



REGIONAL PLANNING BULLETIN

HOUSATONIC VALLEY COUNCIL OF ELECTED OFFICIALS

Old Town Hall, 162 Whisconier Road - Brookfield, CT 06804 (203) 775-6256 - <http://www.hvceo.org>

Bulletin 132

June 10, 2008

ROUTE 7 AND ROUTE 202 CURB CUT AND ACCESS MANAGEMENT OVERLAY ZONE



New Milford, CT

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Introduction

The Housatonic Valley Council of Elected Officials (HVCEO) and the Town of New Milford, Connecticut, identified the need to update the 1997 Driveway and Access Management Plan for Route 7. As a part of this update, the new plan covers additional roadway sections of Route 7 and Route 202 in New Milford. This report documents the recommended measures to address access management issues along the Route 7 and Route 202 corridors in New Milford.

1.0 Access Management Concepts, Guidelines and Purposes

Access management is the process that ensures adequate access to properties while preserving the quality of traffic flow on adjacent roadways in terms of traffic safety, roadway capacity and travel speed. It aims to balance the functions of traffic movement and property access of various classes of roadways.

The concept of roadway classification is important in access management. A roadway classification system defines when and how access can be provided between public highways and private driveways based on roadways' purposes, importance and functional characteristics. Different classes of roads serve different purposes. The primary purposes of major routes, such as freeways and arterials, are traffic movement rather than access to individual properties; therefore access restriction is often warranted along such roadways that primarily serve region-wide through traffic. For roadways with lower functional classifications such as local roads, their primary functions are property access rather than traffic movement.

On a practical level, the main focus of access management is to ensure that unsignalized driveways are located to minimize traffic friction and the potential for accidents. The planning of driveway layout and spacing typically take into account roadway classification, roadway speeds, traffic operations and the nature of property uses. In some instances, the locations of signalized intersections and median openings are also part of the access management consideration.

The specific access management techniques include limiting the number of conflict points, separating conflict points, reducing acceleration and deceleration impacts at access points, removing turning vehicles from through travel lanes, spacing signals to facilitate progressive traffic flow, and providing adequate on-site storage.

The following access management criteria used in the HVCEO region served as guidelines in this study:

- The number of access drives along the highway should be limited to the extent practical;
- To the extent practical, intersections of driveway curb cuts and roadway intersections with the street should be at a 90 degree angle;

- Access drives on the same side of the street should be separated as far apart as is practical. Minimum separation distance consideration for access drives shall be influenced by, among other factors, sight distances and posted speed limits;
- All curb cuts and/or roadway intersections on opposite sides of the street should be aligned directly opposite one another, to the extent possible;
- Unobstructed sight distance on roadways and intersecting collector roads should be a minimum of 150 feet;
- Where a property has multiple curb cuts, redundant access drives should be closed;
- Internal circulation among adjoining properties should be provided whenever possible;
- Access driveways should be provided to collector or minor roads that connect with main roadway, rather than directly to them, where that option exists; and
- Excessively wide entrance drives (more than 50 feet wide for a two-way access) should be narrowed to better define access patterns.

This curb cut and access management plan seeks to recommend long-term changes to existing driveway arrangements and suitable driveway locations for currently undeveloped properties. The plan is intended to serve as a guideline for applicants and the Zoning Commission to consult on driveway configurations when projects require Town review and approval, as provided for in Chapter 100 of the New Milford Zoning Regulations (see 3.0 Appendix). The recommendations contained in this plan may take place as part of new developments or redevelopments of properties rather than as a distinct and separate set of actions.

2.0 Curb Cut Recommendations

This section describes specific curb cut recommendations for the Route 7 and 202 corridors. The text below corresponds to Figures 1 through 28 of this report. The figures are based on aerial photos of the area and depict relevant construction projects, property boundaries and curb cut recommendations. In the figures, the magenta lines are tracings of completed, ongoing or planned constructions that are not reflected in the underlying aerial images. In addition, Figures 29 through 31 (Route 7 Sidewalk Concept Plan) are provided for additional planning guidance.

2.1 ROUTE 7, FROM BROOKFIELD TOWN LINE TO BRIDGE STREET (FIGURES 1 TO 11)

This part of Route 7 is being reconstructed under ConnDOT projects 95-230, 95-228, 95-229, 95-219, 95-227, 95-226, and 95-220. Some of the access management recommendations contained in the 1997 Driveway and Access Management Plan have been addressed in the ConnDOT projects. Also, in a separate Sidewalk and Greenway Improvement Plan prepared for HVCEO and the Town, new sidewalks have been proposed on the east side of Route 7 between the intersections of Pickett District Road and Bridge Street. Included herein are additional access management recommendations.

In Figure 1, the top panel shows an access driveway to a public open space located east of Route 7. To limit potential traffic conflict on this high-speed segment of Route 7, it is recommended that the parcel to the north also use this driveway as its access to Route 7. For

the same reason, it is recommended that the Yonkers Contacting Company, Inc. property be limited to one driveway, located east of Route 7 opposite an existing driveway for Faith Church.

In Figure 2, it is recommended that one of the two existing driveways for the Connecticut Golf Center be closed as shown. North of the Golf Center, two driveways for the Chappaqua Realty Corporation property are proposed for closure to limit the potential traffic conflict near the median opening; a new driveway location further to the north is recommended for this property. For the property located east of Route 7 also owned by the Chappaqua Realty Corporation, widening is recommended for an existing driveway.

In Figure 3, one driveway location is proposed for the Chappaqua Realty Corporation property located south of the Citgo Gas Station. Further to the north on the west side of Route 7, one driveway for the Hubcap House and one driveway for the Ferguson Waterworks are proposed for closure because of their close proximity to adjacent driveways and moderate driveway traffic volumes; larger curb radii are proposed for the remaining driveway of the Ferguson Waterworks to improve truck access and minimize lane encroachment caused by turning trucks. Opposite Candlewood Lake Road South, the property for Wild Iris Hair, Tanning & More currently provides a wide curb opening on Route 7; to limit conflict at the intersection, it is recommended that the opening be narrowed to a typical driveway width. In addition, it is recommended that interconnection be provided between the Wild Iris site and the property to the south so that no additional driveway is necessary on the east side of Route 7 between Cross Road and Candlewood Lake Road South.

In Figure 4, interconnection is recommended between the New Milford Industrial Park and the parcel to the north so that the two properties can share the Industrial Park driveway and limit potential traffic conflict near the median opening; one existing driveway for the north parcel is recommended for closure. On the east side of Route 7, Steve's Deli and The Valley Liquor Store each provides two driveways; if these properties are combined, it is recommended that driveways are also consolidated because of their close proximity. Because of the moderate driveway traffic volumes, one of the existing driveways to the German American Club is recommended for closure, which would minimize potential conflicts near the left-turn taper of Route 7. The Agway site is located on the northwest corner of Route 7 and Larson Road; in order to limit potential conflict at the intersection, it is recommended that no driveways be allowed along the frontage of Agway on Route 7 and on the corner of the intersection, and the existing driveway on Larson Road can be widened to provide improved access for trucks. Opposite Agway on the east side of Route 7 are three driveways for the Candlewood Valley Country Club, Inc. The middle driveway of the three is recommended for closure; the driveway for a Coldwell Banker office can be considered for closure if the future use of the building is changed.

In Figure 5, the parcel for Art's Stone and the property to the south are recommended to share a single, wider driveway. Further to the north, west of Route 7, an existing curb opening is recommended for closure. On the west side of Route 7 where new curbs are to be constructed between Sullivan Road and Lanesville Road, no curb openings are recommended to limit traffic conflict on this segment of Route 7 between the two closely-spaced intersections. North of Lanesville Road, the two driveways for Inland Inboards and the parcel to the south are recommended for consolidation into one shared driveway.

In Figure 6, no access management measures are recommended.

In Figure 7, the driveway for Donald L. Wharton II, Attorney at Law, is recommended to be combined with that of the property to the south. To the north, there are two existing driveways for Italia Mia Restaurant and Pizza. The southern driveway to the restaurant is recommended for closure; the northern driveway, which aligns with the parking area, should provide adequate access for patrons, staff and delivery needs. On the bottom panel of the Figure 7, the driveway for Bella Jewelers at the “T” intersection of Route 7 and Blue Bonnet Knoll is proposed for closure to limit traffic conflict at the intersection.

In Figure 8, north of Dodd Road on the east side of Route 7, two existing driveways for the Car Quest Auto Parts and the parcel to the north are proposed for consolidation into one driveway. The property north of Lore’s Plaza east of Route 7 currently provides no exclusive driveway on Route 7; it is recommended that this property shares the northern driveway to Lore’s Plaza, opposite Sunny Valley Road.

In Figure 9, east of Route 7, the property for B & R Construction and Schneider National provides two driveways; it is recommended that improved connectivity between the two uses be encouraged. To the north, east of Route 7, the property for Nicholas Tobin & Associates Insurance provides two driveways, and it is recommended that the northern driveway for this property be closed.

In Figure 10, the closure of three existing driveways is recommended for the McDonald’s south of Sunny Valley Road, the Brickhouse Italian Restaurant, and the Cookhouse Restaurant and Tap Room. An access for a cemetery located east of Route 7 via the Edelman Metalworks is also proposed.

In Figure 11, the property west of Route 7 and south of the Valero gas station provides two driveways, and the northern driveway is recommended for closure. Further to the north, east of Route 7, the northern driveway to C&R Used Cars, located on the bend of Route 7, is recommended for closure.

2.2 ROUTE 7, FROM SOUTH OF ROCKY RIVER ROAD TO NORTH OF BROADMAN ROAD (FIGURES 12 TO 14)

In Figure 12, the property west of Route 7 opposite Rocky River Motel currently provides no driveway on Route 7; the recommended future driveway location, north of the bend of Route 7, is shown in the figure. The Red Carpet Inn & Suites currently provides two wide driveways, and it is recommended that these two driveways be narrowed. Further north on Route 7, the Town and Country Shops provides two one-way driveways separated by a triangular island; to simplify traffic operation, it is recommended that the two one-way driveways be replaced with a two-way driveway with larger radii.

In Figure 13, the two one-way driveways for the Town and Country Shops are recommended for consolidation into one two-way driveway with larger radii. The property west of Route 7 and north of the Cottages provides a long frontage on Route 7; Figure 13 shows the two suggested future driveway locations for this property, one of which is opposite a recommended driveway location for a property east of Route 7.

