

Produced for:



# *Curb-Cut and Access Management Plan Route 6, Portions of Route 25, and Church Hill Road Newtown, Connecticut*





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# INTRODUCTION

## Overview

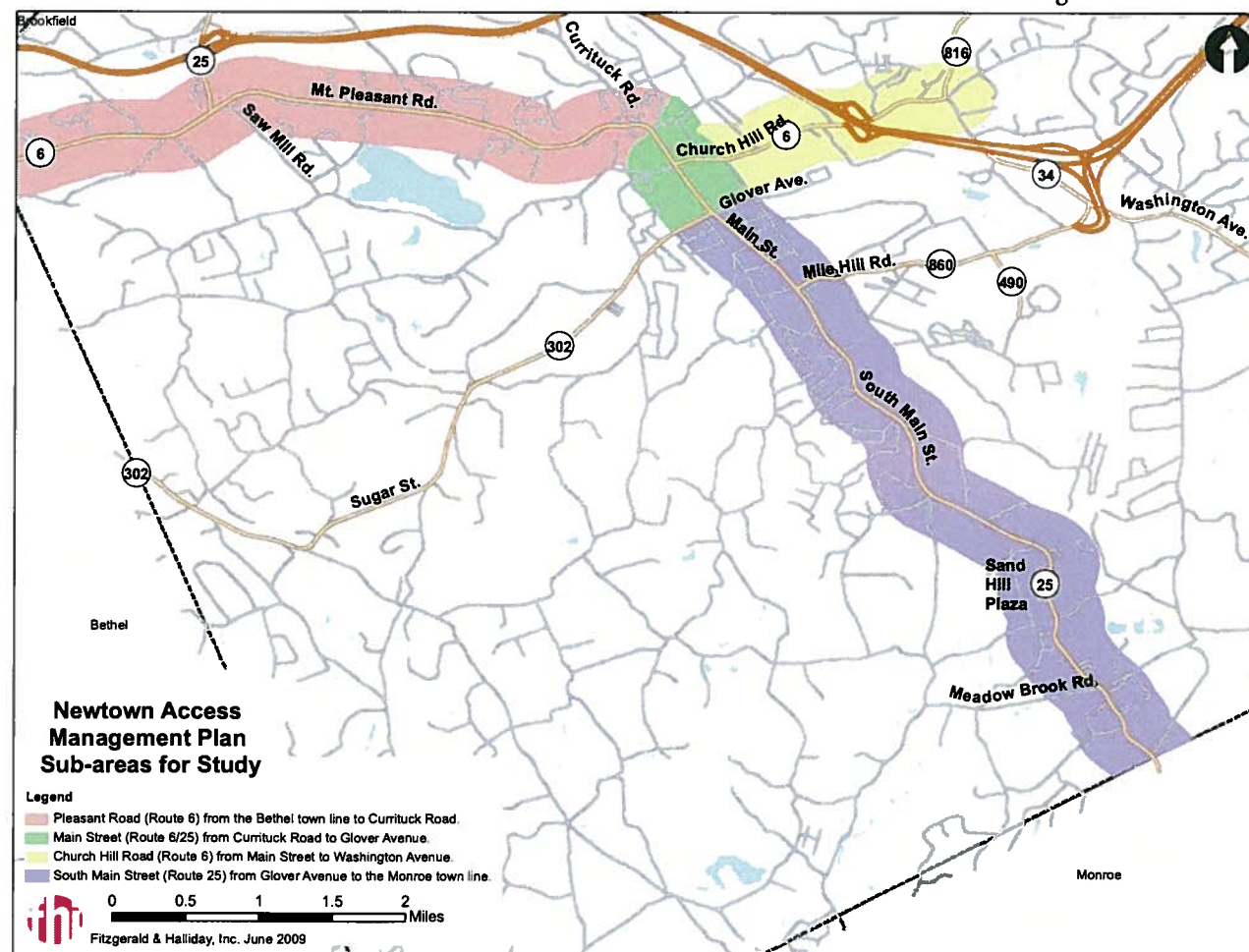
This Access Management Plan for Routes 6, portions of Route 25 and Church Hill Road has been developed to offer access management tools to help preserve and enhance the character, capacity, and safety of travel along these major travel corridors in Newtown, Connecticut. The roadway corridors considered for this plan include:

- All of Routes 6 in Newtown, from the Bethel town line to the junction with I-84
- Route 25 from the Monroe town line to the junction with Route 6, and
- SR 816 (Church Hill Road) from the junction with Route 6 to the intersection with Washington Street.

A map of the study area addressed in this plan is shown below.

This access management plan identifies opportunities to enhance existing access patterns as well as optimal locations for new access points to land along these corridors. The study process that led to this plan was comprised of four general components including:

1. Evaluation and analysis of existing and potential future access, roadway operations, and land use conditions along the study corridors
2. Analysis of existing Newtown land use policy, zoning regulations and driveway-related ordinances
3. Recommendations for access design criteria and modifications to strengthen access management in Newtown's land use regulations



4. Draft curb-cut improvement recommendations
5. Public involvement including work with a Technical Advisory Committee, general educational publicity and presentations at a community workshop and a public hearing

The outcome of this study process, this access management plan, has two basic components:

1. A set of recommended actions (with implementation plan) to enhance access on Route 6, portions of Route 25, and Church Hill Road through land use regulations and roadway improvements;
2. A Curb-Cut Plan with recommendations for enhancements to access locations and design when land use change takes place.

## What is Access Management?

Access management is the process of overseeing access to land development while simultaneously preserving the flow of traffic on the surrounding roadway system in terms of safety and capacity. Its focus is on safety of travel and minimizing conflict points (locations where vehicles can cross paths) which in turn helps to maintain the smooth flow of traffic along a roadway. Maintaining smooth traffic flow can, in turn, reduce the need for roadway widening induced by growing congestion. Access design characteristics of a roadway that directly impact traffic flow and safety include the location, spacing, and design of access drives entering the roadway as well as location of signals, medians, and turn lanes. Planning and regulatory tools that can manage access to local roads include the plan of conservation and development, any transportation plans, zoning regulations, subdivision regulations, and specific local ordinances adopted to control driveway construction.

The benefits of utilizing access management in preserving and enhancing a roadway system are threefold. First, access management supports a safe and effective relationship between the local transportation system and land use. It can ensure that traffic can reach local development smoothly and safely and that traffic generated by local development will not create congestion or

induce accidents. Along with this, access management can, by limiting the number and location of curb cuts, help ensure that potential conflicts between vehicles and pedestrians can be minimized. The fewer driveway openings with cars that a pedestrian needs to navigate along the sidewalk, the safer and more inviting the walking experience will be. Second, access management promotes the goals and objectives of a local plan of development for the future of a community. For example, if the plan of development calls for economic development in the form of more retail business in specific locations, access management can help to ensure that access to local roads is maintained or improved to serve that economic growth. Third, access management can maintain the safety and capacity of roadways relative to the functions they are expected to serve. Most communities include in their plans of development a future roadway circulation plan indicating which roads should remain as quiet residential streets, which should be used to convey large volumes of traffic to businesses within the community, and which roadways should serve to convey traffic through the town on its way to other destinations. This future roadway circulation plan can be supported and promoted by effective access management.

Access management objectives can be achieved by the application of a comprehensive package of tools which include both physical design plans for improving a roadway and local planning programs and development regulations to control access to future development along a roadway system. The combination of physical design for access management (in the form of a curb-cut plan as defined below) coupled with planning programs and regulatory approaches for controlling access constitutes a local access management plan.

## What is Good Access Design?

The general guiding principles of good access design are to:

- Minimize conflict points or opportunities for vehicles to cross paths
- Provide safe, adequate spacing between driveways, between intersections, and between driveways and intersections;
- Maintain good sight-lines for all drivers



Performance criteria used to evaluate the existing access points and intersections on Routes 6, 25 and Church Hill Road and areas in need of improvement are as follows; to the extent feasible and practical:

1. Curb cuts and roadway intersections should meet at a 90° angle
2. Access drives should not be located within 150 feet (functional area) of an intersection
3. Access drives on the same side of the street should be separated as far apart as is practical, with a minimum separation of 60 feet for residential drives and 120 for commercial drives
4. Unobstructed sight distance from access drives and collector roads should be a minimum of 150 feet
5. All curb cuts and/or roadway intersections on opposite sides of the street should be aligned directly opposite one another
6. Internal circulation among adjoining properties should be provided when possible
7. Access drives should be provided to lower classification streets whenever possible. That is, access should be provided to collector or minor roads that connect with Routes 6, 25 and Church Hill Road rather than directly to these arterial streets, where that option exists
8. Properties with 100 feet or less frontage should have no more than one curb-cut
9. Where a property has more than 150 feet of frontage, two entrances/curb-cuts are acceptable, provided there is a minimum of 1/3 of the frontage area separating the two curb-cuts
10. Where a property has multiple curb-cuts, redundant access drives should be eliminated
11. Entrance drives should not be excessively wide (more than 25 feet for one-way access and 50 feet for a two way access)
12. Curb edges should be clearly defined with islands or landscaping

### What is a Curb-Cut Plan?

A Curb-Cut Plan is a specific concept for a roadway or roadway segment indicating the community's idea of the ideal layout for access points along that roadway. It is presented in a similar fashion to a site plan for future development. Generally, a Curb-Cut Plan is created for a roadway segment that has need for improved access design and/or is in an area where future development pressures are likely to increase. However, a Curb-Cut Plan also recognizes that opportunities to improve existing hazardous access arrangements will only occur at the time that a change in use or change in intensity of use is proposed for a currently developed parcel or parcels.

By specifying the preferred access locations and design for a roadway segment, a Curb-Cut Plan can help:

- Ensure that access remains safe and efficient as land uses change
- Prevent future unsafe access arrangements to and from land that is not yet developed.
- Ensure future opportunities to improve hazardous access arrangements are considered and implemented as land use proposals are brought before the Planning and Zoning Commission.
- Serve as a guide that can be shared with development applicants for use in site plan development.



## RECOMMENDATIONS - NEWTOWN POLICY AND REGULATORY DOCUMENTS

### Access Management Framework

Regulatory approaches to access management can include language in the zoning regulations, subdivision regulations, and in driveway related ordinances such as Newtown's existing Roadway Ordinance. Such regulations should be linked to clear statements of policy for managing the character of development in the town. Newtown's Plan of Conservation and Development (2004) has established this sound foundation for access management regulations with the following policy statements (paraphrased):

- To protect and enhance Newtown's rural New England setting and attributes;
- Design of the town's roads and traffic patterns will enhance business development while minimizing traffic congestion
- Alleviate areas of congestion and address safety issues – includes strategy to adopt town-wide access management policy

Zoning approaches to access management can be grouped in two categories. The zoning regulations can establish a specific Access Management Overlay Zone or they can include additional language for access management applicable to all proposed development on all roads in the community and integrated throughout the regulations. Newtown's zoning and subdivision regulations currently contain some language that addresses access management.

An Access Management Overlay Zone is generally established as an amendment to the zoning regulations to cover a specific geographic area of the community within which specific access design criteria would apply. Such an overlay zone is beneficial where land use controls are desired just for the area covered by the zone and nowhere else in the community. The access design within such an Access Management Overlay Zone would be guided by the curb cut plan designed particularly for the

zone as well as by specific access design standards such as are described below. Overlay zones generally require more complex administrative procedures to successfully implement them than single zones with associated development design criteria.

