South Main Streetscape Concept

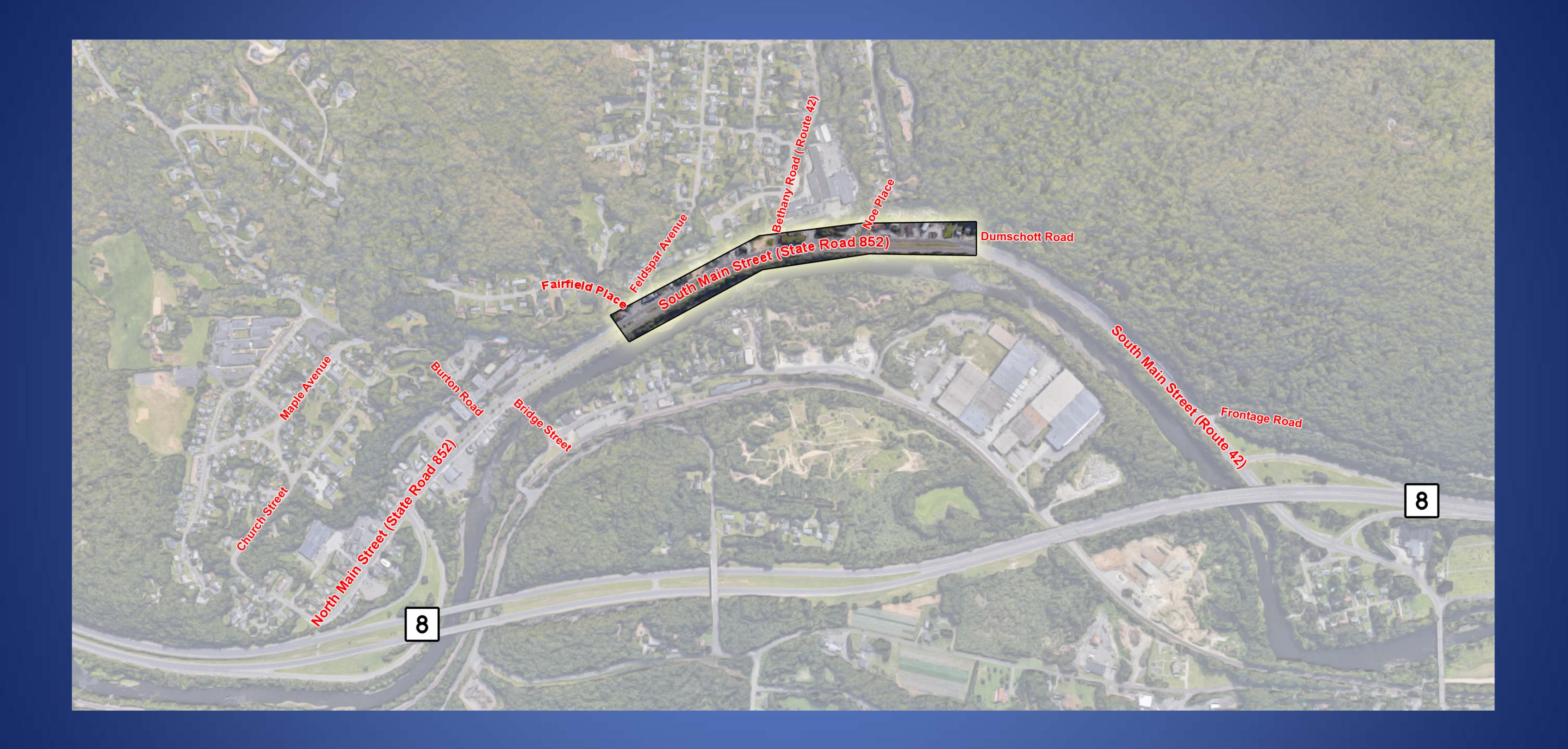


Beacon Falls, CT

April 18, 2019







Neighborhood Context







neighborhood with Residential dead-end street



Alternate customer parking area under same ownership as Market; no pedestrian connection to business