In Figure 14, a recommended driveway location is shown for the corner property south of Broadman Road.

2.3 ROUTE 7, FROM GEORGE WASHINGTON PLAZA TO NORTH OF SOUTH KENT ROAD (FIGURES 15 AND 16)

In Figure 15, no access management measures are recommended.

In Figure 16, the property that is occupied by the Basket Shop and the Carriage Barn provides three driveways. The southern driveway, located close to the “T” intersection of Route 7 and South Kent Road, is recommended for closure to minimize traffic conflict at this location.

2.4 BRIDGE STREET, FROM ROUTE 7 TO EAST STREET (FIGURE 17)

In Figure 17, a driveway for the Plymouth, Chrysler, Jeep dealership is proposed for closure to eliminate potential conflict between driveway traffic and the northbound right-turn traffic proceeding from Route 7 to Bridge Street. The property on the northwest corner of Bridge Street and West Main Street is currently used for parking with wide curb cuts along the frontages of the property. It is recommended that access to the property from Bridge Street and West Main Street be maintained via narrower driveways.

2.5 ROUTE 202, FROM BRIDGE STREET TO PRATT LANE (FIGURES 18 TO 24)

In Figure 18, no access management measures are recommended.

In Figure 19, no access management measures are recommended.

In Figure 20, a property located opposite Park Lane Animal Hospital currently provides a wide curb cut. It is recommended that the curb cut be narrowed to a driveway of reasonable width.

In Figure 21, the property on the southeast corner of Route 202 and Chestnut Land Road (Route 109), which is occupied by Park Lane Cider Mill and David’s Flooring, currently provides four driveways. In order to minimize traffic conflict at the intersection while maintaining access from Chestnut Land Road, it is recommended that the property driveway on the street corner be closed and the driveway on Chestnut Land Road be widened. West of Route 202, the site for Video World currently provides a wide curb cut. It is recommended that this driveway be narrowed to a reasonable width.

In Figure 22, no access management measures are recommended.

In Figure 23, a future driveway location is recommended for an undeveloped parcel west of Route 202 opposite Sullivan Farm. Concept Interiors, located west of Route 202 and south of Mountain View Avenue, provides two driveways separated by an island. Because of the property's close proximity to Mountain View Avenue, it is recommended that the two driveways be consolidated into one with larger radii to reduce traffic conflict and maintain adequate access for truck traffic that uses this site.

In Figure 24, it is recommended that Owen's Lane also be used for access to and from the property immediately to the south. West of Route 202, the property on the corner of Stone Tent Road currently provides two driveways; it is recommended that the northern driveway be closed and the southern driveway be widened to limit traffic conflict and provide adequate vehicle access.

2.6 ROUTE 202, FROM BUCKINGHAM ROAD TO CONNELLY ROAD (FIGURES 25 TO 28)

In Figure 25, Northville Center currently provides three driveways. It is recommended that the center driveway be closed. The property on the northwest corner of Route 202 and Little Bear Hill Road that includes a former tack shop currently provides one driveway on Route 202; it is recommended that this driveway be maintained and other future driveways to the property be provided on Little Bear Hill Road. It is also recommended that one driveway on Route 202 be provided for the property immediately south of Edsands Farm Lane, to be lined with the driveway for Northville Liquor on the opposite side of Route 202.

In Figure 26, the two driveways for the building that houses Functional Rehab & Fitness and Paws and Paddles are recommended for consolidation into one wider driveway with improved turning radii. Similar driveway consolidation into one wider driveway with improved radii is recommended for the property occupied by The Village Sheep, located west of Route 202. For the parcel located east of Route 202 and immediately south of Upland Road, a future driveway location opposite the Village Sheep driveway is recommended.

In Figure 27, the property west of Route 202 opposite Sandy Acres Lane currently provides a wide curb opening; it is recommended the curb cut be narrowed to a driveway with reasonable width and larger turning radii. The driveway on the west side of Route 202 opposite Old Mill Road is recommended for closure.

In Figure 28, the existing driveway on the west side of Route 202 and south of Day Lane is recommended for closure. A new driveway is recommended for this property to the south, away from the intersection of Route 202 and Old Mill Road.

3.0 Appendix

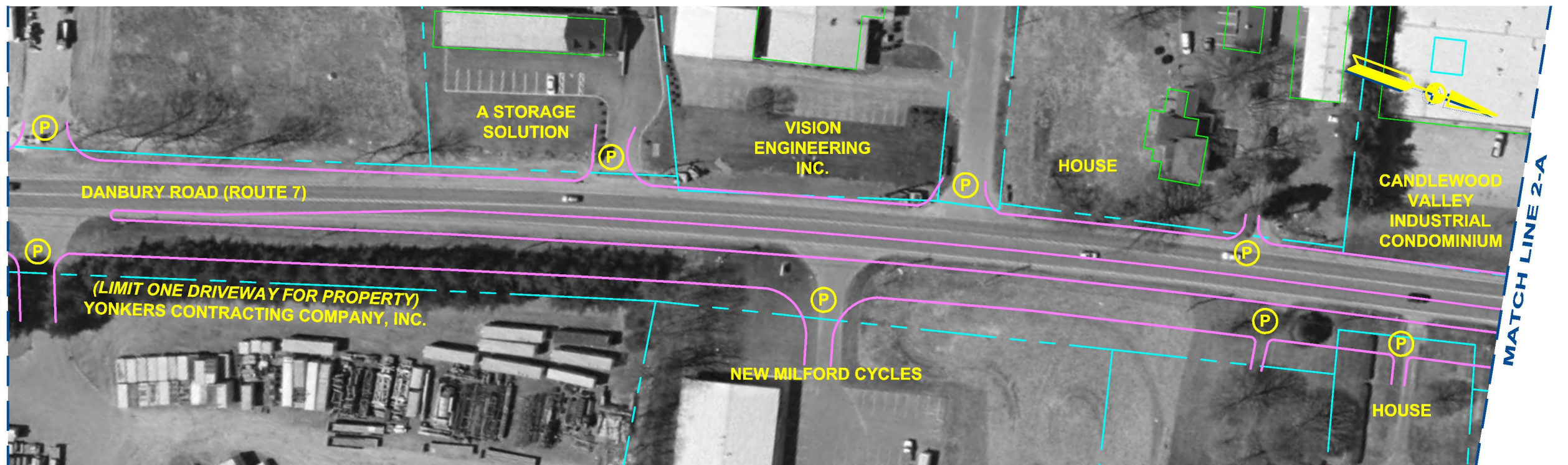
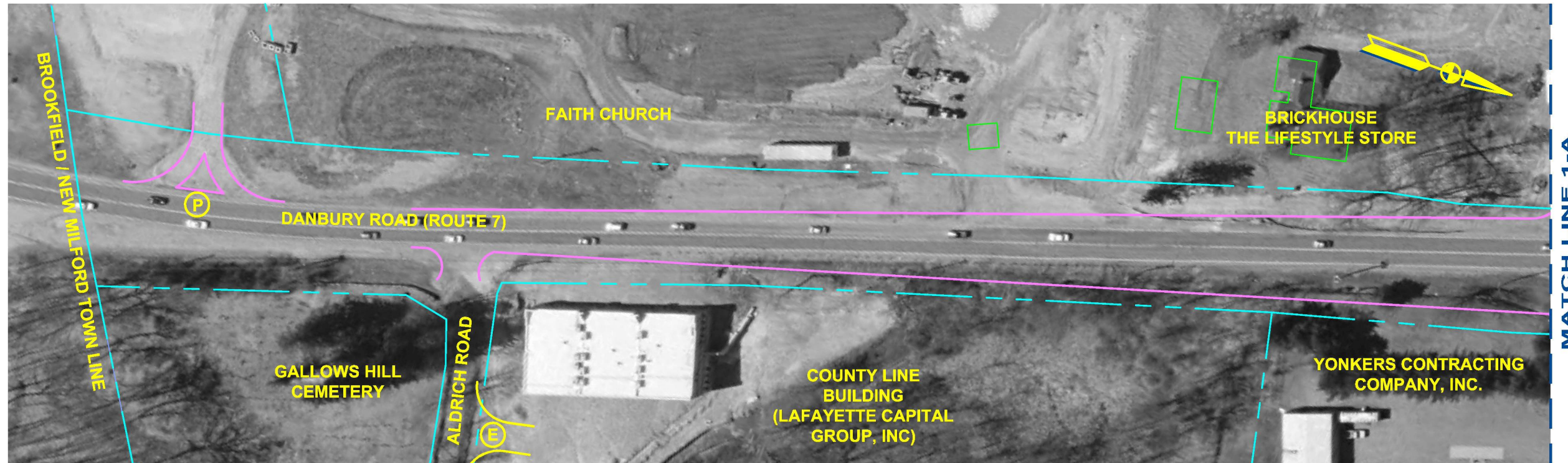
FIGURES 1 - 31

NEW MILFORD ZONING REGULATIONS –

**CHAPTER 100: ROUTE 7 AND ROUTE 202 CURB CUT AND ACCESS
MANAGEMENT OVERLAY ZONE**

LEGEND

- Proposed Closure
- (A) Close Existing Driveway
- (B) Improve Radius
- (C) Narrow Existing Driveway
- (E) Access Provided Either from Side Street or Adjacent Property
- (H) Combine Existing Driveways
- (J) Widen Existing Driveway
- (K) Provide Interconnection between Sites
- (P) Existing Condition or Proposed Construction, No Additional Recommended Changes
- (Q) Recommended Driveway Location on Route 7 / Route 202 for Property



— Completed, Ongoing or Planned Construction
 - - - Property Line

Figures Are Approximate and for Schematic Purposes Only. Also Refer to Accompanying Report for Description of Proposed Changes.