Zoning provisions can be either prescriptive (required) or recommended (guidelines). One approach to guidelines for access design as part of the regulatory process could be the development of an access design manual with a comprehensive listing of standards for access design based upon roadway function and the character of proposed development. Applicants for land use permits would not be required to meet the design standards in the manual, yet would be encouraged to do so. This approach is most successful when there is a comprehensive pre-application review process wherein all projects that will come before the Planning and Zoning Commission are reviewed for completeness and soundness of design prior to formal submittal.

A combination of these approaches is recommended for Newtown. This is because Newtown has mostly residential or local streets with a limited number of arterial and collector roads. An access management overlay zone can stringently address access issues on Newtown's most heavily traveled streets while not imposing unnecessary regulatory requirements along quieter streets mostly populated with single-family homes. This is appropriate as access management generally has the most benefit where congestion and development pressures are likely to increase such as along major through streets that carry high volumes of traffic as well as serve as access to heavily visited commercial sites. The value of access management along predominantly residential streets tends to be more limited. Nonetheless, some general language in the regulations for access management may have beneficial applications in Newtown in mixed-use and commercial zones away from Routes 6 and 25 such as in Hawleyville Center. In these situations, it will be advantageous to have some overall criteria for access design to guide development applicants in site development planning.



**General Recommendations**

- Adopt the Newtown Curb-Cut Plan as an amendment to the Newtown Zoning Regulations and Borough of Newtown Zoning Regulations and use as a guidance/reference tool
- Update the current language for access management in Newtown’s zoning and subdivision regulations as well as in the Borough of Newtown zoning regulations to include a comprehensive set of access design guidelines. As part of this process, reconcile any inconsistency with other design criteria in the regulations, in particular with special district design guidelines
- Continue to employ the comprehensive pre-application review process already in place in Newtown to specifically assess proposed access designs for new development as well as redevelopment
- Incorporate access management design criteria for the interface between driveways and sidewalks as the program/goal to complete the sidewalk system along Route 6 is implemented.
- Establish written policy for balancing access improvements with efforts to sustain the historic character of the town’s special districts; the Borough of Newtown, South Main Street Design District, and Village District. There is some potential for redevelopment in Newtown’s special districts to also offer opportunities for improving access patterns and driveways. Yet those improvements may require some modifications in the visual character of these districts such as creating new, shared driveways where numerous narrow driveways with poor sight distance now occur. An amendment to the Plan of Conservation and Development stating priorities and policy for these situations should be drafted. It can provide a framework for decision making by the Town and Borough zoning boards.



**Detailed Recommendations**

Relevant sections of the Newtown regulations are summarized below followed by recommendations for amendments to provide for enhanced access management. The intent of the recommendations is to ensure that the Planning and Zoning Commission, town planning professionals, and/or Town Engineer (and/or Traffic Engineer/Police Commission/Traffic Authority) each has an opportunity to review and comment on all proposed new or substantially altered access drives onto town roadways. In addition, it is the intent of these recommendations, to suggest ways to strengthen the ability of the Planning and Zoning Commission to control the design and location of new or substantially altered access drives that provide direct access onto Mount Pleasant Road (Route 6), Church Hill Road, and (portions of) South Main Street (Route 25). **Sample language to facilitate implementation of some of these recommendations is provided in the following section of this plan.**

**Table 1: Recommendations – Newtown Land Use Regulations**

| DOCUMENT – Relevant Section(s)   | RECOMMENDED MODIFICATIONS  |
|--|--|
| <b>Newtown Roadway Ordinance</b>   |  |
| Section 271A of Newtown Code of Ordinances   | <ul style="list-style-type: none"> <li>• Incorporate a comprehensive set of access design guidelines for non-residential driveways – add other design components in addition to sight-lines</li> <li>• Recommend that any new/substantially altered single/two family residential driveway include a turn-around to prevent backing onto any collector or arterial street</li> </ul>   |
| <b>Newtown Zoning Regulations</b>  |  |
| Article I – Section 2 - Definitions  | <ul style="list-style-type: none"> <li>• Add definitions of driveway, access, or other terms used to explain access design such as corner clearance</li> </ul>   |
| Article II – Section II – South Main Village Design District 2.02.400 Design Review Guidelines | <ul style="list-style-type: none"> <li>• Cross-reference Article II - Access Management and make the provisions of each consistent with one another</li> </ul>   |
| Article IV – Business, Commercial, & Professional Uses   | <ul style="list-style-type: none"> <li>• Clarify language on allowable uses in non-residential zones to clearly define a restaurant as one that does not have a drive-through. For permitted drive-throughs, add a statement that they can pose particular access issues and must conform to the requirements of the section on access management</li> <li>• Cross-reference Article II – Access Management and make the provisions of each consistent with one another</li> </ul>   |
| Article VII- Section 5 – Consolidated Lots   | <ul style="list-style-type: none"> <li>• Amend wording related to number of driveways to include consolidated lots that are combined for the purposes of mixed-residential uses or multi-family residential use. As currently worded, this section only applies to contiguous business or industrially zoned lots.</li> </ul>  |
| Article VIII - Section 2 – Access Management   | <ul style="list-style-type: none"> <li>• Combine this section with the one on driveways (Article VIII) for one comprehensive section on driveway design, location and spacing</li> <li>• Expand access design criteria for driveways to include orientation, spacing, number of driveways, as well as maximum width, OR refer to the updated design guidelines contained in the Roadway Ordinance</li> <li>• Consider including provisions clarifying when access design criteria apply so that minor changes to an existing use may be exempted from compliance with some access design requirements at the zoning commission’s discretion</li> <li>• Include language to address what will happen when an applicant cannot meet access design criteria by virtue of site constraints</li> <li>• Require frontage landscaping or enhanced streetscape along any public street to clearly define access points/curbing (also refer to Article VIII- Section 4 on landscaping)</li> <li>• Provide incentives for beneficial access design such as flexibility in parking requirements</li> <li>• In Section 8.02.200 state that the Commission may require a traffic analysis for any development accessing an arterial road. Note that a traffic analysis may have variable levels of detail from a full traffic impact report to a less detailed engineering analysis of specific access features. It is recommended that the regulations provide the Commission with the <i>option</i> of requiring an analysis at a level of detail adequate to the access concerns raised in a site development plan. (See the <i>Implementation Plan</i> examples for further detail.) Reconcile this language with Article 10.01.710 - Traffic Impact Analysis - Site Development Plans</li> </ul> |





| DOCUMENT – Relevant Section(s)   | RECOMMENDED MODIFICATIONS  |
|--|--|
| Article VIII - Section 3 –Parking, Driveway and Loading Standards        | <ul style="list-style-type: none"> <li>Relocate all of the language relative to driveways to the Article II on access management and create one comprehensive section addressing this topic</li> </ul>   |
| Article VIII – Section 4 – Landscape, Screening, and Buffer Requirements | <ul style="list-style-type: none"> <li>Add provisions to require landscaping along any lot frontage with a public street to enhance the visual experience and provide visual cues so drivers will clearly understand the correct location to enter and exit a site (provide clear delineation of access drives)</li> </ul>   |
| Article IX - Section 3- Nonconforming Use                                | <ul style="list-style-type: none"> <li>Add discussion of non-conforming driveways and state how these will be addressed in the course of development and redevelopment.</li> </ul>   |
| Article X – Site Development Plans                                       | <ul style="list-style-type: none"> <li>Specify that information on adjacent parcels and their access configurations must be included on site plans, including any access points within influence area of subject site access</li> <li>Expand Article 10.01.710 giving the Commission the option to require a traffic impact analysis and to describe what information the analysis should provide, including an evaluation of access design impacts. Also refer to Section 8.02.200</li> </ul>   |
| <b>Newtown Borough Zoning Regulations</b>                                |  |
| Article 2 – Definition of Terms  | <ul style="list-style-type: none"> <li>Add definitions of driveway, access, or other terms used to explain access design such as corner clearance</li> </ul>   |
| Article 7 – Section 7.03 - Driveways                                     | <ul style="list-style-type: none"> <li>Expand access design criteria for driveways to include orientation, spacing, number of driveways, as well as maximum width, OR refer to the updated design guidelines contained in the Roadway Ordinance</li> <li>Consider including provisions clarifying when access design criteria apply so that minor changes to an existing use may be exempted from compliance with some access design requirements at the zoning commission’s discretion</li> <li>Include language to address what will happen when an applicant cannot meet access design criteria by virtue of site constraints</li> <li>Require frontage landscaping or enhanced streetscape along any public street to clearly define access points/curbing (also refer to Article 7 on landscaping)</li> <li>Add language regarding shared driveways. State they are encouraged along with internal connections among developments.</li> <li>Provide incentives for beneficial access design such as flexibility in parking requirements</li> <li>Note that a traffic analysis may be required and refer to Article 10 on Site Development Plans.</li> </ul> |
| Article 7 – Landscape and Sidewalk Requirements                          | <ul style="list-style-type: none"> <li>Require frontage landscaping to provide clear delineation of access drives along the street</li> </ul>  |
| Article 8 - Section 8.05 - Nonconforming Use                             | <ul style="list-style-type: none"> <li>Add discussion of non-conforming driveways and state how these will be addressed in the course of development and redevelopment</li> </ul>  |

| DOCUMENT – Relevant Section(s)         | RECOMMENDED MODIFICATIONS   |
|--|---|
| Article 10 – Site Development Plans    | <ul style="list-style-type: none"> <li>Specify that information on adjacent parcels and their access configurations must be included on site plans, including any access points within the influence area of a subject site access</li> <li>Modify language regarding traffic surveys to distinguish the level of analysis detail the Commission may require with a proposed access design. Make this section consistent with Section 8.02.200 of the Town zoning regulations, stating that the Commission may require a traffic analysis for any development accessing an arterial road. Note that a traffic analysis may have variable levels of detail from a full traffic impact report to a less detailed engineering analysis of specific access features. It is recommended that the regulations provide the Commission with the option of requiring an analysis at a level of detail adequate to the access concerns raised in a site development plan. (See the <i>Implementation Plan</i> examples for further detail.).</li> </ul> |
| <b>Newtown Subdivision Regulations</b> |   |
| Article III - Subdivision Plans        | <ul style="list-style-type: none"> <li>Consider increasing the extent of surrounding area that must be shown on site plans to up to 500 feet if needed to adequately reflect significant driveways affecting access to the subdivision</li> <li>Include language to describe when the Commission has the option of requiring a traffic analysis* specifically to assess the functionality and safety of a new subdivision road where it intersects with an existing public street.</li> </ul>   |
| Article IV Substantive Provisions      | <ul style="list-style-type: none"> <li>Cross-reference the zoning regulations for driveways and access management along with the Newtown Roadway Ordinance</li> </ul>   |

## ROADWAY AND CURB-CUT RECOMMENDATIONS

### Overview

Mount Pleasant Road (Route 6/25) features single-family homes interspersed with small clusters of commercial buildings. A concentration of commercial activity is located in the vicinity of the signalized intersection of Hawleyville Road and Mount Pleasant Road. This area is characterized by higher peak hour volumes, leading to vehicle queuing at intersections. Mount Pleasant Road features numerous curves combined with steep grades that limit sight distances. Relatively high travel speeds in this area require greater sight distance to allow for safe access to property.

In addition, numerous side streets intersect Mount Pleasant Road at skewed angles, creating awkward lines of sight for ve-

hicles waiting to enter the flow of traffic. Typical recommendations in this area, as specified in the Curb-Cut Plan, include measures to enhance sight lines by realigning side streets perpendicular with Mount Pleasant Road and locating new driveways to optimize available sight distance. Many existing driveways are wider than necessary; therefore, narrowing the width helps define the driveway making turns safer for motorists and pedestrians when crossing the driveway opening. Closing redundant driveways is also recommended where appropriate.