Atypical intersection geometry with steep hills and limited sight lines; traffic control is set back far from South Main Street; road width is more than 80 feet; no pedestrian connections to neighborhood or crosswalks provided



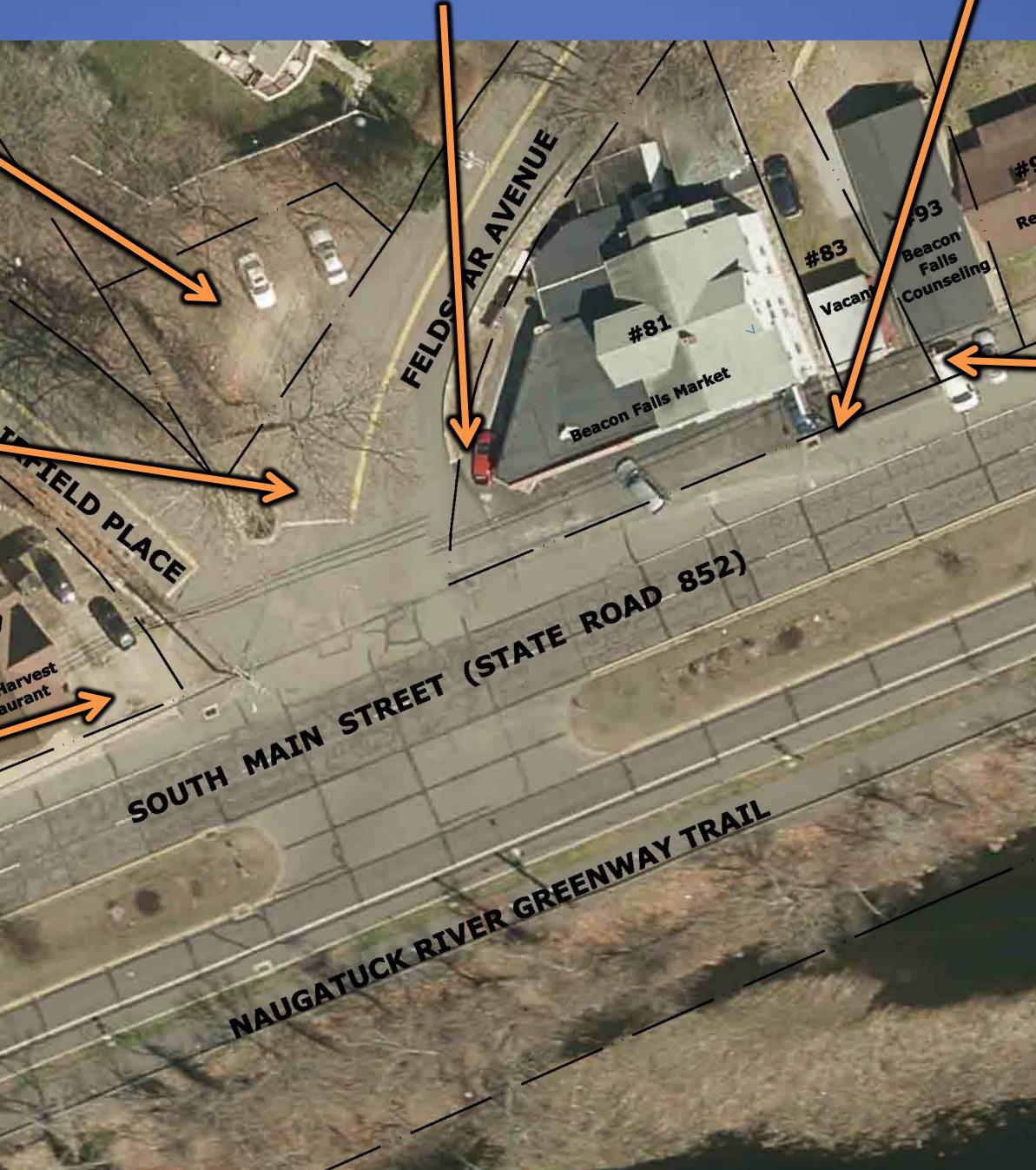
parking for Informal on-street cuts wide curb customers; of existing use discourage sidewalk; lack of defined parking area for tenants