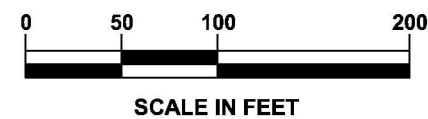


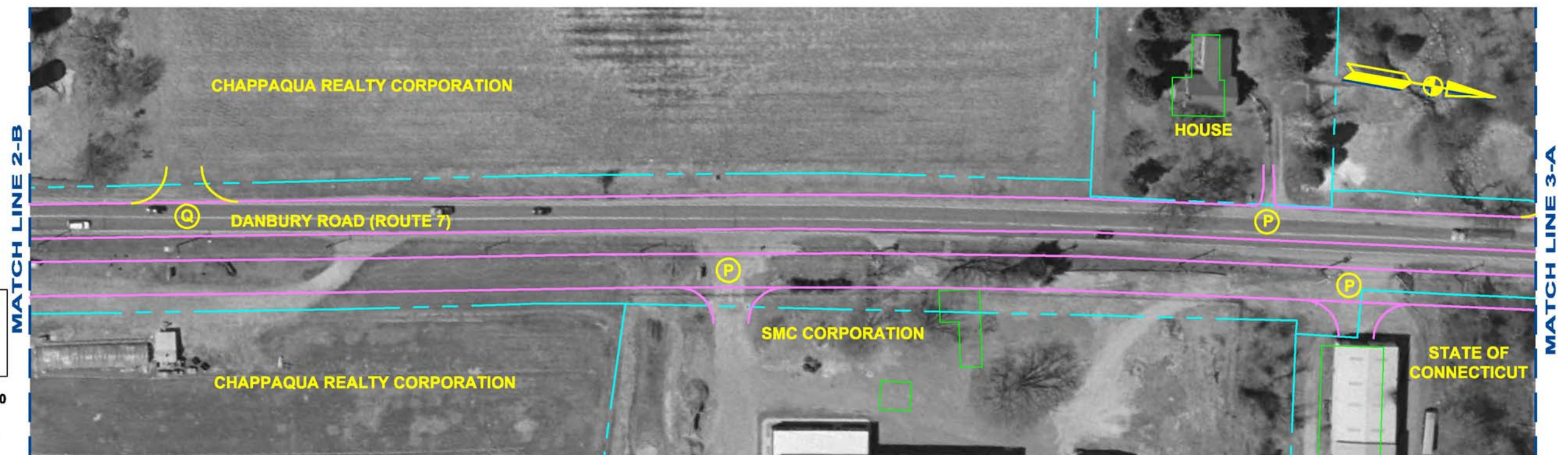
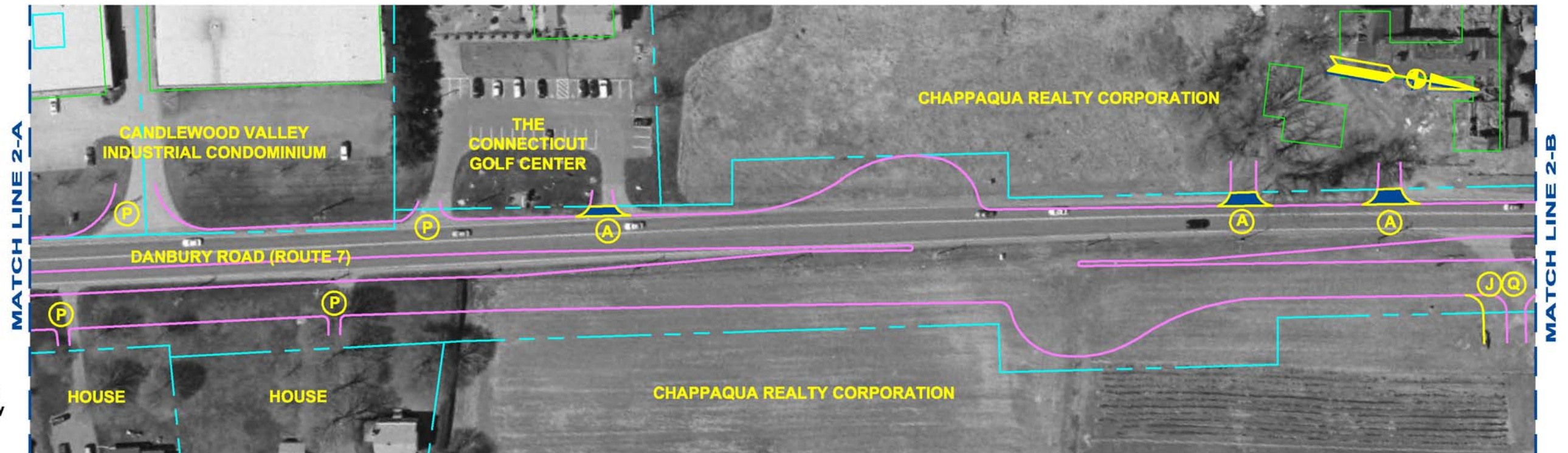
Figure 1

**Route 7 and Route 202 Curb Cut and Access Management Plan
 New Milford, Connecticut**



LEGEND

- Proposed Closure
- (A) Close Existing Driveway
- (B) Improve Radius
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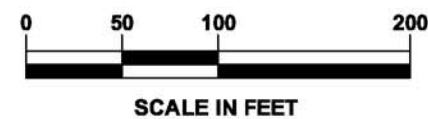


Figure 2

**Route 7 and Route 202 Curb Cut and Access Management Plan
 New Milford, Connecticut**



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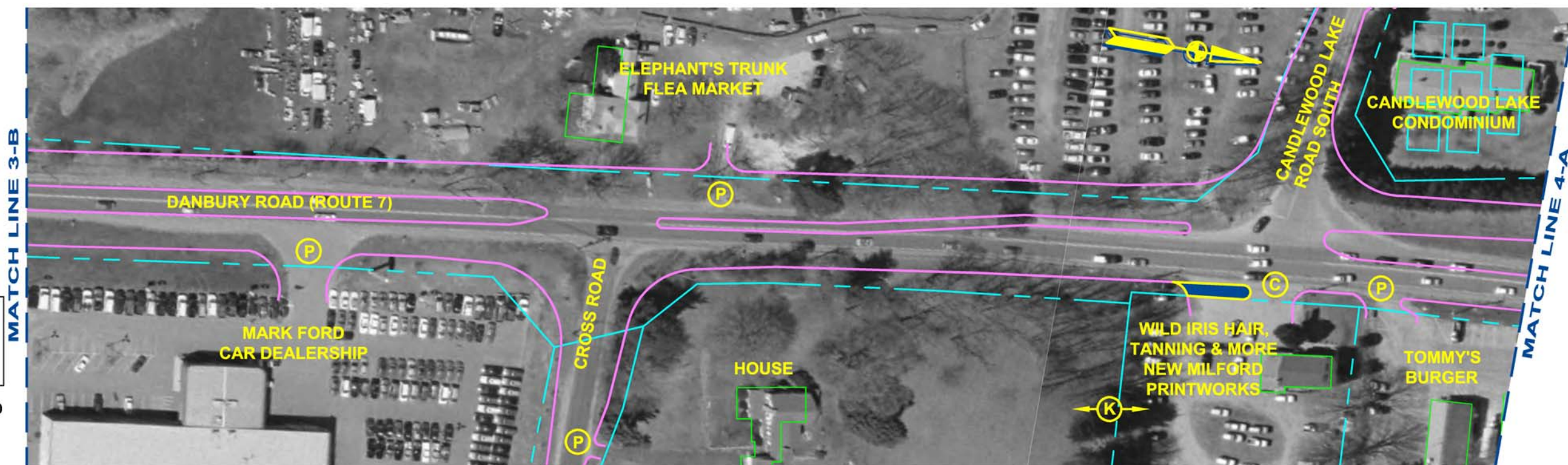
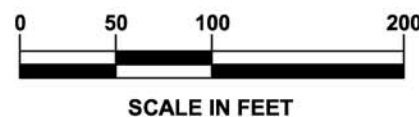


Figure 3

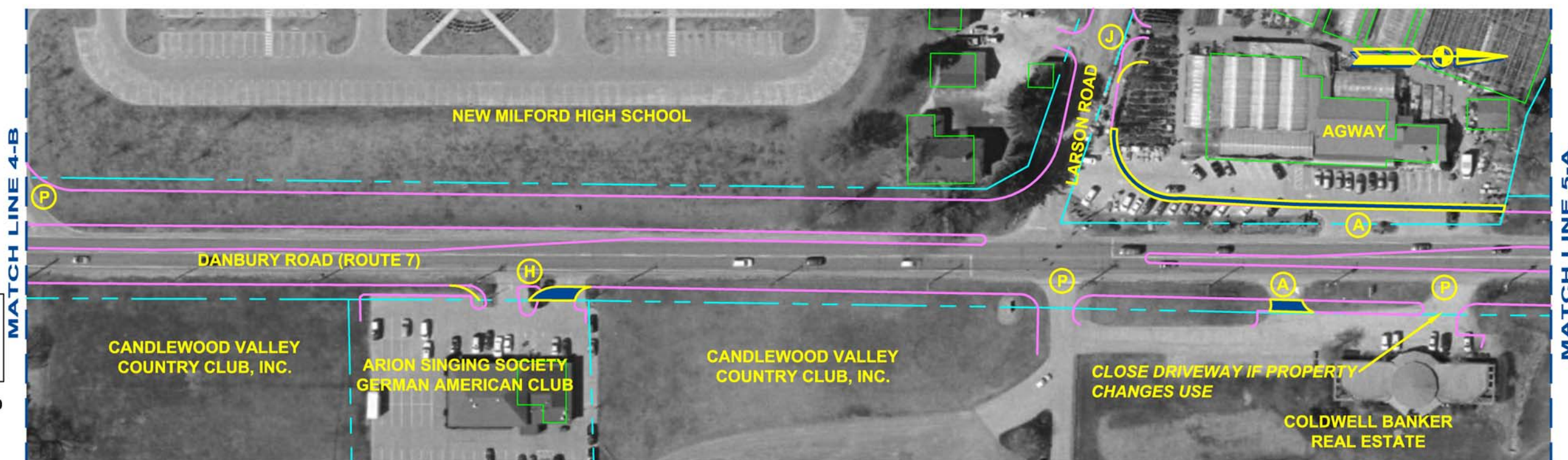
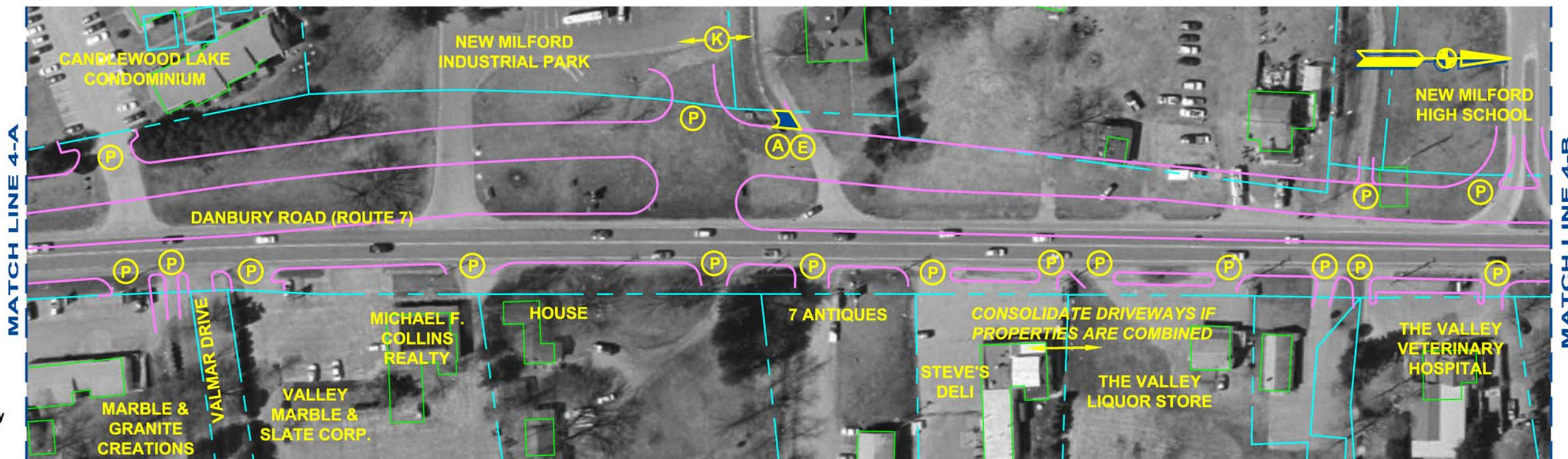
**Route 7 and Route 202 Curb Cut and Access Management Plan
New Milford, Connecticut**



