 - c) Parking on South Main Street a good idea, but not east of Taintor.
 - d) Lane widths on Green should be 14 feet for one-way travel with diagonal parking
 - e) Provide walk to access rear of Town Hall; good idea to restore old amphitheatre at monument.
 - f) Prefer oval fire “lanes” in front of buildings; F.D. needs to pull up to corners of buildings (to avoid fall zone) but can do so on walks with park curbs.
 - g) May want to show dead-end turn-around at Taintor as an alternative
 - h) Avoid encroaching on existing cross-walks at Main Street and provide only one-way into Green from Main.
 - i) Fire access from Main is possible (fire trucks would drive against the one-way flow) but be sure radii are large enough.

Should attendees note any discrepancies in the above minutes of meeting, please contact Dave Sousa of CHA (860-257-4557) as soon as possible so that we may issue a correction.

Distribution (via Email only): All attendees



Report of Meeting

Date: November 20, 2008
Project: Branford Town Green – Preliminary Design
CHA Project No.: 17202
Location of Meeting: Town Hall – Basement Conference Room
Date/Time of Meeting: November 7, 2008
Subject of Meeting: Technical Advisory Committee Meeting
In Attendance: Anthony “Unk” DaRos - First Selectman, Town of Branford
Terry Elton – Economic Development
Shaun Heffernan – Fire Marshal
Janice Plaziak – Town Engineer
Shirley Rasmussen – Town Planner
David Sousa, AICP, RLA – Clough Harbour & Associates LLP

Submitted by: _____ **Date:** _____
Dave Sousa

Summary of Discussion

1. Committee reviewed progress plan of refinements to Sketch 5. Comments included:
 - a) Parking now shown on South Main Street is good. There was some discussion on the pros and cons of diagonal parking. Committee decided that diagonal parking would encroach too much on the Green and would not likely be approved by CTDOT since South Main is a state highway.
 - b) Provide bus-drop off area in vicinity of Congregational Church for day care bus and another are for parent drop-off.
 - c) Revise plans to show more of the Rt 146 improvements including roundabout, diagonal parking on Laurel, conversion of Laurel from 2-way to one-way northbound, and conversion of Harrison from one-way northbound to one-way southbound. This latter change may require elimination of one or two parking spaces at Main Street to provide space for vehicles turning from Harrison to Main. Or, maybe Harrison could be converted to two way traffic with parking along one side?
 - d) It may be possible to provide more parking along the east side of Taintor.

- e) Consider landscaping and other improvements recently installed at Cenotaph.
- 2. CHA should look at providing a traffic island at intersection of South Main and Montowese to provide an isle of refuge for pedestrian (due to the long crossing distance); the island should have sloped curbs and textured pavement to allow fire vehicles and large trucks to track over it...it should not have plants that would obscure sight lines.
- 3. There was much discussion that the plan shows a net increase of parking but that the increase is due to over 20 proposed spaces on South Main. People will not want to walk from South Main to Main to shop; therefore, there is, in effect a net loss of spaces available to Main Streets shoppers. This could be mitigated by requiring more town hall and church employees (40 at Town Hall, 26 at Congregational Church) to park at new lot on Montowese and at proposed parking along South Main which would free up spaces closer to Main Street for shoppers and Town Hall visitors. There was also discussion at providing more rear lot parking for commercial buildings along Main and Montowese Street; CHA to provide sketches of possible solutions where existing lots could be expanded and made more efficient; and where curb-cut consolidation could occur.
- 4. There was also discussion on parking policy throughout downtown and ways to discourage long-term parkers to use short-term spaces. Options include better enforcement of time limits or parking meters.
- 5. It may be possible to provide more parking along Montowese if the existing parallel parking was converted to diagonal along one side (preferably the east side since that is where the commercial uses are). This would require curb-cut consolidation of businesses there.

Should attendees note any discrepancies in the above minutes of meeting, please contact Dave Sousa of CHA (860-257-4557) as soon as possible so that we may issue a correction.

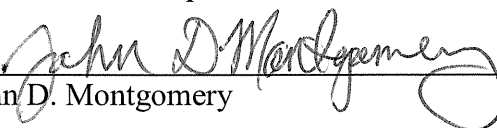
Distribution (via Email only): All attendees

CHA

Report of Meeting

Date: April 15, 2009
Project: Branford Town Green Study
CHA Project No.: 18887
Location of Meeting: Branford Senior Citizen's Center
Date/Time of Meeting: March 24, 2009
Subject of Meeting: Public Presentation
In Attendance: Anthony "Unk" DaRos - First Selectman, Town of Branford
Shaun Heffernan - Fire Marshal
Janice Plaziak - Town Engineer
Shirley Rasmussen - Town Planner
Richard Stoecker - Assistant Town Planner
John Montgomery - CHA, Inc.
David Sousa, AICP, RLA - CHA, Inc.
*Also in attendance were approximately 80 town residents. See sign-in sheet for specific information.