Church Hill Road (Route 6) from Main Street to I-84 Exit 10 is characterized by high volumes of peak hour and midday traffic, especially between Queen Street and the I-84 Exit 10



## PLAN IMPLEMENTATION

westbound ramps. Church Hill Road in this area is largely commercial with numerous concentrations of driveways and a number of signalized intersections. As specified in the Curb-Cut Plan, typical recommendations in this area consist of measures to reduce curb-cuts and optimize traffic flow. Access management measures include creating shared access driveways, creating interconnections between adjacent parcels, and closing redundant driveways as appropriate.

A roadway modification project for I-84 Exit 10 is being pursued by the Connecticut Department of Transportation (CTDOT). This project will realign Edmond Road across from Commerce Road, creating a single signalized intersection there. Also, the interchange will be converted to a diamond-type configuration, relocating off-ramps opposite the existing on-ramps. A two-way center turning lane is recommended for Church Hill Road between the relocated Edmond Road and I-84 Exit 10 eastbound ramps to prevent queuing in this area.

The stretch of Church Hill Road from I-84 Exit 10 east to Washington Street is designated SR816. This road has residences along its western portion. Zoning in this area allows for conversion of the residences to businesses. At the east end, SR816 runs through the village of Sandy Hook, which is an area with small businesses, restaurants, shops and multi-family housing.

Traffic operations along Church Hill Road would benefit from a reduction in vehicle trips as a result of increased pedestrian activity. Long-term plans to create a continuous pedestrian network along Church Hill Road from Main Street to Washington Street are encouraged. Enhanced pedestrian connectivity in this area, either along Church Hill Road or separated from the roadway, would be beneficial and is recommended.

Main Street (Route 6/25) in the study area is largely single-family residences interspersed with town facilities and small-scale commercial activities. South Main Street (Route 25) is characterized by a mix of commercial and office buildings with single-family homes. The Sand Hill Plaza shopping area is located near the south end of South Main Street, along with other smaller commercial plazas. South Main Street also features roadway curvature and hills that limit sight distances. In those areas, aligning access locations to optimize available sight distance is recommended. Other typical recommendations along this stretch include narrowing wide driveways to better define access and providing access on side streets where appropriate.



Implementation of the actions recommended as part of this access management plan should be accomplished through a cooperative effort among the local officials of Newtown and ConnDOT. The following steps are recommended for each component of this plan. To complement this, samples of regulatory language that may be useful for drafting some of the recommended zoning amendments are included.

### Policy Recommendations

- The Newtown Planning and Zoning Commission should collaborate with the Borough Zoning Commission to draft a town-wide access management policy (and as it relates to other policy for village districts) for consideration for adoption as an amendment to the Plan of Conservation and Development
- The proposed draft language should be discussed and further refined by the pertinent body (Planning and Zoning Commission, Borough Zoning Commission, Borough Wardens, Legislative Council) through established procedures for such amendments.

### Regulatory Modifications

- The Town Planner should draft specific zoning and subdivision, and ordinance language in accordance with the recommendations of this plan
- The draft language should be checked for legal soundness by the Town Attorney
- The proposed draft language should be discussed and further refined by the pertinent body (Planning and Zoning Commission, Borough Zoning Commission,

Borough Wardens, Legislative Council) through established procedures for such amendments.

- A public hearing should be held by each body to approve/disapprove of the draft proposed language and adopt such language as a regulatory amendment

### Curb-Cut Plan

- The Newtown Planning and Zoning Commission and Borough Zoning Commission should each review the proposed Curb-Cut Plan and consider adopting it as guideline document with formal amendment to the zoning regulations
- The Curb-Cut Plan should be adopted through the established formal procedure for amending the regulations
- Once formally adopted, copies of the Curb-Cut Plan should be placed on file and made available in the Town Clerk's office, the Planning and Zoning Office, Community Development Office, and Town Engineer's Office
- A checklist for procedures for applicants to the Town and/or Borough for zoning approval and/or subdivision site plan approval should be developed to include a reference to the Curb-Cut Plan and the need to refer to the Plan for any development proposal along Route 6, portions of Route 25 and Church Hill Road.



# EXAMPLES - ACCESS MANAGEMENT REGULATORY LANGUAGE

**Note:** The following samples were derived from model or draft access management regulation language developed by Fitzgerald & Halliday, Inc; 2000-2009

## EXAMPLE - Traffic Impact Analysis Language

A Traffic Impact Analysis (TIA) *may* be required by the Commission

1. When the access point is on a State road or major arterial,
2. When the access point could create traffic impacts that affect intersecting state roads or major arterials or their intersections, or
3. Where the access point results in traffic impacts that, based on P&Z review, are considered to be potentially significant enough to warrant a detailed engineering evaluation.

A TIA should conform to standard accepted traffic engineering practices and generally include the site driveway(s) and all reasonably impacted roads and intersections within 1,000 feet of the subject site. Standard elements of the TIA should include:

- a. Existing and future traffic estimation
- b. Trip generation and distribution analysis
- c. Capacity analysis (for both site access and adjacent roadway network)
- d. Engineering design review
- e. Internal site circulation review
- f. Identification of improvements necessary to accommodate the development
- g. Coordination preview with Town Engineer, Town traffic authority, and Town Planner

## Tiered Engineering Analysis

In cases where a full TIA is not warranted, but some questions arise during the preliminary application review relating to safety and operations potentially resulting from a proposed new driveway or system of access design, the P&Z Commission may elect to require the applicant to prepare an engineering analysis of the proposed access point(s).

The engineering analysis may be 'tiered' to include some, or all, of the elements listed above for the TIA; however, the analysis may be limited to the access point(s) in question and may not take into account the surrounding roadway network. The tiered analysis approach is intended to answer only those questions regarding site access design that require further investigation and to streamline the approval process. The determination of which components of a TIA analysis will be required to be completed will be based on:

1. Aspects of site access in question
2. Professional judgment of the Town Engineer in consultation with the Town Planner
3. Professionally accepted engineering practices

Regardless, the Commission and/or Town Engineer may still require a trip generation and distribution analysis that demonstrates the turn movements into and out of the proposed driveway(s) so that appropriate mitigation strategies can be developed.

## EXAMPLE - Nonconforming Accessways/Driveways Language

Nonconforming access features are those access points or driveways in existence and lawful at the time of adoption of this section of the zoning regulations but which would be prohibited, regulated or restricted under the provisions of this section. Such nonconforming access features are considered

incompatible with the intent and purposes of this section. It is the intent of these regulations to permit these nonconforming access features to continue until they are removed or until any **substantial change to an existing use** is approved on the lot where the nonconforming access feature exists. After the effective date of adoption of this section of the zoning regulations, no nonconforming access feature may be moved, extended, or enlarged unless the result will be to bring the access into closer compliance with these Access Management Regulations.

**Substantial Change to an Existing Use:** The provisions of this section shall apply to any Substantial Change to an Existing Use. The provisions of this section shall also apply to any Change to an Existing Use requiring site plan approval or modification of an existing approved site plan, as defined in Section \_\_\_ of these regulations. A substantial change" is one which involves (1) a change in use from residential to any commercial or industrial use, (2) a 25% or greater increase in gross floor area or required parking spaces of any non-residential land use, (3) a \_\_\_ square foot or greater increase in gross floor area, (4) a \_\_\_ space or greater increase in the required or provided parking spaces. Notwithstanding the above, the Commission may determine that the character of a Change to an Existing Use will not have an impact on adjacent properties and/or surrounding neighborhood such that this requirement does not apply.

To avoid undue hardship, nothing in this section shall be deemed to require a change to any nonconforming access feature for which an application has been submitted to the Commission or for which construction was lawfully begun prior to the effective date of this section of the zoning regulations.

## EXAMPLE - Inability to Meet Access Requirements

**Inability to Meet Access Design Standards:** For any property which cannot, by virtue of its configuration, or location meet the Access Design Standards shall comply with the following requirements:

**A. Inability to Comply with Access Spacing:** If the applicant is unable to comply with the access spacing requirements, then:

The applicant first must attempt to obtain an access or mutual driveway easement from adjacent property owners so as to allow for one access to serve two properties. Such easement may be located on the applicant's property or the adjacent property (ies) and shall be in a location acceptable to the Commission. At the time of application, the applicant must submit to the Commission evidence of its attempt to obtain such easement and any response from the adjacent property owners. If an adjacent property owner has previously provided an access or mutual driveway easement pursuant to the provisions of this Section, then the access to the applicant's property shall be through the access or mutual driveway easement area.

If the applicant is unable to obtain an access or mutual driveway easement from an adjacent property owner, then the access to the applicant's property shall be located on its property in an area acceptable to the Commission.

In addition, the applicant shall provide to the adjacent property owner(s) easements so as to allow for the establishment of a mutual drive or access at such time as the adjacent property (ies) are developed or redeveloped. Such access easement shall be located in an area acceptable to the Commission, which may differ from the location of the applicant's access. The applicant may either provide such easement directly to the adjacent property owner(s) or, if such property owner(s) refuse to accept such easement, then to the Town acting through the Commission. Any easement provided to the Town shall be on such terms and conditions as are commercially reasonable and are acceptable to the Commission and its attorney and shall specifically provide that the easement is transferable to the owner of the property ultimately intended to benefit from the easement. In addition, the easement may provide that, at the time the adjacent property owner(s) utilize the easement, the adjacent property owner(s) shall pay to the applicant the fair market value of the easement at the time originally granted to the Commission and shall contribute towards maintenance and insurance, assume a portion of liability and/or assume certain construction costs with respect to the easement area.

In order to encourage cooperation between property owners in the negotiation, granting and acceptance of access and mutual



driveway easements, that area of property which is subject to the access or mutual driveway easement shall not be included in calculating impervious coverage or in calculating required landscaping for parking lots or site development.

**B. Inability to Comply with Corner Clearance:** If the applicant is unable to comply with the corner clearance requirements, then the access to the proposed development shall be located in an area acceptable to the Commission and which is as far as possible from the intersection as allowed by the topography and other physical conditions of the site (e.g. wetlands) and taking into consideration traffic safety and impact factors. If the applicant is unable to locate the access to the development which, in the opinion of the Commission provides for safe access in terms of corner clearance, and in furtherance of the goals of this Access Management Regulation, then the requirements of 7.A above apply.

**C. Inability to Comply with Signal Spacing:** If the applicant is unable to comply with the signal spacing requirements, then the access to the proposed development shall be arranged in an design acceptable to the Commission and which meets the requirements for signal spacing as closely as is feasible taking into consideration traffic safety and impact factors.

**D. Inability to Comply with More than One of the Requirements:** In certain circumstances, a site may not be able to comply with more than one of the access management requirements by virtue of its configuration, location or implementation of one of the measures set forth above. In such case, the access shall be located on the site in an area that most closely complies with the requirements of this Section and, in the opinion of the Commission provides for safe access in furtherance of the goals of this Access Management Regulation and shall be subject to such conditions or restrictions as the Commission deems necessary to ensure safe access.