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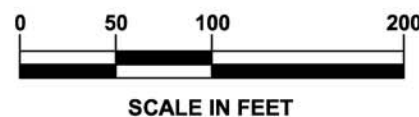


Figure 4

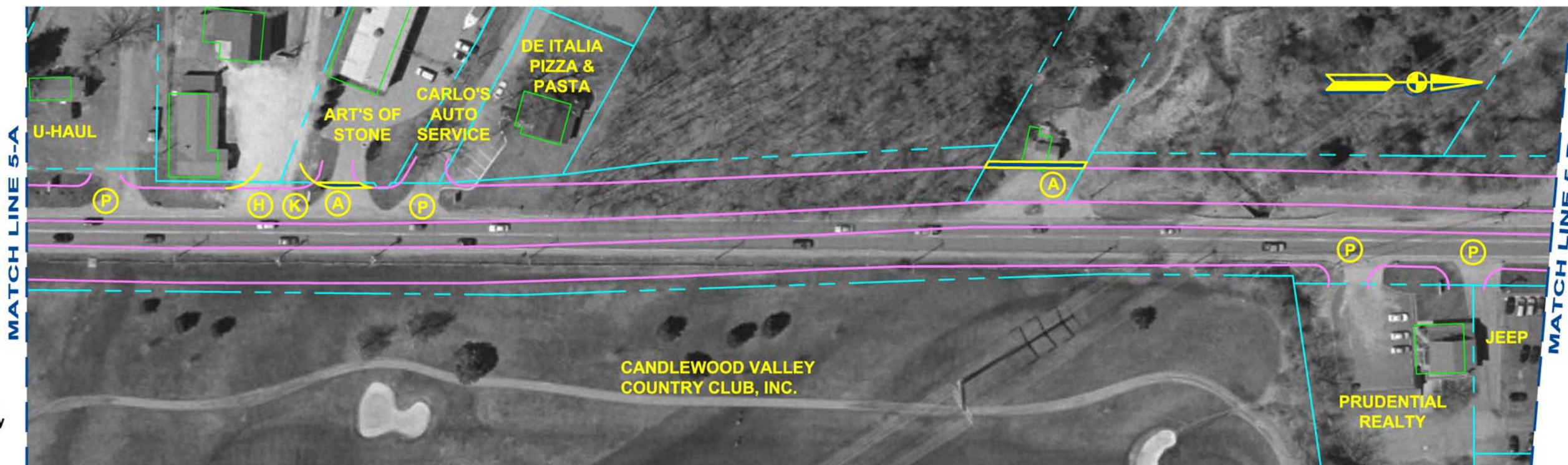
**Route 7 and Route 202 Curb Cut and Access Management Plan
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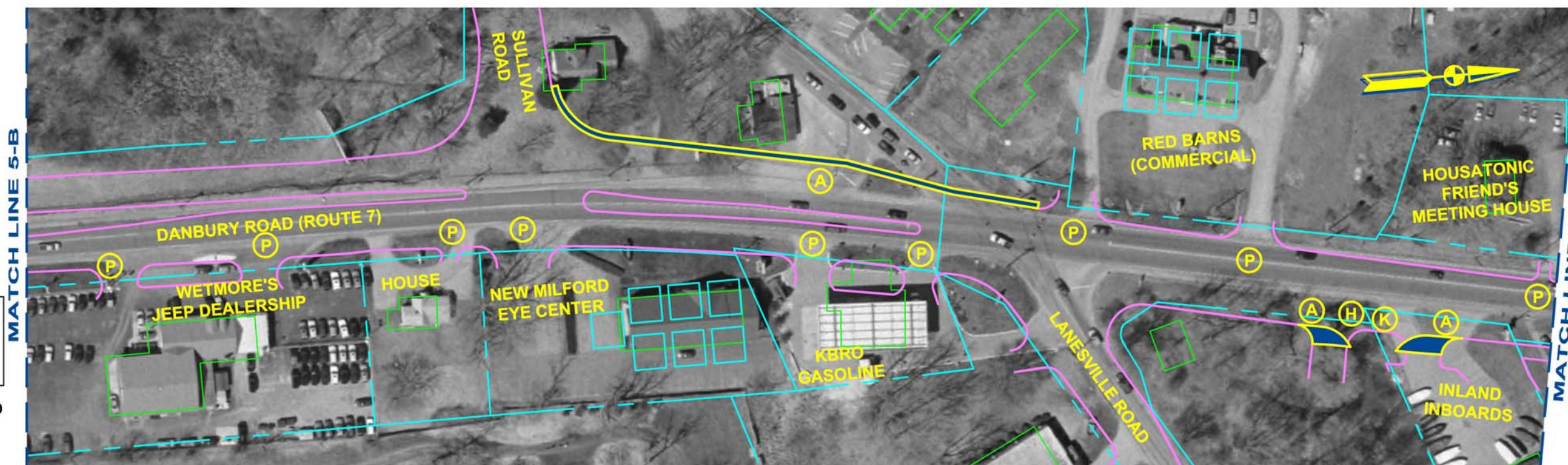
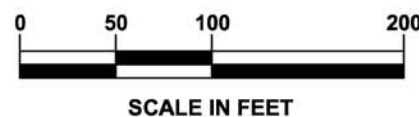


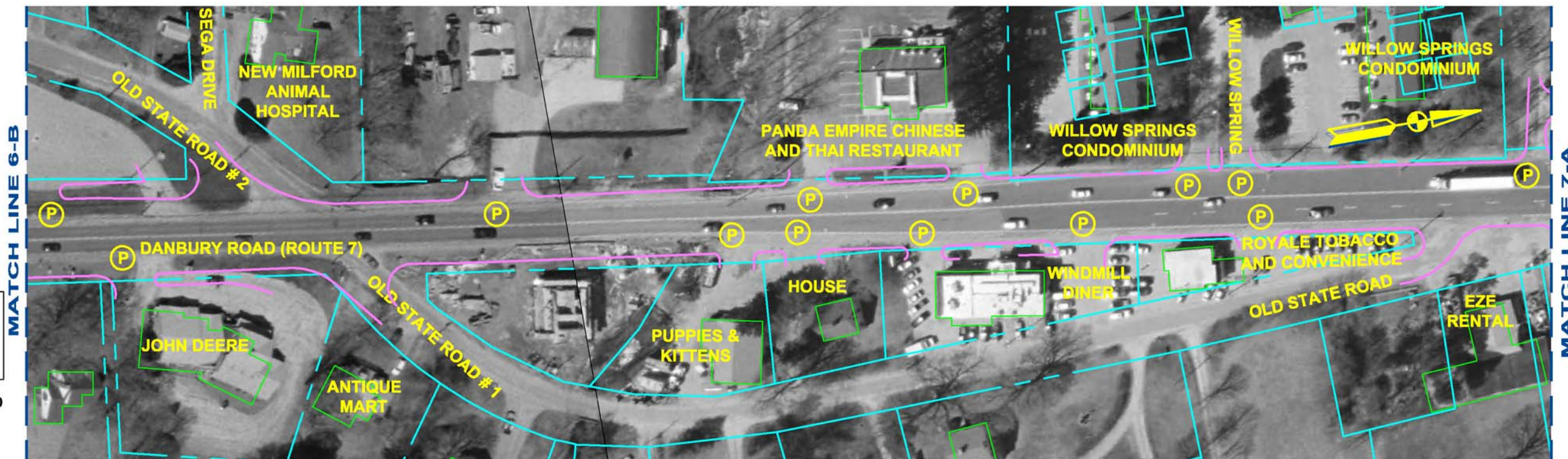
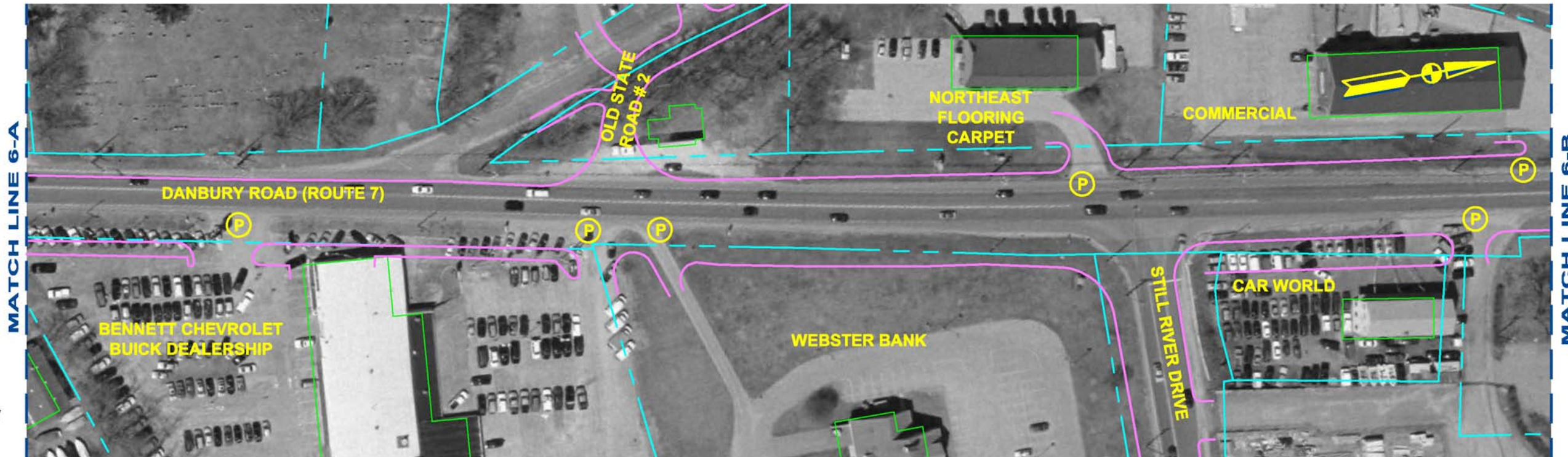
Figure 5