Source: CT ECO 2016 Orthophotography Google Street View Imagery New England Geosystems GIS



LED cobrahead lights on utility poles

Customer parking in front yard and into right-of-way; conflicts with accommodating service deliveries



Site Analysis – Fairfield Place & Feldspar Avenue







Mixed front yard, side yard, and on-street parking for residential tenants; incomplete network of sidewalks; no curbs on this side of the street



Small commercial space at 83 South Main Street is vacant; front yard parking for #83 and #93; shoulder area is 15' wide from edge of travel lane to property line









Residential, dead-end street



Majority of South Main Street frontage is paved; no clear area for pedestrians to safely walk or approach the bakery



Dying Silver Maple tree is a risk to structures, vehicles, and residents; this is the only tree on this side of South Main Street



Source: CT ECO 2016 Orthophotography Google Street View Imagery New England Geosystems GIS







Lack of defined parking areas for customers; sidewalk does not connect anywhere



Continuous pedestrian continue



NAUGATUCK RIVER GREENWAY TRAIL

SOUTH MAIN STREET (STATE ROAD 852)

frontage; paved walkway does not





Stair and ramp connection to signed "No Parking" zone; no curbs on this side of the street



Diseased and dead Ash trees in center median caused by Emerald Ash Borer













Storm-damaged Oaks are in decline



Pedestrians must cross five lanes and a median to reach other side, +/- 83 feet; no area of refuge



Greenway trail terminates without signage; users must cross here or continue south on bicycle toward Pine Bridge

Source: CT ECO 2016 Orthophotography Google Street View Imagery New England Geosystems GIS





Pin



Linkage to residential neighborhood and rear of Business Park; no pedestrian connectivity to South Main Street

Beacon Falls Business Par

A-1 Self Storage American Flag Granite & Ston Apple Gate Brokerage LLC Alves Tax, LLC **Beacon Falls Karate** Beacon Falls Yoga & Wellness Carbide Tool and Die Company LLC **Connecticut Cycle Refinishing Connecticut Industrial Gauging** CTL Incorporated

Jeff Damberg Sculpture & Fine Art Repai **Fruit Baskets Unlimited** Keystone Realty **Liberty Screen Print Company** Metalworks North New England Theatre Service LLC **Oates Brothers Trucking Inc.** Scape Artist

SOUTH MAIN STREET (STATE ROUTE 42)

BIKE LANE (FUTURE GREENWAY SEGMENT)

Site Analysis – Bethany Road





Abrupt termination of bituminous pedestrian walkway





Narrow bike lane adjacent to busy traffic











LED cobrahead lights on utility poles

Source: CT ECO 2016 Orthophotography Google Street View Imagery New England Geosystems GIS

Site Analysis – Noe Place













No street trees are present in the median or adjacent to any businesses in the district

Source: CT ECO 2016 Orthophotography Google Street View Imagery New England Geosystems GIS





District is defined by automotive uses and parking operations

#229 Residence



Site Analysis – Dumschott Road





Parking in front yard; residential use abutting commercial automotive repair business



Unmarked entrance to Dumschott Road; ambiguous parking situation for residential tenants











- 1. Implement traffic calming strategies to reduce vehicle speeds.
- 2. Efficiently organize on-street parking for commercial and residential use.
- 3. Discourage parking of vehicles or equipment in front yards.
- 4. Minimize width of curb cuts to increase pedestrian safety and walkability of street.
- 5. Convert unneeded paved surfaces into landscape areas to reduce amount of stormwater runoff and urban heat island effects.

- pedestrian use.
- neighborhood aesthetic.
- 8. Improve stormwater management.