#### **EXAMPLE – Incentives Language**

**Bonuses:** The Commission may grant an increase in the intensity of a proposed development, at an applicant's request, where the development plan complies with all of the provisions of this section and will result in one or more of the following benefits to the community:

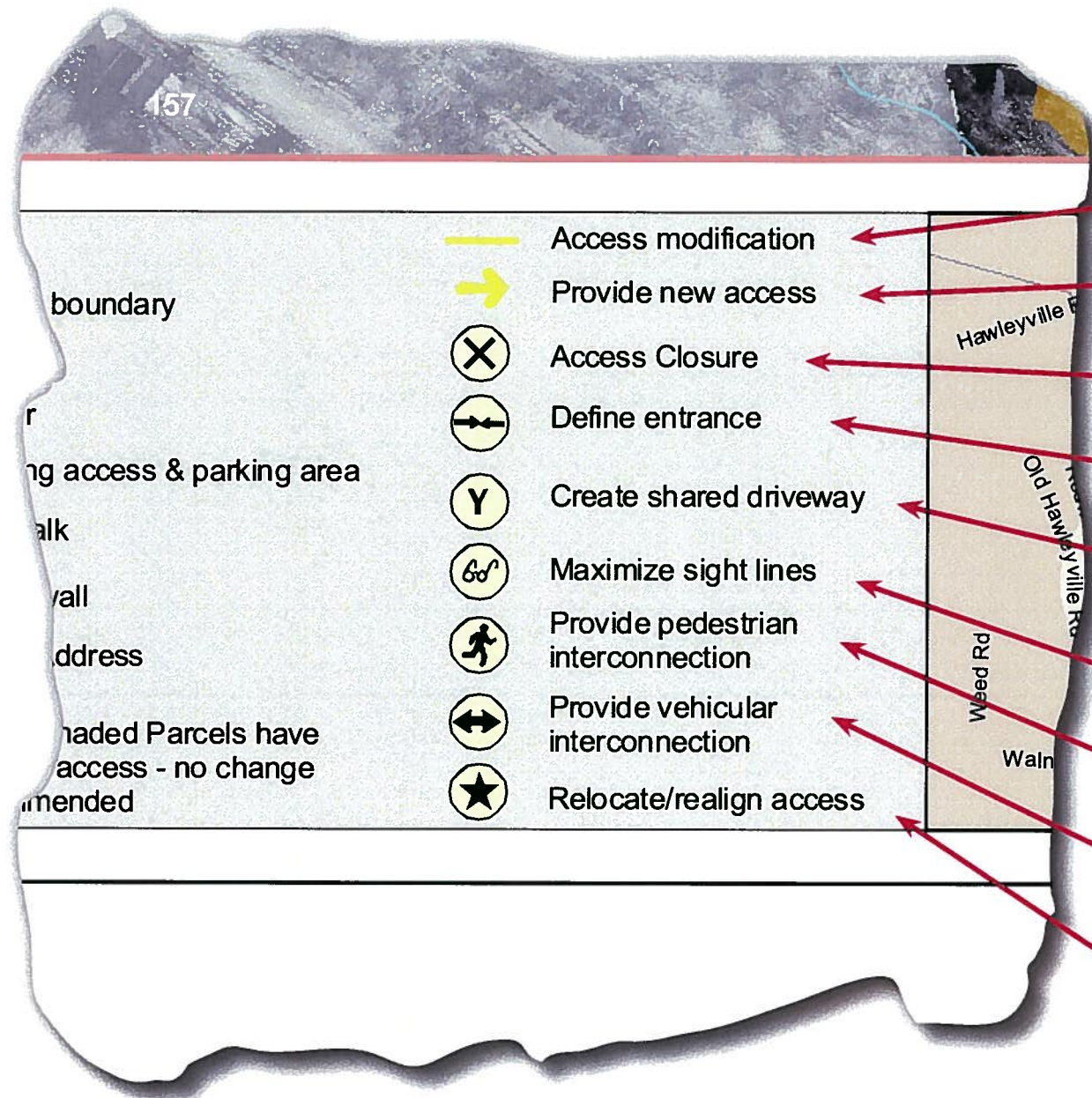
- Will improve the Level of Service on existing roadways in the vicinity of the proposed project;
- Will reduce the number of existing access points onto a public street, or would result in fewer access points than would otherwise be permitted;
- Will reduce the number of accidents on existing roadways in the vicinity of the proposed development;
- Will provide access connections between adjoining uses so as to reduce the demand for turning movements onto or from a public street to those properties;
- Will provide shared access in the form of access easements for adjoining properties which are not otherwise required by these Regulations or obtains access through an easement across adjoining property which is not otherwise required by these Regulations. Such easements shall be filed on the land records of the town in a form as shall be acceptable to the Commission and the Town Attorney;
- Will provide pedestrian and transit circulation improvements which enhance the movement of travelers within the site and/or the community;
- Such density bonuses may include a reduction in parking space requirements, a modification of signage requirements, a reduction in open space or landscaping requirements, an increase in floor area ratios, and/or an increase in allowable building

coverage of up to \_\_\_\_%. Any applicant intending to request a bonus is encouraged to meet with the Town Planner to discuss such requests prior to formal submission of the application.

**Bonuses/Change To An Existing Use:** The Commission may grant an increase in the intensity of a proposed development for a Change To An Existing Use, at an applicant's request, where one or more of the benefits to the community as listed above would be realized and/or where the use is brought into compliance with all of the provisions of this section. Such density bonuses may include a reduction in parking space requirements, a modification of signage requirements, a reduction in open space or landscaping requirements, or an increase in floor area.



# CURB-CUT PLANS



## Recommendation/Map Legend Descriptions

**Access Modification:** Modify the access as conceptually depicted to accomplish one or more of the following access enhancements:

**Provide New Access:** Access should be provided to the side-street as indicated, reducing curb-cuts on the arterial roadway; alternatively, for undeveloped parcels – suggested optimum location for new access when development occurs

**Access Closure:** Close the specified redundant access point to reduce the number of driveways, particularly in an area with a high concentration of curb-cuts

**Define Entrance:** Narrow the curb-cut to a standard width and delineate it with pavement treatments or landscaping to reduce confusing turning movements in the vicinity; clarify for all drivers where to anticipate turns to and from a property

**Create Shared Driveway:** Create a single shared driveway at or near the property line to serve two (or more) abutting properties, especially where lots have narrow frontages or adjacent parking areas to avoid too many curb-cuts in very close proximity to one another

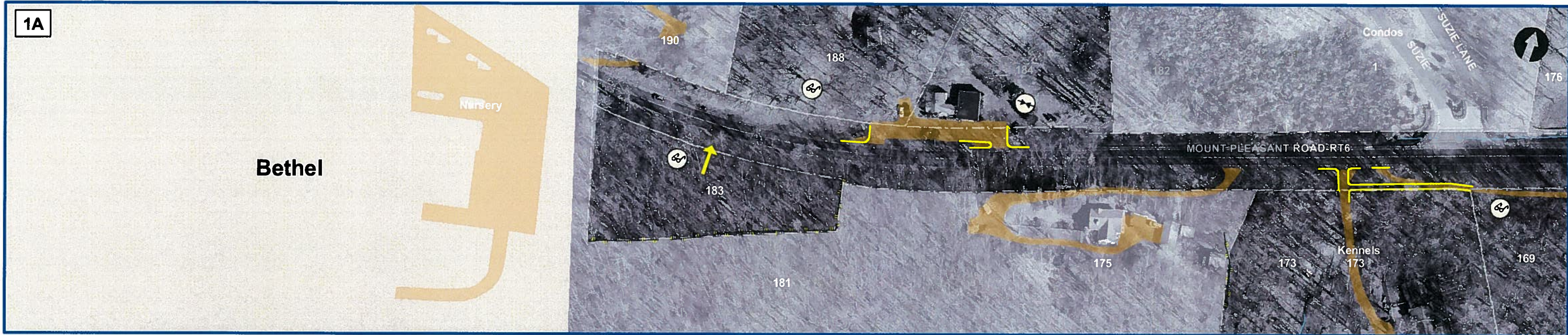
**Maximize Sight Lines:** New or relocated access driveways should be positioned to maximize the sight lines for departing motorists; ability to see up and down the road far enough to anticipate oncoming traffic

**Provide Pedestrian Interconnection:** Sidewalks and other pedestrian facilities are recommended to facilitate walking between sites in order that patrons or employees can park in one spot and visit multiple locations without moving their car

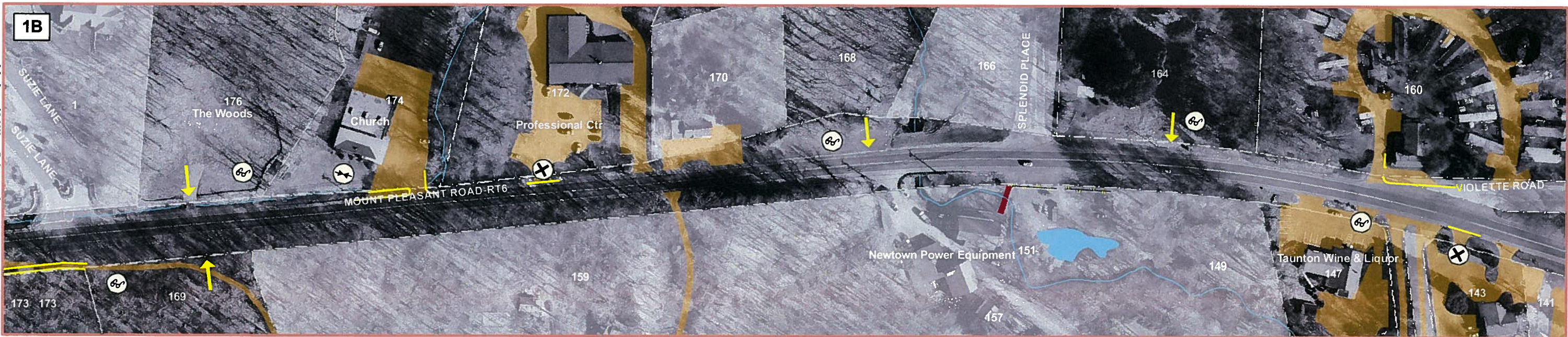
**Provide Vehicular Interconnection:** A vehicular connection between parcels is recommended to facilitate the sharing of a single driveway by multiple locations, allowing for the closure of redundant driveways, particularly where there is a high concentration of driveways close to one another

**Relocate/Realign Access:** Access should be relocated to the location as indicated to either align with an access point across the street or to move the access point as far away from other curb-cuts, intersections, or side streets as possible





MATCH TO MAP 1-B



MATCH TO MAP 1-A

MATCH TO MAP 2-A

# Curb-Cut and Access Management Plans for Route 6, Church Hill Road, and Portions of Route 25



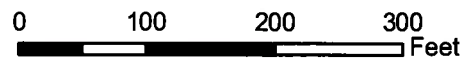
**Fitzgerald & Halliday, Inc.**  
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








Data Source:  
 Data for this project was provided by the Town of Newtown

Town of Newtown  


## CURB-CUT ACCESS RECOMMENDATIONS



### Legend

-  Parcel boundary
  -  Bridge
  -  Water
  -  Existing access & parking area
  -  Sidewalk
  -  Stone wall
  -  Street Address
  -  Access modification
  -  Provide new access
  -  Access Closure
  -  Define entrance
  -  Create shared driveway
  -  Maximize sight lines
  -  Provide pedestrian interconnection
  -  Provide vehicular interconnection
  -  Relocate/realign access
- Note: Lightly Shaded Parcels have suitable access - no change recommended



ROUTE 6

SHEET 1 OF 14





MATCH TO MAP 1-B

MATCH TO MAP 2-B



MATCH TO MAP 2-A

MATCH TO MAP 3-A


## Curb-Cut and Access Management Plans for Route 6, Church Hill Road, and Portions of Route 25



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








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### CURB-CUT ACCESS RECOMMENDATIONS