**Route 7 and Route 202 Curb Cut and Access Management Plan
New Milford, Connecticut**



LEGEND

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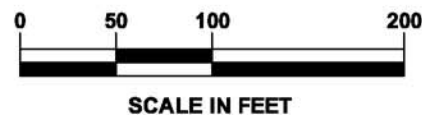


Figure 6

**Route 7 and Route 202 Curb Cut and Access Management Plan
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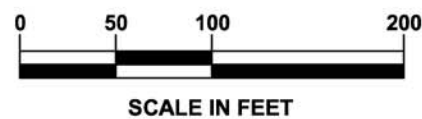


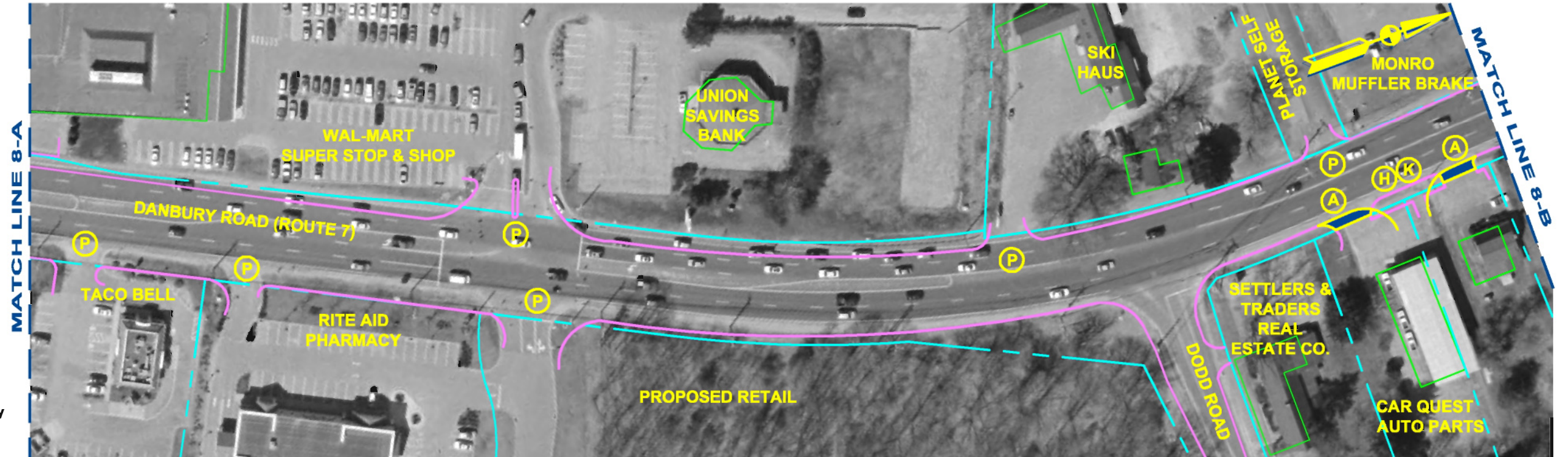
Figure 7

**Route 7 and Route 202 Curb Cut and Access Management Plan
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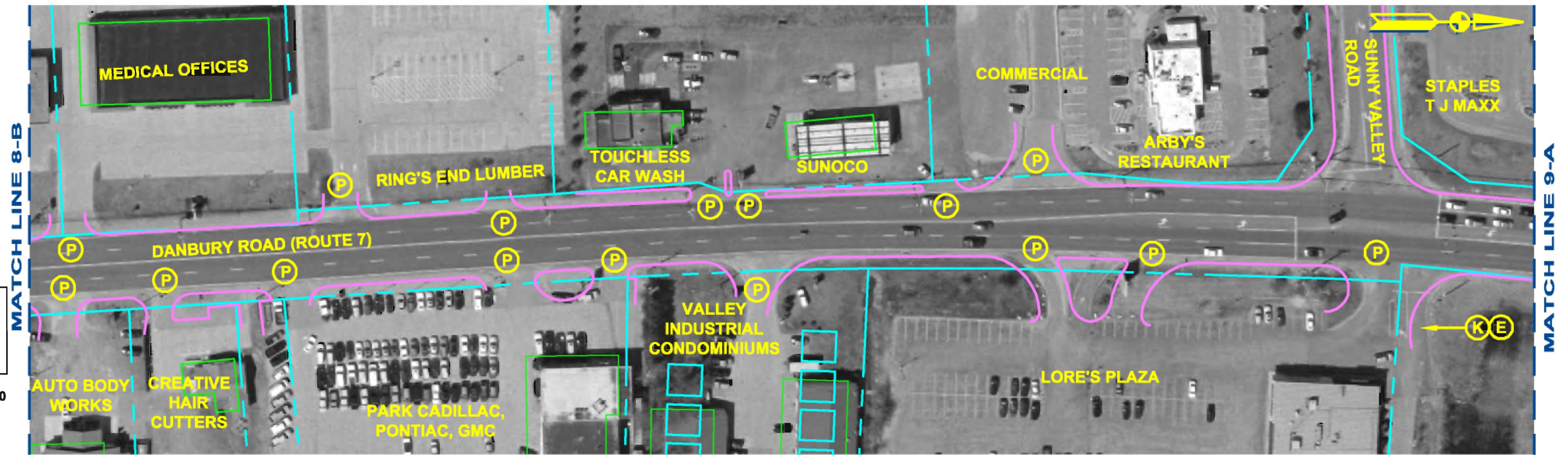
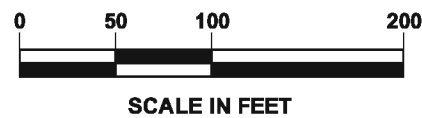


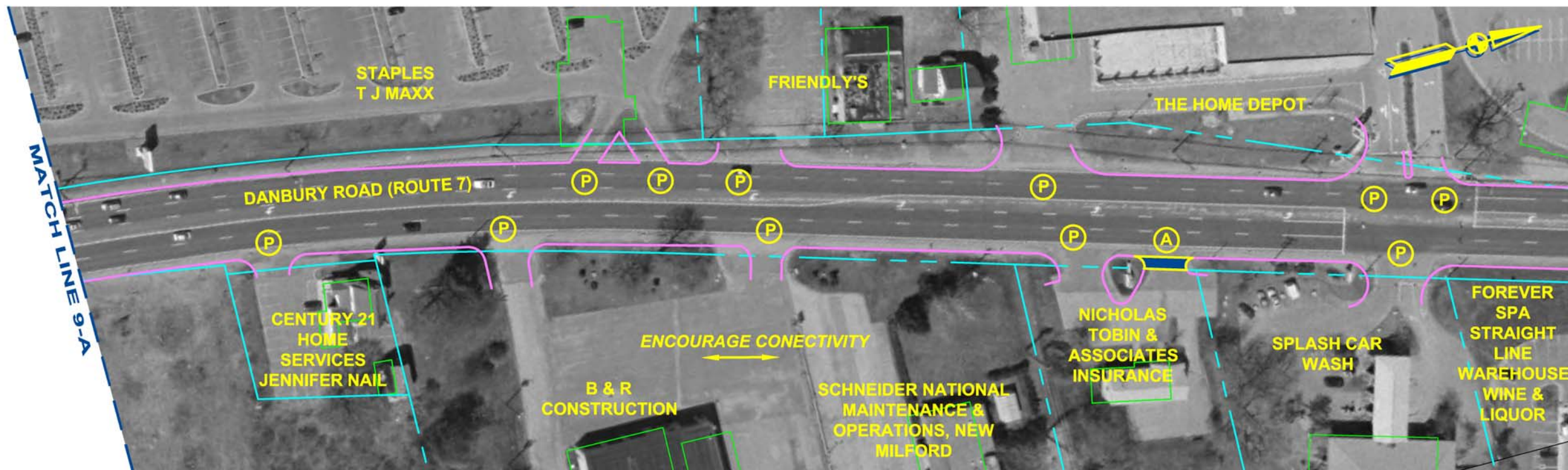
Figure 8

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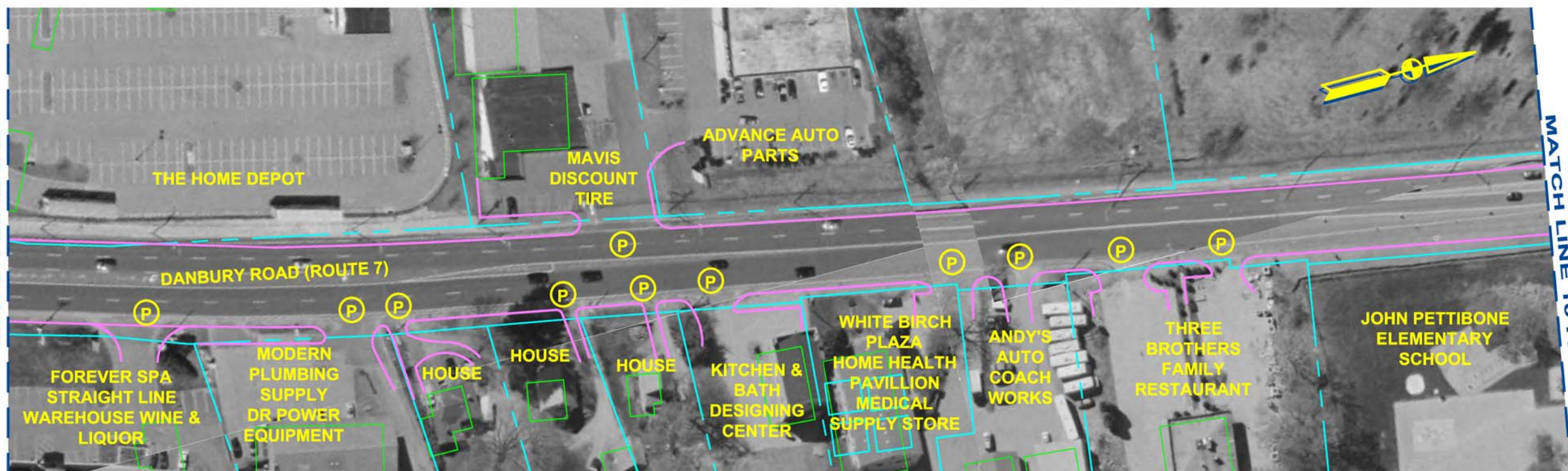
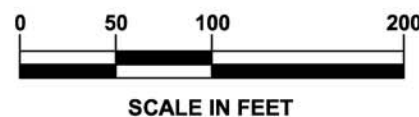