Submitted by:


John D. Montgomery

Date: 04/15/09

Summary of Meeting

Anthony "Unk" DaRos and Shirley Rasmussen gave brief introductions to the project. The floor was then opened to Dave Sousa who gave a brief presentation on the conceptual design process. Following the presentation the floor was opened to the public for questions, comments and concerns. The following is a summary of what was addressed during this period:

- Resident asked consultant (CHA, Inc.) for a ballpark cost of the proposed improvements.
 - CHA replied that the estimated cost would be 2-3 million dollars. Some residents expressed concern that this concept plan is too expensive.
 - Resident stated that the DOT just built a roundabout in a nearby community. He explained that the radius of the roundabout is very tight and that buses and large trucks "jump" the curb when navigating through the intersection. Dave Sousa (CHA) explained the design principals of a modern traffic roundabout

- and that they are designed with “truck aprons” that have mountable curbs to allow large vehicles to track over them when navigating through the roundabout.
- Resident suggested making S. Main Street one way in order to provide parking without cutting into the Green.
 - Resident asked ‘Who is behind the idea of paving over the Green for parking? Why do we want to take grass away?’
 - Shirley Rasmussen (Branford Town Planner) addressed the comment/question. She explained the evolution of the Town’s revitalization plan and how it relates to the Green. She explained that the improvements to Main Street have been very effective and created a beautiful and more prosperous town center, but this was never carried over to the Green. The Green has become “raggedy” looking, has traffic and safety issues, and could benefit from the facelift that a plan like this could provide.
 - Resident recalled that she remembers when a building was demolished to create space for the Town Hall parking lot at the corner of South Main Street and Montowese Street. She explained that the original intent was for town hall employees to park there. She questioned why this never happened.
 - Resident commented that the plan is too expensive and unnecessary.
 - Resident believed that solving drainage issues on the Green and formalizing the Town Hall parking lot are much more important objectives.
 - Resident cited that damage to trees would be extensive and that changes in topography could mar the beautiful views of the Green.
 - Dave Sousa explained ways to minimize the impact to trees during construction and steps that can be taken before construction to help prepare trees.
 - Resident commented that root pruning and low impact construction techniques can be very expensive.
 - Resident asked how many tree roots will be affected by this plan.
 - CHA to determine and provide this information.
 - Resident pointed out that intrusion on Green at South Main Street for parking also requires the need for a sidewalk. He commented that the steep topography here would likely require a retaining wall. Resident also opined that shoppers would not utilize these spots because of their distance from Main Street.
 - Earl Lind (representative from the First Congregational Church) gave brief history of the church, its stake in the Green, and the ownership of the Green.
 - In general, the church supports the proposed improvements to the Green and overall objectives of the plan.
 - Church is against reversing the flow of Taintor Drive because of safety concerns with the steep topography and children entering/leaving the church for daycare.
 - Church believes that the overall parking layout will affect the church in a negative way. He cited that 29 existing spaces “in front” of church are removed under this concept plan and that it will be too hard for the handicapped and elderly to access the church from the proposed parking locations.
 - Peter Black made several brief comments:

- Proposed “bump-outs” are a very positive aspect of plan.
 - Diagonal parking creates a hazardous condition where people are backing up into traffic, and thinks the plan would be better if it used only parallel parking.
 - The roundabout should be pushed to the west so that it ties into Laurel Street and has less of an impact on the Green.
 - Expressed concern over the way the Town budgeted this project.
 - Stated that plan triggering ADA compliance is reason enough not to change the Green.
 - Front entrance to Congregational Church is adequate now and should not be changed.
- Resident commented that he/she loves the way the Green currently is. Asked if safety issues (prior accidents) are driving the need for this project.
 - CHA stated that they currently do not have accident statistics on the Green but will work on obtaining them.
- Resident explained that he is a trucker and has driven through the new DOT roundabout that was mentioned earlier by another resident. He explained that maneuvering through the roundabout is difficult, and he believes that the roundabout concept for Branford would create headaches if constructed.
- John Herzan (Routes 146 & 77 Scenic Roads Advisory Committee) read a letter that was developed by the committee after reviewing the concept plan. He submitted a copy of this letter to CHA.
- Jim MacBride commented that he is against providing an increase in asphalt on the Green. He is also against the idea of angled parking and believes that it would require a retaining wall in some locations, and is against the concept of moving the entrance to the green.
- Resident stated that she thinks 3 million dollars for a plan that provides six additional parking spaces is unbelievable. Stated that “if it ain’t broke you don’t fix it.”
- Resident expressed concern with construction timeline and would like to know if construction would affect the annual festival held on the Green.
 - CHA explained that this plan is very conceptual and stressed that the exhibits are not construction plans and that there is currently no anticipated timeframe for the project. If and when this project does move forward with construction, it would be phased in a way that would avoid impacting events that are important to the community.
- Resident expressed that they are against this plan.
- Resident asked if bicyclists were considered in the design of this plan. Expressed his opinion that bike lanes and bike racks should be provided in redevelopment plans for the Green.
 - Dave Sousa explained that bike lanes were provided as part of the preferred concept in a corridor study of Route 146 that was completed last year for the South Central Regional Council of Governments (SCRCOG) and that bike lanes could be provided instead of parking if that is what residents desire. Posed question to residents: “Is the town in favor of providing bike lanes in lieu of parking?”
- Resident commented that time limited parking on the Green makes sense, and that he