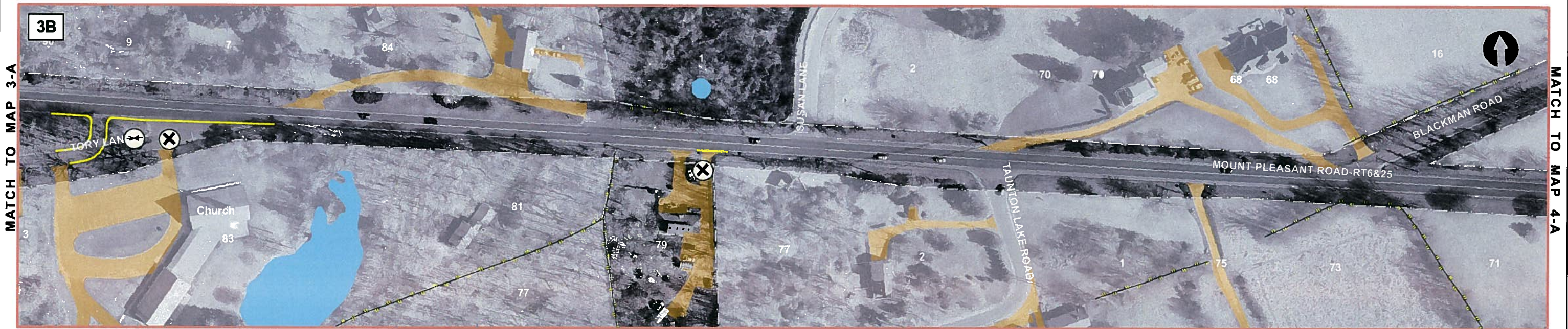
- Legend**
-  Parcel boundary
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ROUTE 6

SHEET 2 OF 14





**Curb-Cut and Access Management Plans for Route 6, Church Hill Road, and Portions of Route 25**



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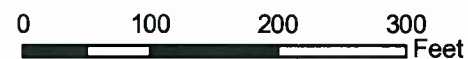
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**CURB-CUT ACCESS RECOMMENDATIONS**



**Legend**

- Parcel boundary
- Bridge
- Water
- Existing access & parking area
- Sidewalk
- Stone wall
- Street Address

Note: Lightly Shaded Parcels have suitable access - no change recommended

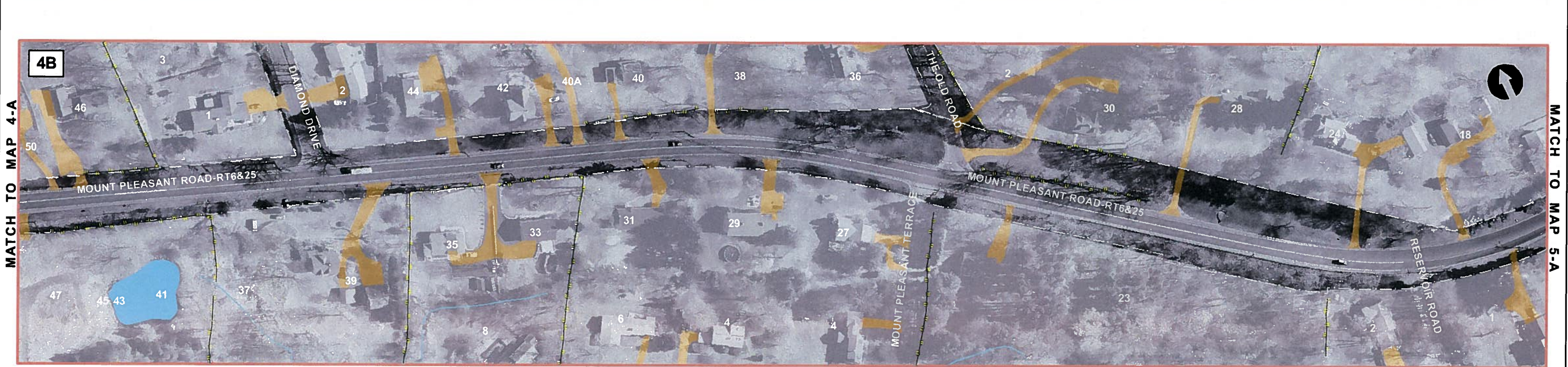
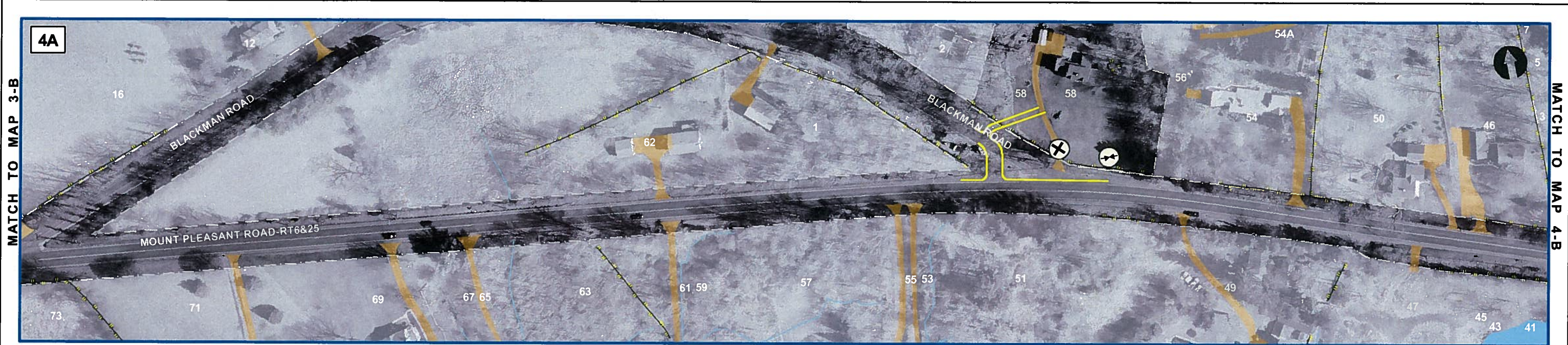
- Access modification
- Provide new access
- Access Closure
- Define entrance
- Create shared driveway
- Maximize sight lines
- Provide pedestrian interconnection
- Provide vehicular interconnection
- Relocate/realign access



ROUTE 6

SHEET 3 OF 14





**Curb-Cut and Access Management Plans for Route 6, Church Hill Road, and Portions of Route 25**



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**CURB-CUT ACCESS RECOMMENDATIONS**

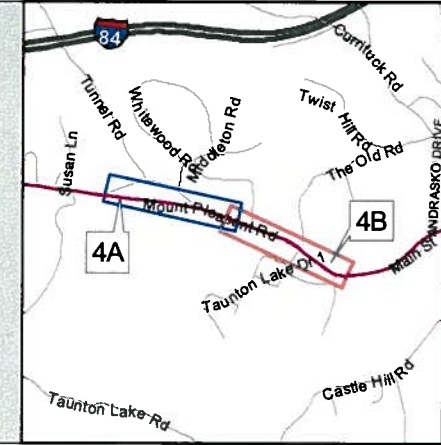


**Legend**

- Parcel boundary
- Bridge
- Water
- Existing access & parking area
- Sidewalk
- Stone wall
- Street Address

Note: Lightly Shaded Parcels have suitable access - no change recommended

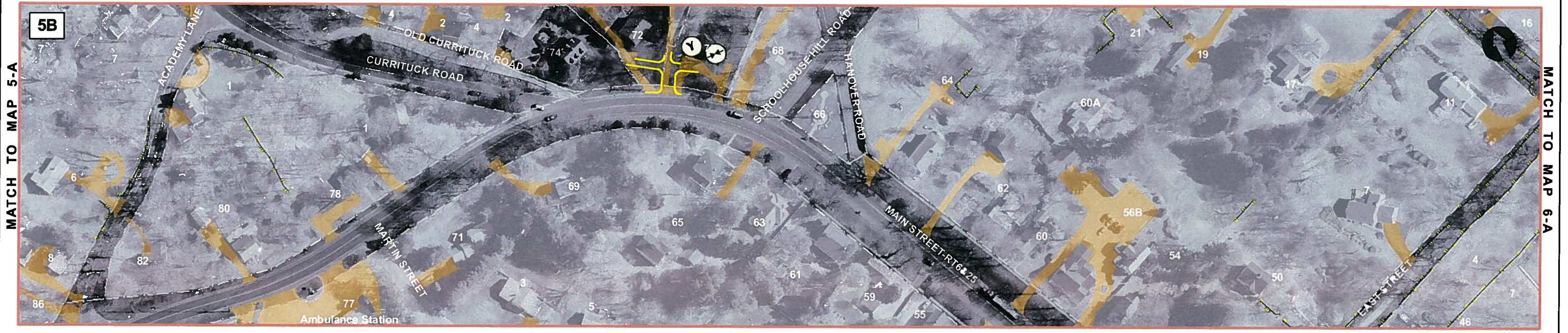
- Access modification
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- Provide pedestrian interconnection
- Provide vehicular interconnection
- Relocate/realign access



ROUTE 6

SHEET 4 OF 14





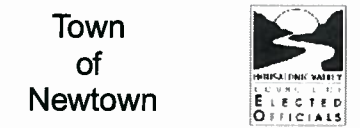
**Curb-Cut and Access Management Plans for Route 6, Church Hill Road, and Portions of Route 25**



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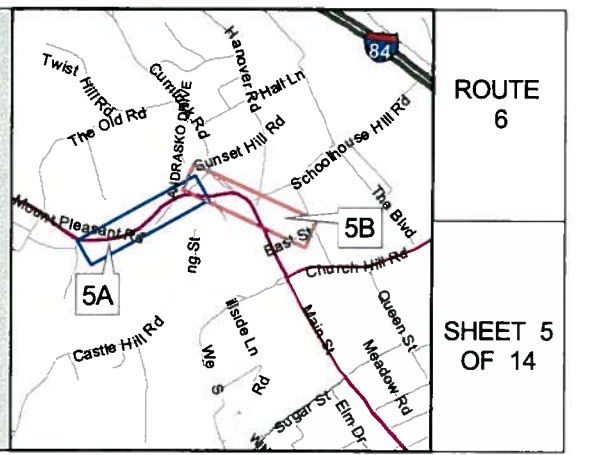
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**CURB-CUT ACCESS RECOMMENDATIONS**



- Legend**
- Parcel boundary
  - Bridge
  - Water
  - Existing access & parking area
  - Sidewalk
  - Stone wall
  - Street Address
  - Access modification
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ROUTE 6

SHEET 5 OF 14





# Curb-Cut and Access Management Plans for Route 6, Church Hill Road, and Portions of Route 25



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## CURB-CUT ACCESS RECOMMENDATIONS

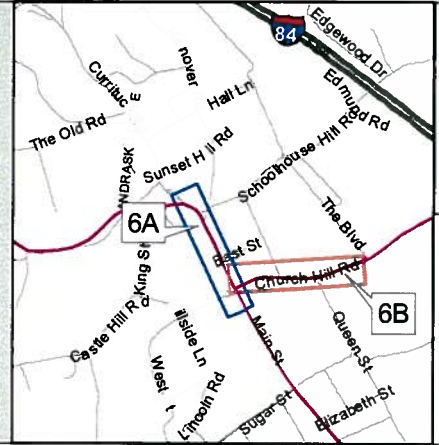


### Legend

- Parcel boundary
- Bridge
- Water
- Existing access & parking area
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- Street Address