Figure 9

**Route 7 and Route 202 Curb Cut and Access Management Plan
New Milford, Connecticut**



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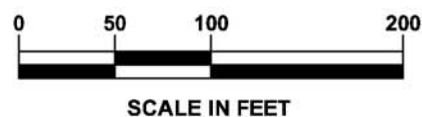


Figure 10

**Route 7 and Route 202 Curb Cut and Access Management Plan
New Milford, Connecticut**



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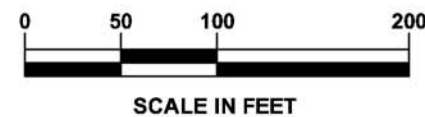


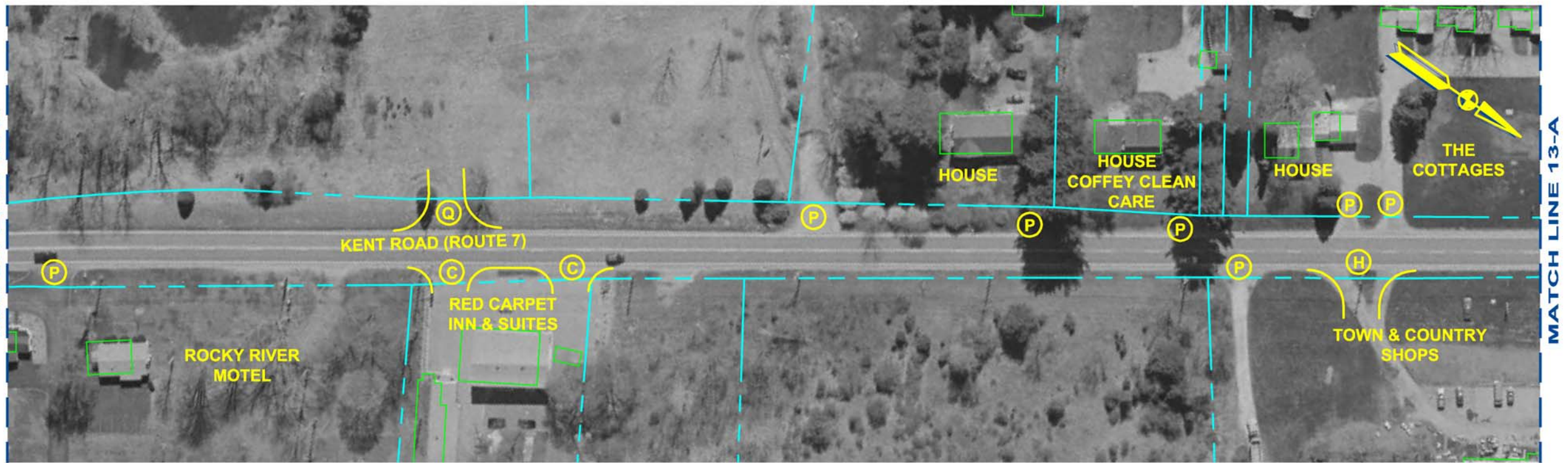
Figure 11

**Route 7 and Route 202 Curb Cut and Access Management Plan
 New Milford, Connecticut**



LEGEND

- Proposed Closure
- A Close Existing Driveway
- B Improve Radius
- C Narrow Existing Driveway
- E Access Provided Either from Side Street or Adjacent Property
- H Combine Existing Driveways
- J Widen Existing Driveway
- K Provide Interconnection between Sites
- P Existing Condition or Proposed Construction, No Additional Recommended Changes
- Q Recommended Driveway Location on Route 7 / Route 202 for Property



— Completed, Ongoing or Planned Construction
 - - - Property Line

Figures Are Approximate and for Schematic Purposes Only. Also Refer to Accompanying Report for Description of Proposed Changes.

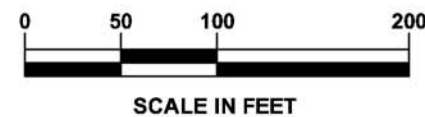


Figure 12

**Route 7 and Route 202 Curb Cut and Access Management Plan
 New Milford, Connecticut**



LEGEND

- Proposed Closure
- A Close Existing Driveway
- B Improve Radius
- C Narrow Existing Driveway
- E Access Provided Either from Side Street or Adjacent Property
- H Combine Existing Driveways
- J Widen Existing Driveway
- K Provide Interconnection between Sites
- P Existing Condition or Proposed Construction, No Additional Recommended Changes
- Q Recommended Driveway Location on Route 7 / Route 202 for Property



- Completed, Ongoing or Planned Construction
- - - Property Line

Figures Are Approximate and for Schematic Purposes Only.
Also Refer to Accompanying Report for Description of Proposed Changes.

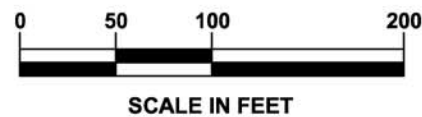


Figure 13

**Route 7 and Route 202 Curb Cut and Access Management Plan
New Milford, Connecticut**



LEGEND

- Proposed Closure
- A Close Existing Driveway
- B Improve Radius
- C Narrow Existing Driveway
- E Access Provided Either from Side Street or Adjacent Property
- H Combine Existing Driveways
- J Widen Existing Driveway
- K Provide Interconnection between Sites
- P Existing Condition or Proposed Construction, No Additional Recommended Changes
- Q Recommended Driveway Location on Route 7 / Route 202 for Property



- Completed, Ongoing or Planned Construction
- - - Property Line

Figures Are Approximate and for Schematic Purposes Only.
 Also Refer to Accompanying Report for Description of Proposed Changes.

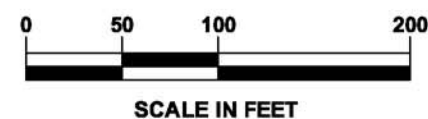


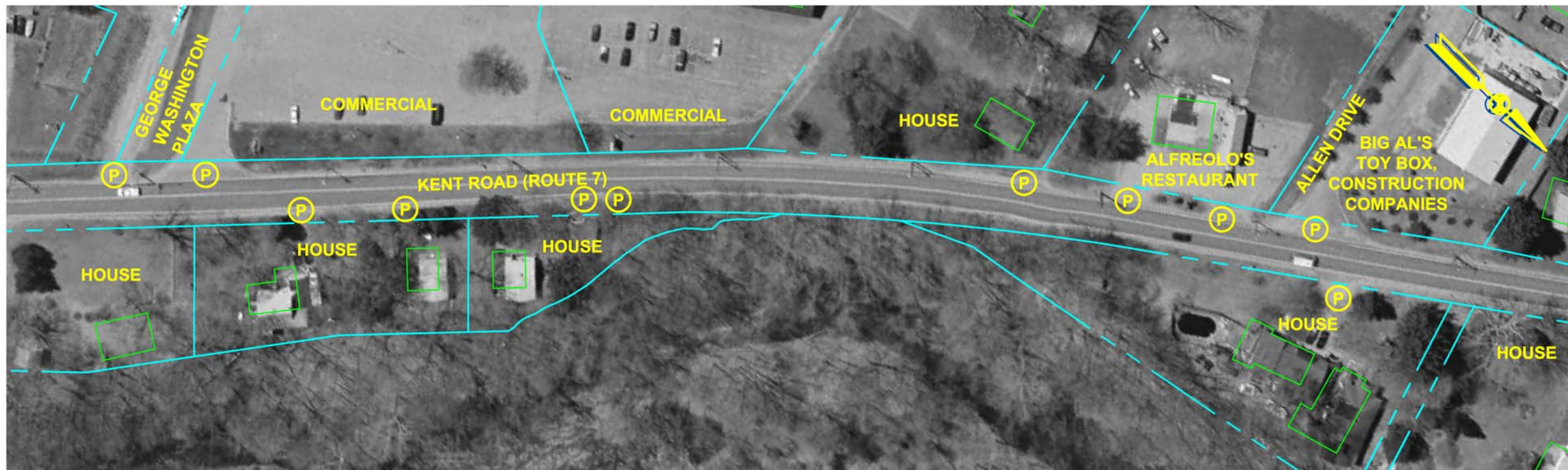
Figure 14

**Route 7 and Route 202 Curb Cut and Access Management Plan
 New Milford, Connecticut**



LEGEND

- Proposed Closure
- A Close Existing Driveway
- B Improve Radius
- C Narrow Existing Driveway
- E Access Provided Either from Side Street or Adjacent Property
- H Combine Existing Driveways
- J Widen Existing Driveway
- K Provide Interconnection between Sites
- P Existing Condition or Proposed Construction, No Additional Recommended Changes
- Q Recommended Driveway Location on Route 7 / Route 202 for Property



— Completed, Ongoing or Planned Construction
 - - - Property Line

Figures Are Approximate and for Schematic Purposes Only.
 Also Refer to Accompanying Report for Description of Proposed Changes.