- believes that Town Hall employees should not be allowed to park on the Green at all.
- Member of Trinity Episcopal Church cited the drainage problem behind Town Hall being an issue. Explained that during and after storm events runoff creates a “pool” at the low point near the Cenotaph memorial.
 - Dave Sousa explained that CHA is aware of the issue but it is too early to comment specifically on what would be done to correct the issue.
 - Resident commented that the drainage ponding by the Cenotaph is an obstacle to use of the municipal lot by employees in buildings on the green and explained that his understanding is that the drainage issue behind Town Hall stems from improper collection and/or conveyance of runoff on Bradley Street.
 - Resident also mentioned that accident data for the Green is needed in order to “sell” or “support” the case for the concept plan.
 - Another resident mentioned that the Post Office has a list of the most dangerous accidents in and around the community. States that there are none cited for the Town Green area.
 - Resident asked if moving Town Hall off of the Green has ever been considered.
 - Resident commented that it seems parking issues are always handled by cutting into or taking away from the Green. Resident strongly believes that this should not be allowed anymore.
 - Resident commented that numerous parking and traffic studies have been done in town. Resident stated that the parking studies have concluded that no new parking is needed, and that the traffic studies indicated that the Green is not a serious accident location. Resident questioned the need for this project.
 - Earl Lind spoke again, this time as a representative of the Town Center Revitalization Board. He suggested making minimal changes to Green that are critical. He also suggested using other money to develop parking off of the Green.
 - Anthony “Unk” DaRos (First Selectman, Town of Branford) stated that he does agree that there is an abundance of parking on the Green and that discipline and utilization of the town parking lot would improve conditions. He then explained that this plan is low in priority as far as budget is concerned, but that it is important to keep this plan alive so the Town can seek funding when it is available. He explained the importance of having a plan because he believes damage has been done to the Green in the past due to a lack of planning.

Should attendees note any discrepancies in the above minutes of meeting, please contact Dave Sousa of CHA (860-257-4557) as soon as possible so that we may issue a correction.

CC: Shirley Rasmussen, Town Planner

Appendix J

Area Takeoff for Concept Plan C

Comparison of Existing and Proposed Coverage by Area				
Area of Green	Existing		Proposed	
	Area (s.f.)	Percentage of Total	Area (s.f.)	Percentage of Total
Buildings	36,647	8.4%	36,647	8.4%
Asphalt Pavement	35,691	8.2%	25,201	5.8%
Specialized Pavement	0	0.0%	6,382	1.5%
Parking	18,031	4.1%	18,211	4.2%
Sidewalk	33,228	7.6%	40,050	9.2%
Ancillary Structures (ramps, pads, pavement, ect.)	6,724	1.5%	6,724	1.5%
Lawns and Landscaping	304,316	70.0%	301,422	69.4%
Total	434,637	100.0%	434,637	100.0%

Existing Impervious Cover	Area	130,321
	Percentage	30.0%
Proposed Impervious Cover	Area	115,004
	Percentage	26.5%
Existing Permeable Cover	Area	304,316
	Percentage	70.0%
Proposed Permeable Cover	Area	319,633
	Percentage	73.5%

Appendix K

Grading Plan

Parking Count				
Location	Existing		Proposed	
	HC	Total	HC	Total
On Green	7	98	7	88
On Street (Main)	2	32	2	27
On Street (Montrose)	0	21	0	20
On Street (South Main)	0	0	0	22
Town Lot	2	34	2	34
Total	11	185	11	191

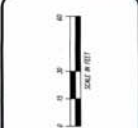
DRAFT

Convert street from one-way north to two-way

Convert street from two-way to one-way north



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Project No.: 18887
Issue Date: 12-09-08
Revision Date: 03-17-09

Designed By:
Drawn By:
Checked By:

Branford Town Green
Concept Plan B