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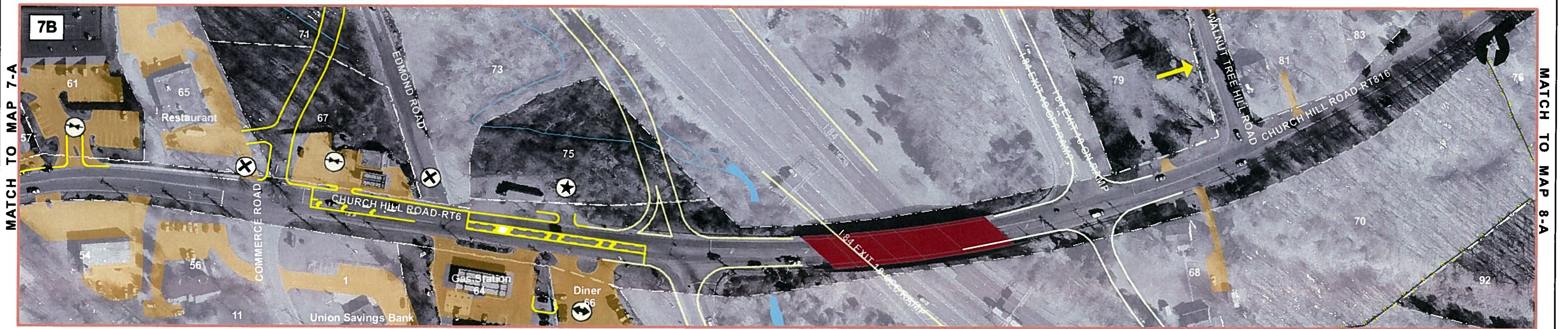
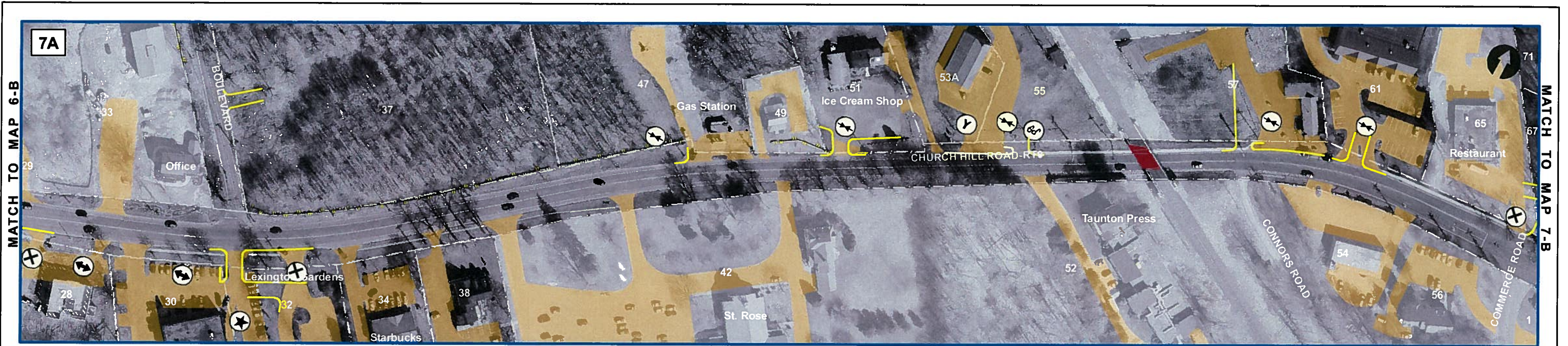
- Access modification
- Provide new access
- Access Closure
- Define entrance
- Create shared driveway
- Maximize sight lines
- Provide pedestrian interconnection
- Provide vehicular interconnection
- Relocate/realign access



ROUTE 6

SHEET 6 OF 14





**Curb-Cut and Access Management Plans for Route 6, Church Hill Road, and Portions of Route 25**



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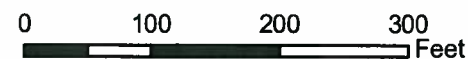
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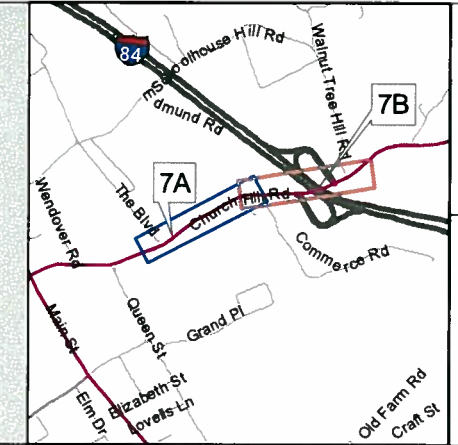


**CURB-CUT ACCESS RECOMMENDATIONS**



**Legend**

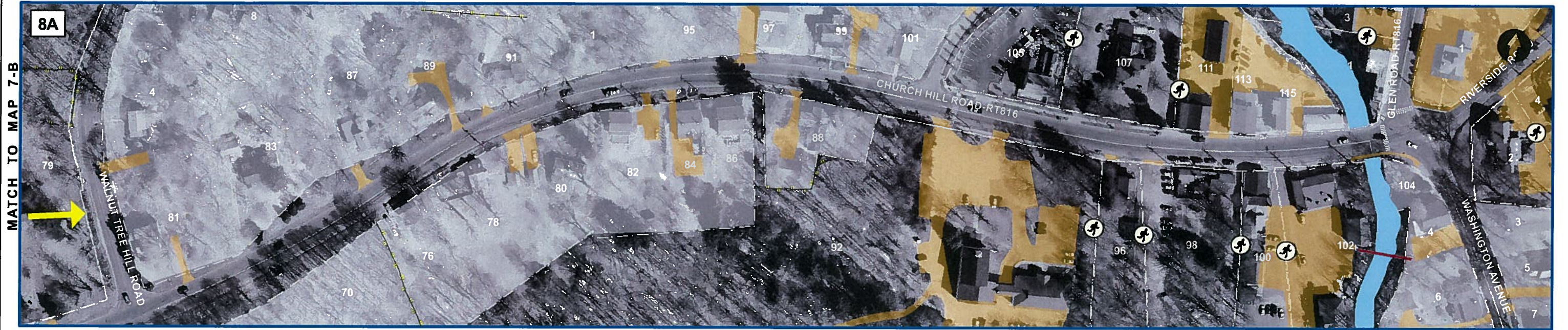
- Parcel boundary
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ROUTE 6

SHEET 7 OF 14





**Curb-Cut and Access Management Plans for Route 6, Church Hill Road, and Portions of Route 25**



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**CURB-CUT ACCESS RECOMMENDATIONS**

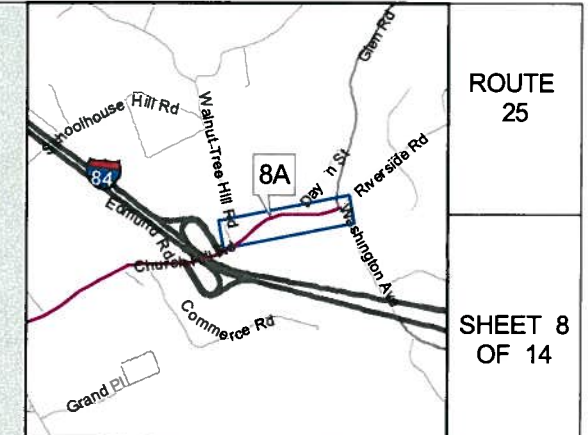


**Legend**

- Parcel boundary
- Bridge
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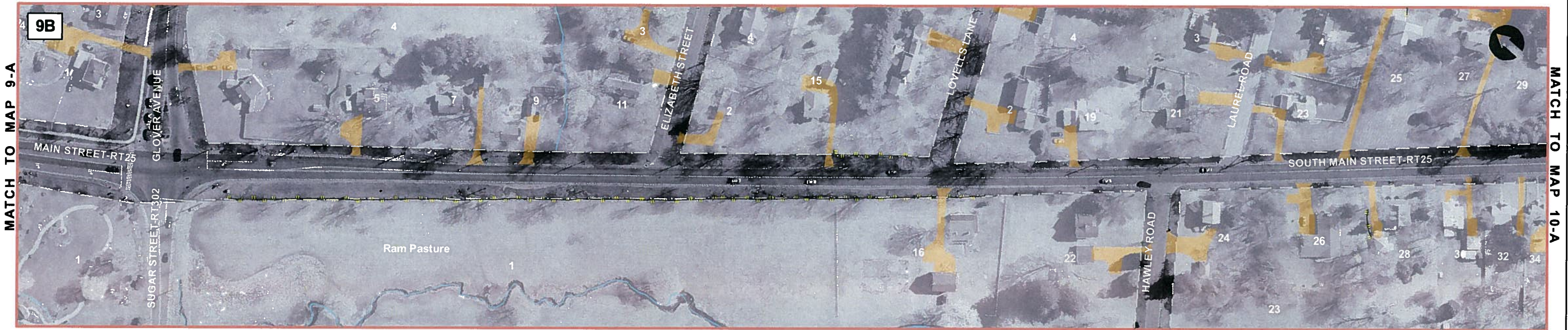
- Access modification
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ROUTE 25

SHEET 8 OF 14





**Curb-Cut and Access Management Plans for Route 6, Church Hill Road, and Portions of Route 25**



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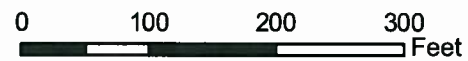
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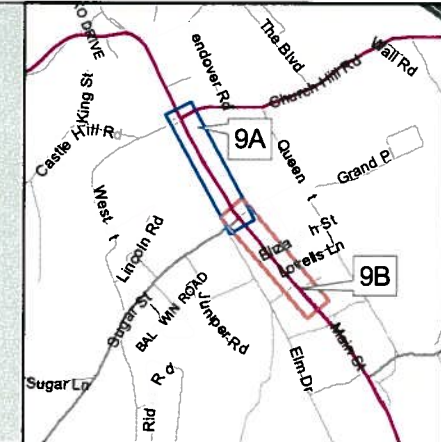


**Legend**

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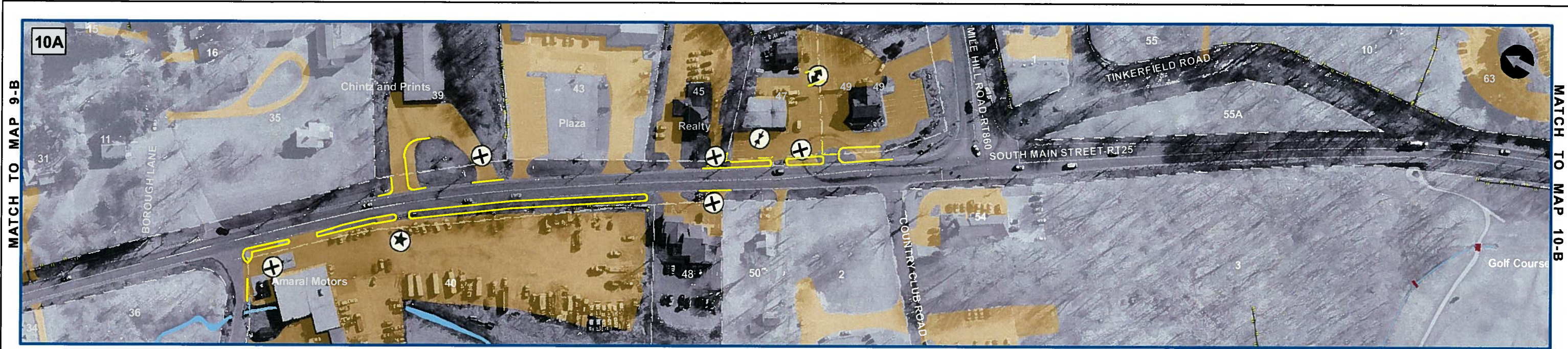
- Access modification
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ROUTE 25