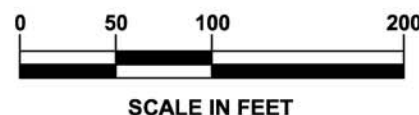


Figure 15

**Route 7 and Route 202 Curb Cut and Access Management Plan
 New Milford, Connecticut**



Stantec

LEGEND

- Proposed Closure
- Ⓐ Close Existing Driveway
- Ⓑ Improve Radius
- Ⓒ Narrow Existing Driveway
- Ⓔ Access Provided Either from Side Street or Adjacent Property
- Ⓕ Combine Existing Driveways
- Ⓖ Widen Existing Driveway
- Ⓙ Provide Interconnection between Sites
- Ⓟ Existing Condition or Proposed Construction, No Additional Recommended Changes
- Ⓠ Recommended Driveway Location on Route 7 / Route 202 for Property



- Completed, Ongoing or Planned Construction
- - - Property Line

Figures Are Approximate and for Schematic Purposes Only. Also Refer to Accompanying Report for Description of Proposed Changes.

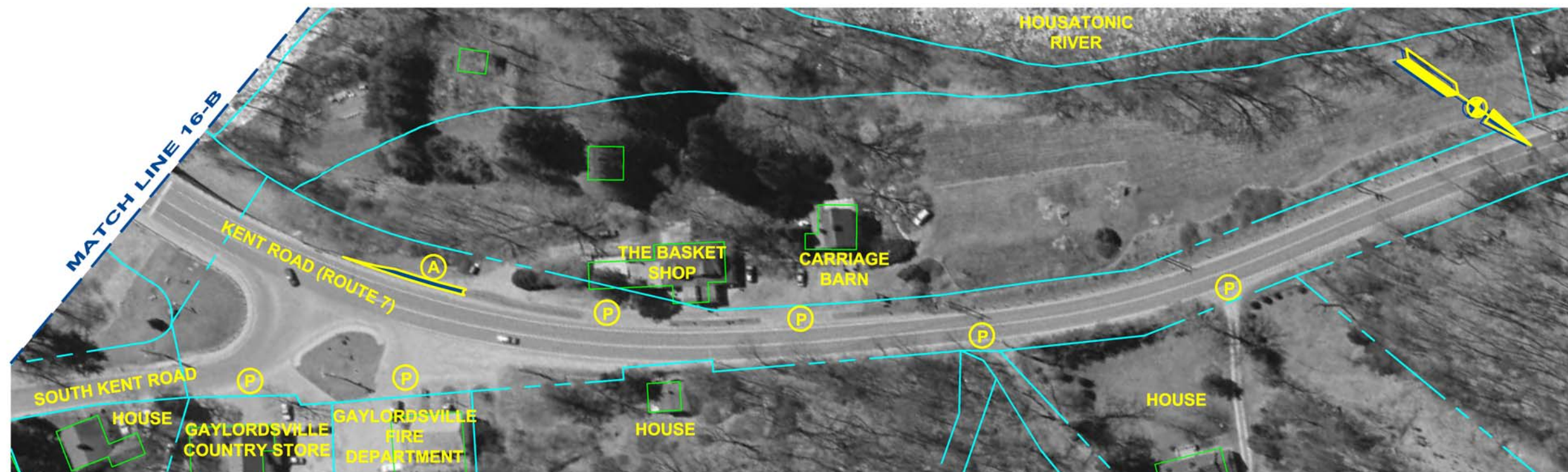
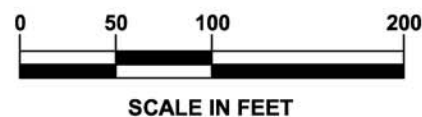


Figure 16

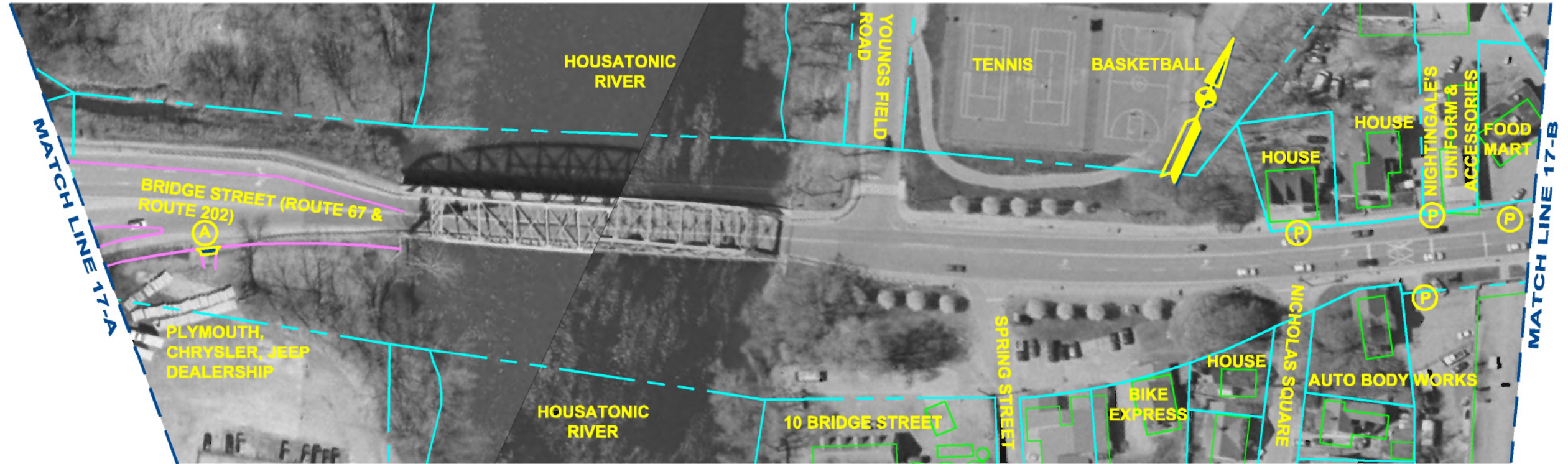
**Route 7 and Route 202 Curb Cut and Access Management Plan
New Milford, Connecticut**



Stantec

LEGEND

- Proposed Closure
- Ⓐ Close Existing Driveway
- Ⓑ Improve Radius
- Ⓒ Narrow Existing Driveway
- Ⓔ Access Provided Either from Side Street or Adjacent Property
- Ⓕ Combine Existing Driveways
- Ⓖ Widen Existing Driveway
- Ⓚ Provide Interconnection between Sites
- Ⓟ Existing Condition or Proposed Construction, No Additional Recommended Changes
- Ⓠ Recommended Driveway Location on Route 7 / Route 202 for Property



- Completed, Ongoing or Planned Construction
- - - Property Line

Figures Are Approximate and for Schematic Purposes Only. Also Refer to Accompanying Report for Description of Proposed Changes.

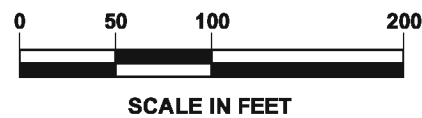


Figure 17

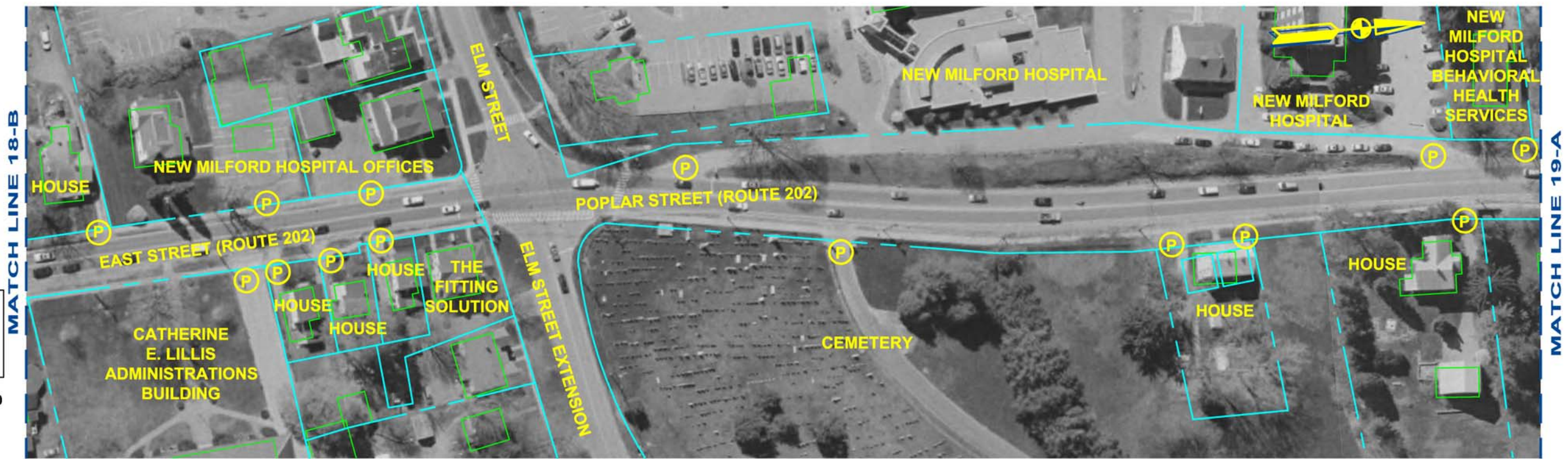
**Route 7 and Route 202 Curb Cut and Access Management Plan
New Milford, Connecticut**



MATCH LINE 18-A

LEGEND

- Proposed Closure
- A Close Existing Driveway
- B Improve Radius
- C Narrow Existing Driveway
- E Access Provided Either from Side Street or Adjacent Property
- H Combine Existing Driveways
- J Widen Existing Driveway
- K Provide Interconnection between Sites
- P Existing Condition or Proposed Construction, No Additional Recommended Changes
- Q Recommended Driveway Location on Route 7 / Route 202 for Property



- Completed, Ongoing or Planned Construction
- - - Property Line

Figures Are Approximate and for Schematic Purposes Only. Also Refer to Accompanying Report for Description of Proposed Changes.