Concept Overview

6. Provide a uniform sidewalk along South Main Street to encourage

7. Use street trees and ornamental lighting to create a cohesive

9. Comply with ADA regulations for accessibility in public right-of-way.

10. Take advantage of proximity to Naugatuck River Greenway.

11. Anticipate future Greenway and/or Route 42 improvements.

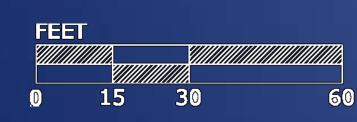






(8) angled parking spaces with ADAcompliant ramp to the Market; requires improvements on private property

Traffic calming



Concept Plan: Fairfield Place & Feldspar Avenue

Source: CT ECO 2016 Orthophotography Google Street View Imagery New England Geosystems GIS



Ornamental lighting and banner arms to match Greenway aesthetic

5' width concrete sidewalk in right-of-way

(2) parallel parking spaces for residential uses

Landscaping areas in front of businesses







JOHNSON STREET



Possible parking layout to accommodate streetscape improvements with (12) compliant spaces

(3) Parallel parking spaces for residential use

> Crosswalks and tactile warning strips at driveway entrances



Source: CT ECO 2016 Orthophotography Google Street View Imagery New England Geosystems GIS



South Main Street Concept – Beacon Falls, Connecticut



Concept Plan: South Main Street

Possible parking layout to accommodate streetscape improvements with (6) compliant spaces

Ornamental lighting and banner arms to match Greenway aesthetic

Add crosswalks, tactile warning strips, and traffic controls at business driveway entrances

(5) parallel parking spaces for customer use









Remove apex-style sidewalk ramp and reconfigure as two separate crossings

5' wide concrete sidewalk in public rightof-way

Realign crosswalk and add pedestrian refuge area in median



Source: CT ECO 2016 Orthophotography Google Street View Imagery New England Geosystems GIS



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South Main Street Concept – Beacon Falls, Connecticut

Beacon Falls Business

#14

A-1 Self Storage American Flag Granite & Stone Apple Gate Brokerage LLC Alves Tax, LLC **Beacon Falls Karate** Beacon Falls Yoga & Wellness **Carbide Tool and Die Company LLC** Connecticut Cycle Refinishing **Connecticut Industrial Gauging CTL Incorporated**

SOUTH MAIN STREET (STATE ROUTE 42)

BIKE LANE (FUTURE GREENWAY SEGMENT)

Concept Plan: Bethany Road

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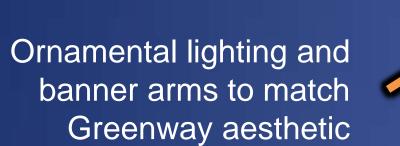
> Ornamental lighting and banner arms to match Greenway aesthetic

Add crosswalks, tactile warning strips, and traffic controls at business driveway entrances

Street trees and lawn buffer strip area

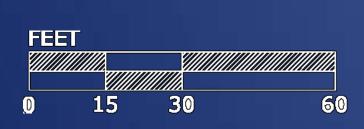






Street trees and lawn buffer strip area

Crosswalk and traffic controls for Noe Place



Source: CT ECO 2016 Orthophotography Google Street View Imagery New England Geosystems GIS





Concept Plan: Noe Place

Possible parking layout to accommodate streetscape improvements with (14) compliant spaces

(5) Additional parallel parking spaces for customer use

4' wide concrete sidewalk in public right-of-way

Add crosswalks, tactile warning strips, and traffic controls at business driveway entrances





#201

Sales LLC

Ace Auto

Landscape screening of long-term automobile parking

Eliminate front yard parking; reduce curb cut widths

4' wide concrete sidewalk in public right-of-way

(2) Parallel parking spaces for customer use

Add crosswalks, tactile warning strips, and traffic controls at business driveway entrances

(2) Parallel parking spaces for customer use



Source: CT ECO 2016 Orthophotography Google Street View Imagery New England Geosystems GIS





Concept Plan: Dumschott Road

Possible parking layout to accommodate streetscape; existing pattern of non-compliant parking spaces depicted

Landscape screening of long-term automobile parking

Ornamental lighting and banner arms to match Greenway aesthetic

Improvements on private property required to accommodate sidewalk area.

(5) parallel parking spaces for residential use and (3) on-site spaces