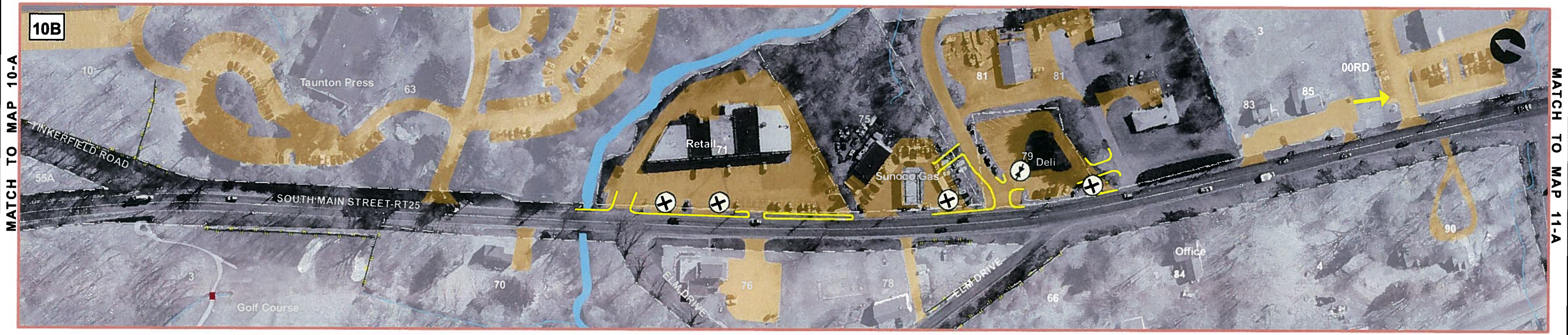
SHEET 9 OF 14





MATCH TO MAP 9-B

MATCH TO MAP 10-B



MATCH TO MAP 10-A

MATCH TO MAP 11-A


## Curb-Cut and Access Management Plans for Route 6, Church Hill Road, and Portions of Route 25



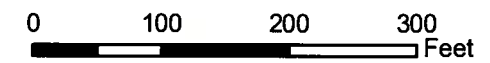
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










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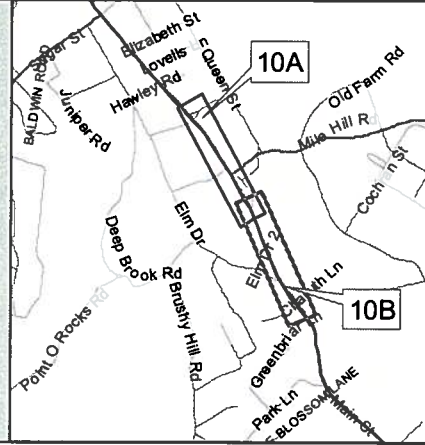
### CURB-CUT ACCESS RECOMMENDATIONS



#### Legend

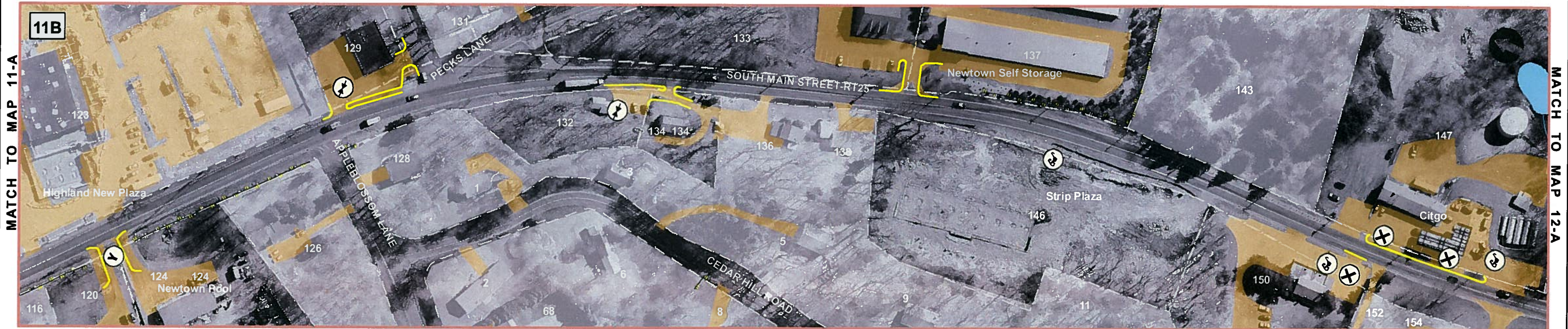
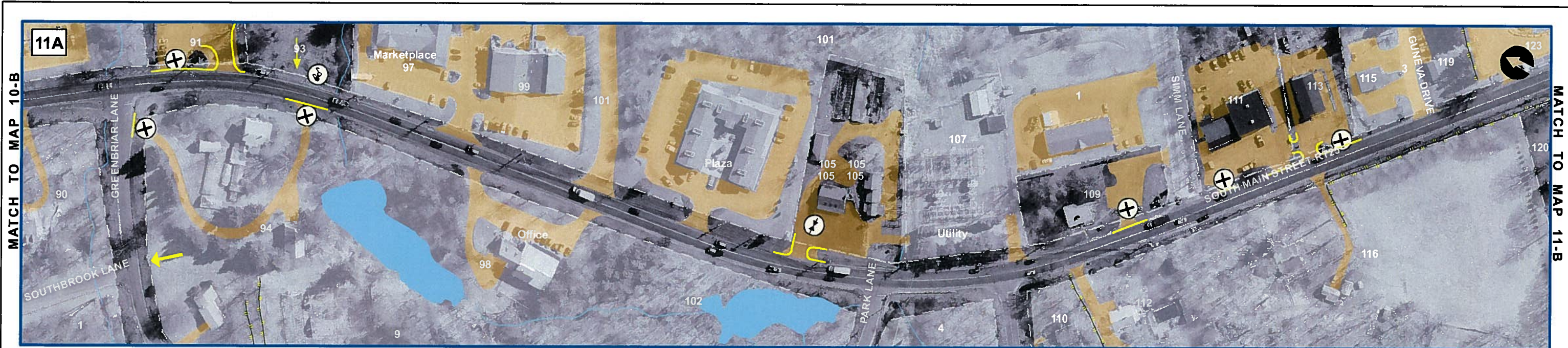
-  Parcel boundary
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-  Relocate/realign access

Note: Lightly Shaded Parcels have suitable access - no change recommended





ROUTE 25  
 SHEET 10 OF 14





















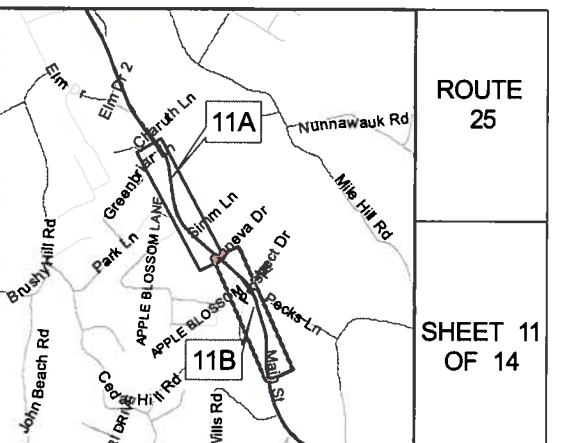
# Curb-Cut and Access Management Plans for Route 6, Church Hill Road, and Portions of Route 25

  
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 Planning Consultants  
 72 Cedar Street, Hartford, CT 06106  
 (860) 247-7200  
  
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Town of Newtown  
  
**CURB-CUT ACCESS RECOMMENDATIONS**

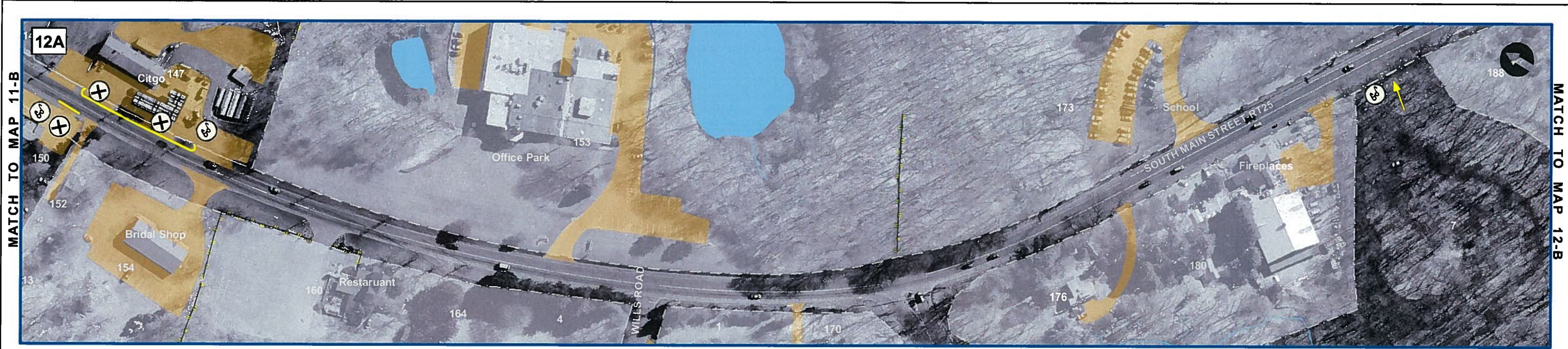
0    100    200    300  
 Feet

- Legend**
-  Parcel boundary
  -  Bridge
  -  Water
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ROUTE 25  
  
 SHEET 11 OF 14





# Curb-Cut and Access Management Plans for Route 6, Church Hill Road, and Portions of Route 25



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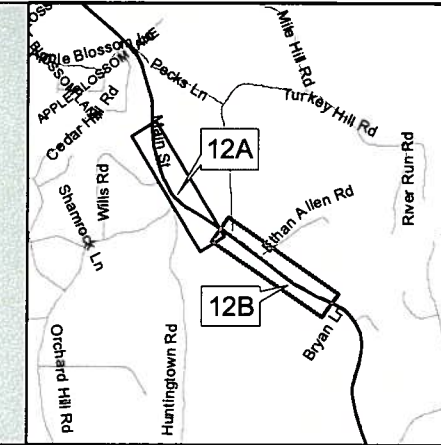
## CURB-CUT ACCESS RECOMMENDATIONS



### Legend

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ROUTE 25

SHEET 12 OF 14





**Curb-Cut and Access Management Plans for Route 6, Church Hill Road, and Portions of Route 25**



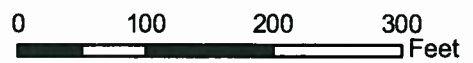
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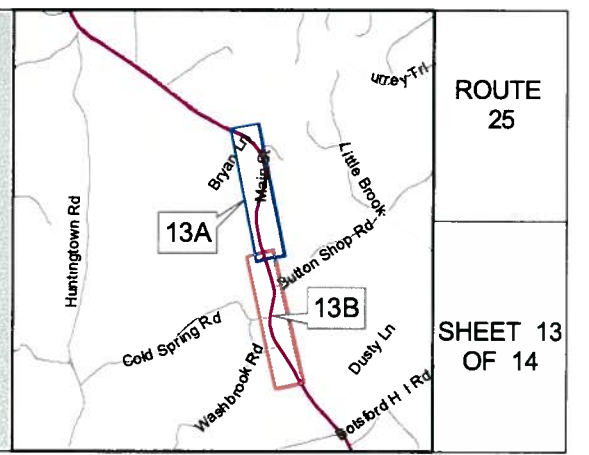
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**CURB-CUT ACCESS RECOMMENDATIONS**

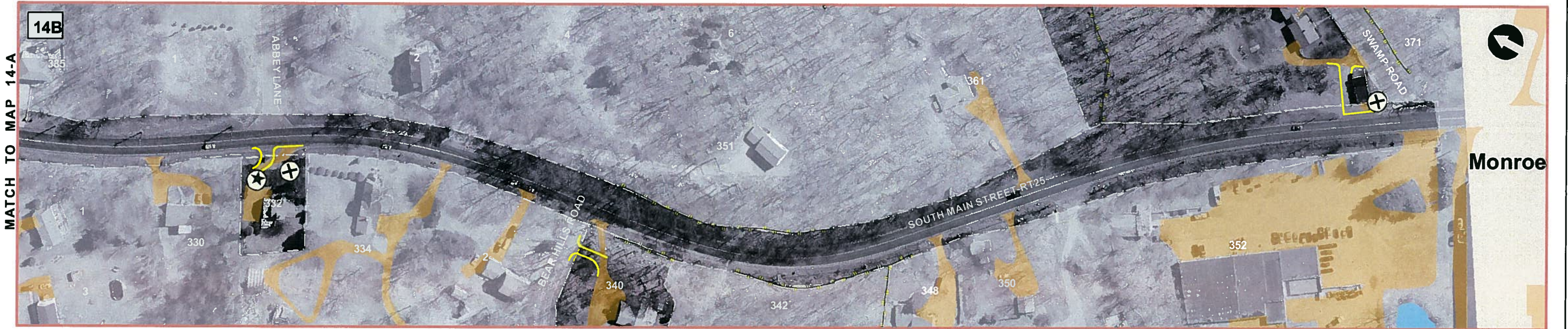
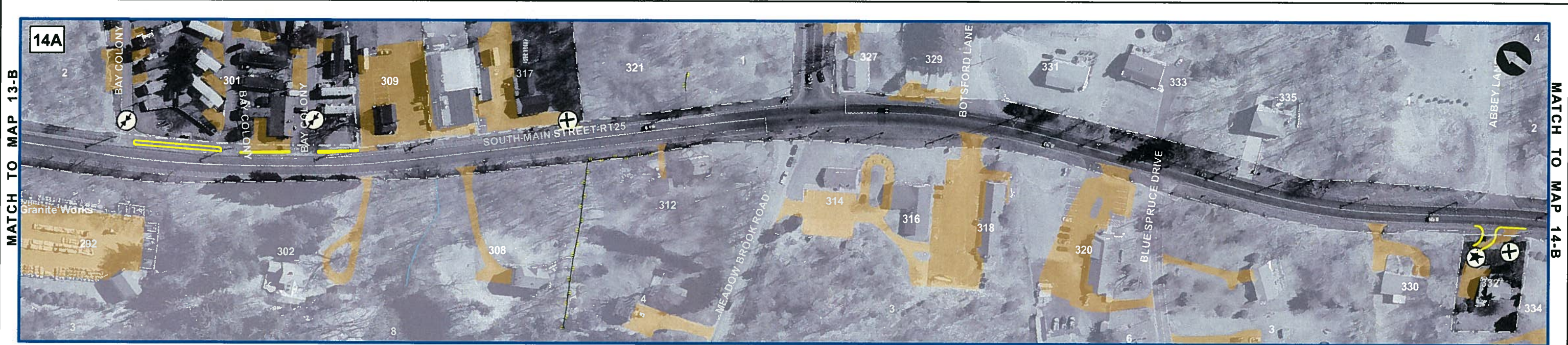


- Legend**
- Parcel boundary
  - Bridge
  - Water
  - Existing access & parking area
  - Sidewalk
  - Stone wall
  - Street Address
  - Access modification
  - Provide new access
  - Access Closure
  - Define entrance
  - Create shared driveway
  - Maximize sight lines
  - Provide pedestrian interconnection
  - Provide vehicular interconnection
  - Relocate/realign access
- Note: Lightly Shaded Parcels have suitable access - no change recommended



ROUTE 25  
 SHEET 13 OF 14






**Curb-Cut and Access Management Plans for Route 6, Church Hill Road, and Portions of Route 25**



Fitzgerald & Halliday, Inc.  
 Planning Consultants  
 72 Cedar Street, Hartford, CT 06106  
 (860) 247 - 7200

















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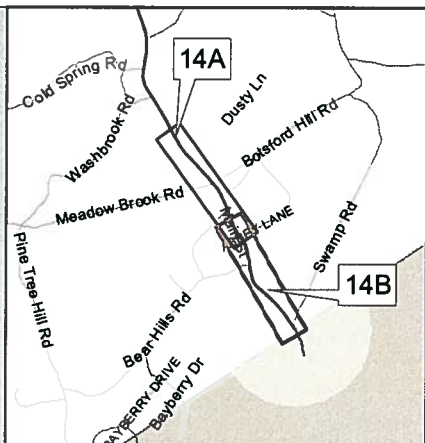
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Town of Newtown  


**CURB-CUT ACCESS RECOMMENDATIONS**



- Legend**
-  Parcel boundary
  -  Bridge
  -  Water
  -  Existing access & parking area
  -  Sidewalk
  -  Stone wall
  -  Street Address
  -  Access modification
  -  Provide new access
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  -  Define entrance
  -  Create shared driveway
  -  Maximize sight lines
  -  Provide pedestrian interconnection
  -  Provide vehicular interconnection
  -  Relocate/realign access
- Note: Lightly Shaded Parcels have suitable access - no change recommended



ROUTE 25

SHEET 14 OF 14



## APPENDIX A - CURB-CUT RECOMMENDATIONS BY PARCEL

| Street Number | Street           | Curb Cut Plan Recommendation          |
|---------------|------------------|---------------------------------------|
| 11            | Church Hill Road | Narrow                                |
| 13            | Church Hill Road | Close                                 |
| 14            | Church Hill Road | Ped Interconnect                      |
| 15            | Church Hill Road | Interconnect                          |
| 17            | Church Hill Road | Close                                 |
| 18            | Church Hill Road | Ped Interconnect                      |
| 19            | Church Hill Road | Interconnect                          |
| 20            | Church Hill Road | Close, Shared                         |
| 22            | Church Hill Road | Ped Interconnect                      |
| 23            | Church Hill Road | Interconnect                          |
| 25            | Church Hill Road | Interconnect                          |
| 26            | Church Hill Road | Interconnect                          |
| 27            | Church Hill Road | Interconnect, Shared                  |
| 28            | Church Hill Road | Close, Interconnect, Ped Interconnect |
| 30            | Church Hill Road | Interconnect                          |
| 32            | Church Hill Road | Close, Locate                         |
| 37            | Church Hill Road | Access Modification                   |
| 47            | Church Hill Road | Narrow                                |
| 51            | Church Hill Road | Narrow                                |
| 55            | Church Hill Road | Narrow, Sight Line                    |
| 57            | Church Hill Road | Narrow                                |
| 61            | Church Hill Road | Narrow                                |
| 64            | Church Hill Road | Interconnect                          |
| 65            | Church Hill Road | Close                                 |
| 66            | Church Hill Road | Interconnect                          |
| 67            | Church Hill Road | Narrow                                |
| 71            | Church Hill Road | Close                                 |
| 75            | Church Hill Road | Locate                                |

| Street Number | Street           | Curb Cut Plan Recommendation |
|---------------|------------------|------------------------------|
| 79            | Church Hill Road | Access Modification          |
| 92            | Church Hill Road | Ped Interconnect             |
| 96            | Church Hill Road | Ped Interconnect             |
| 98            | Church Hill Road | Ped Interconnect             |
| 100           | Church Hill Road | Ped Interconnect             |
| 102           | Church Hill Road | Ped Interconnect             |
| 105           | Church Hill Road | Ped Interconnect             |
| 111           | Church Hill Road | Ped Interconnect             |
| 53A           | Church Hill Road | Shared                       |
| 1             | Glen Road        | Ped Interconnect             |
| 3             | Glen Road        | Ped Interconnect             |
| 1             | Hawleyville Road | Interconnect                 |
| 7             | Huntingtown Road | Sight Line                   |
| 3             | Main Street      | Ped Interconnect             |
| 70            | Main Street      | Narrow, Shared               |
| 72            | Main Street      | Access Modification          |
| 83            | Main Street      | Close                        |
| 58            | Mt Pleasant Road | Close, Narrow                |
| 79            | Mt Pleasant Road | Close                        |
| 83            | Mt Pleasant Road | Close, Narrow                |
| 113           | Mt Pleasant Road | Locate                       |
| 115           | Mt Pleasant Road | Close                        |
| 128           | Mt Pleasant Road | Locate                       |
| 143           | Mt Pleasant Road | Close                        |
| 147           | Mt Pleasant Road | Sight Line                   |
| 160           | Mt Pleasant Road | Access Modification          |
| 164           | Mt Pleasant Road | Sight Line                   |
| 168           | Mt Pleasant Road | Sight Line                   |
| 169           | Mt Pleasant Road | Sight Line                   |

| Street Number | Street            | Curb Cut Plan Recommendation |
|---------------|-------------------|------------------------------|
| 172           | Mt Pleasant Road  | Close                        |
| 173           | Mt Pleasant Road  | Access Modification          |
| 174           | Mt Pleasant Road  | Narrow                       |
| 176           | Mt Pleasant Road  | Sight Line                   |
| 183           | Mt Pleasant Road  | Sight Line                   |
| 184           | Mt Pleasant Road  | Narrow                       |
| 188           | Mt Pleasant Road  | Sight Line                   |
| 5             | Queen Street      | Interconnect                 |
| 2             | Riverside Road    | Ped Interconnect             |
| 4             | Riverside Road    | Ped Interconnect             |
| 2             | Saw Mill Road     | Close                        |
| 39            | South Main Street | Close                        |
| 40            | South Main Street | Close, Locate                |
| 45            | South Main Street | Close                        |
| 47            | South Main Street | Close, Interconnect, Narrow  |
| 48            | South Main Street | Close                        |
| 49            | South Main Street | Access Modification          |
| 71            | South Main Street | Close                        |
| 75            | South Main Street | Close                        |
| 79            | South Main Street | Close, Narrow                |
| 81            | South Main Street | Access Modification          |
| 85            | South Main Street | Access Modification          |
| 91            | South Main Street | Close                        |
| 93            | South Main Street | Sight Line                   |
| 94            | South Main Street | Close                        |
| 105           | South Main Street | Narrow                       |
| 109           | South Main Street | Close                        |
| 111           | South Main Street | Close                        |

| Street Number | Street            | Curb Cut Plan Recommendation |
|---------------|-------------------|------------------------------|
| 113           | South Main Street | Close                        |
| 120           | South Main Street | Shared                       |
| 124           | South Main Street | Shared                       |
| 129           | South Main Street | Narrow                       |
| 132           | South Main Street | Narrow                       |
| 133           | South Main Street | Access Modification          |
| 134           | South Main Street | Access Modification          |
| 137           | South Main Street | Access Modification          |
| 146           | South Main Street | Sight Line                   |
| 147           | South Main Street | Close, Sight Line            |
| 150           | South Main Street | Close, Sight Line            |
| 201           | South Main Street | Close                        |
| 220           | South Main Street | Close                        |
| 228           | South Main Street | Interconnect                 |
| 263           | South Main Street | Close                        |
| 266           | South Main Street | Access Modification          |
| 271           | South Main Street | Access Modification          |
| 277           | South Main Street | Close                        |
| 282           | South Main Street | Narrow                       |
| 288           | South Main Street | Narrow                       |
| 301           | South Main Street | Narrow                       |
| 317           | South Main Street | Close                        |
| 332           | South Main Street | Close, Locate                |
| 340           | South Main Street | Access Modification          |
| 3             | Wendover Road     | Access Modification          |