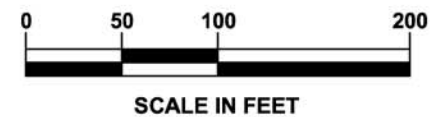


Figure 18
Route 7 and Route 202 Curb Cut and Access Management Plan
New Milford, Connecticut



LEGEND

- Proposed Closure
- (A) Close Existing Driveway
- (B) Improve Radius
- (C) Narrow Existing Driveway
- (E) Access Provided Either from Side Street or Adjacent Property
- (H) Combine Existing Driveways
- (J) Widen Existing Driveway
- (K) Provide Interconnection between Sites
- (P) Existing Condition or Proposed Construction, No Additional Recommended Changes
- (Q) Recommended Driveway Location on Route 7 / Route 202 for Property



— Completed, Ongoing or Planned Construction
 - - - Property Line

Figures Are Approximate and for Schematic Purposes Only. Also Refer to Accompanying Report for Description of Proposed Changes.

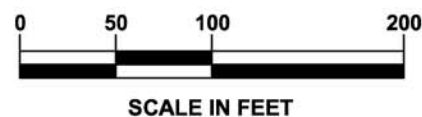


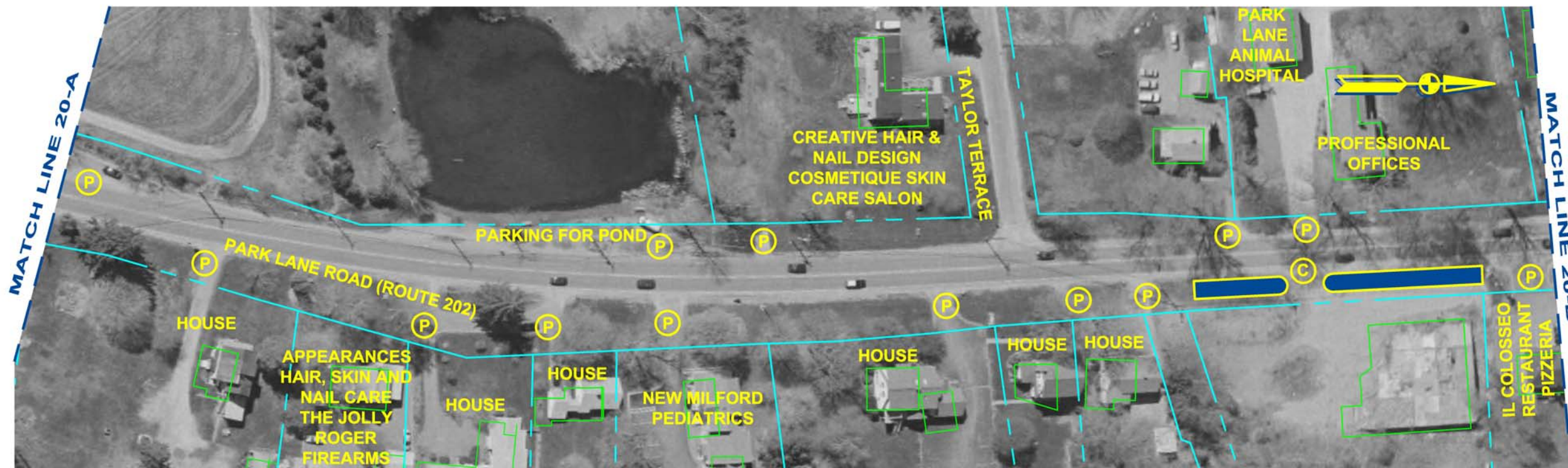
Figure 19

**Route 7 and Route 202 Curb Cut and Access Management Plan
 New Milford, Connecticut**



LEGEND

- Proposed Closure
- A Close Existing Driveway
- B Improve Radius
- C Narrow Existing Driveway
- E Access Provided Either from Side Street or Adjacent Property
- H Combine Existing Driveways
- J Widen Existing Driveway
- K Provide Interconnection between Sites
- P Existing Condition or Proposed Construction, No Additional Recommended Changes
- Q Recommended Driveway Location on Route 7 / Route 202 for Property



— Completed, Ongoing or Planned Construction
 - - - Property Line

Figures Are Approximate and for Schematic Purposes Only. Also Refer to Accompanying Report for Description of Proposed Changes.

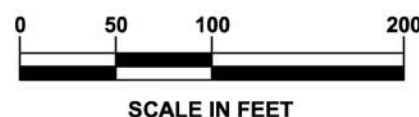


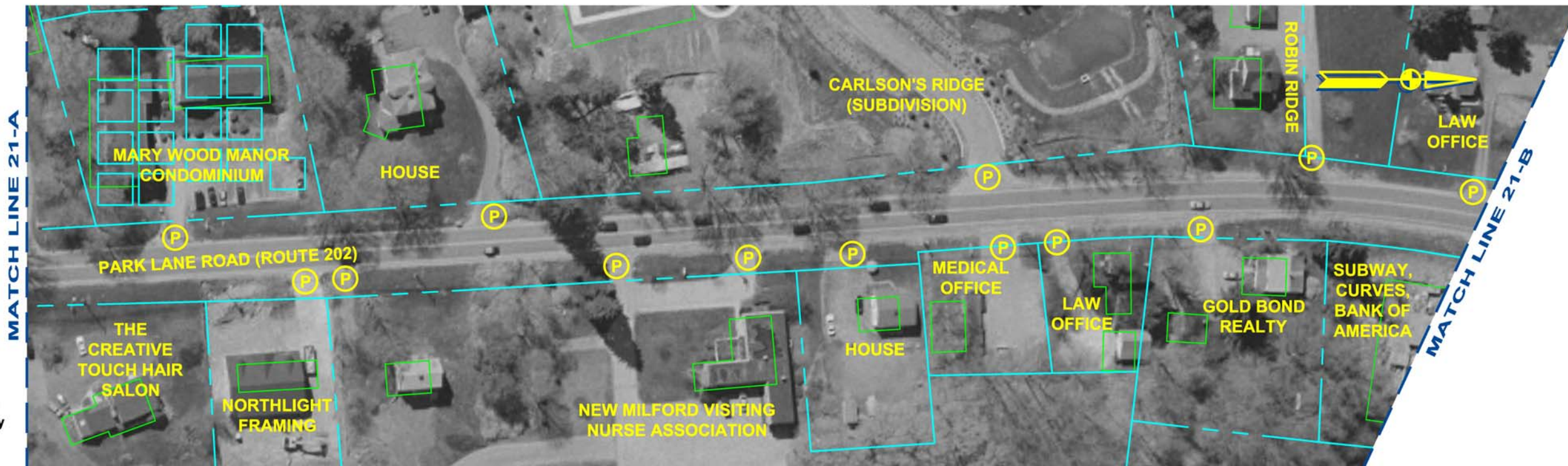
Figure 20

**Route 7 and Route 202 Curb Cut and Access Management Plan
 New Milford, Connecticut**



LEGEND

- Proposed Closure
- (A) Close Existing Driveway
- (B) Improve Radius
- (C) Narrow Existing Driveway
- (E) Access Provided Either from Side Street or Adjacent Property
- (H) Combine Existing Driveways
- (J) Widen Existing Driveway
- (K) Provide Interconnection between Sites
- (P) Existing Condition or Proposed Construction, No Additional Recommended Changes
- (Q) Recommended Driveway Location on Route 7 / Route 202 for Property



- Completed, Ongoing or Planned Construction
- - - Property Line

Figures Are Approximate and for Schematic Purposes Only. Also Refer to Accompanying Report for Description of Proposed Changes.

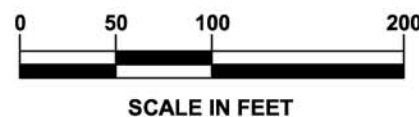


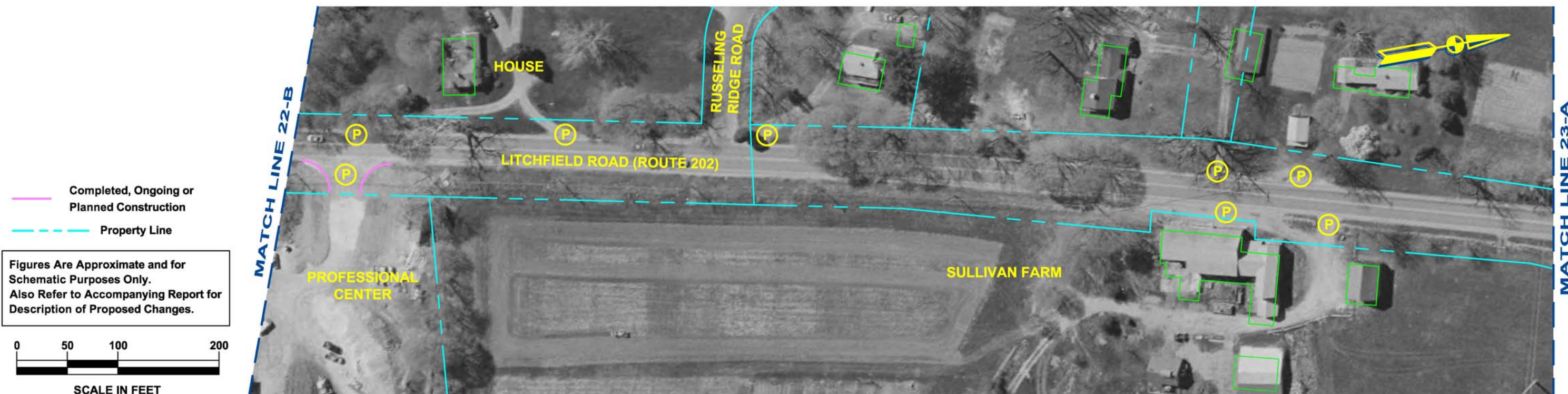
Figure 21

**Route 7 and Route 202 Curb Cut and Access Management Plan
New Milford, Connecticut**



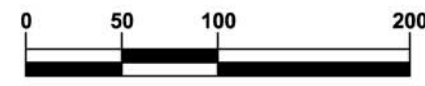
LEGEND

- Proposed Closure
- Ⓐ Close Existing Driveway
- Ⓑ Improve Radius
- Ⓒ Narrow Existing Driveway
- Ⓔ Access Provided Either from Side Street or Adjacent Property
- Ⓕ Combine Existing Driveways
- Ⓖ Widen Existing Driveway
- Ⓙ Provide Interconnection between Sites
- Ⓟ Existing Condition or Proposed Construction, No Additional Recommended Changes
- Ⓠ Recommended Driveway Location on Route 7 / Route 202 for Property



- Completed, Ongoing or Planned Construction
- - - Property Line

Figures Are Approximate and for Schematic Purposes Only. Also Refer to Accompanying Report for Description of Proposed Changes.



SCALE IN FEET

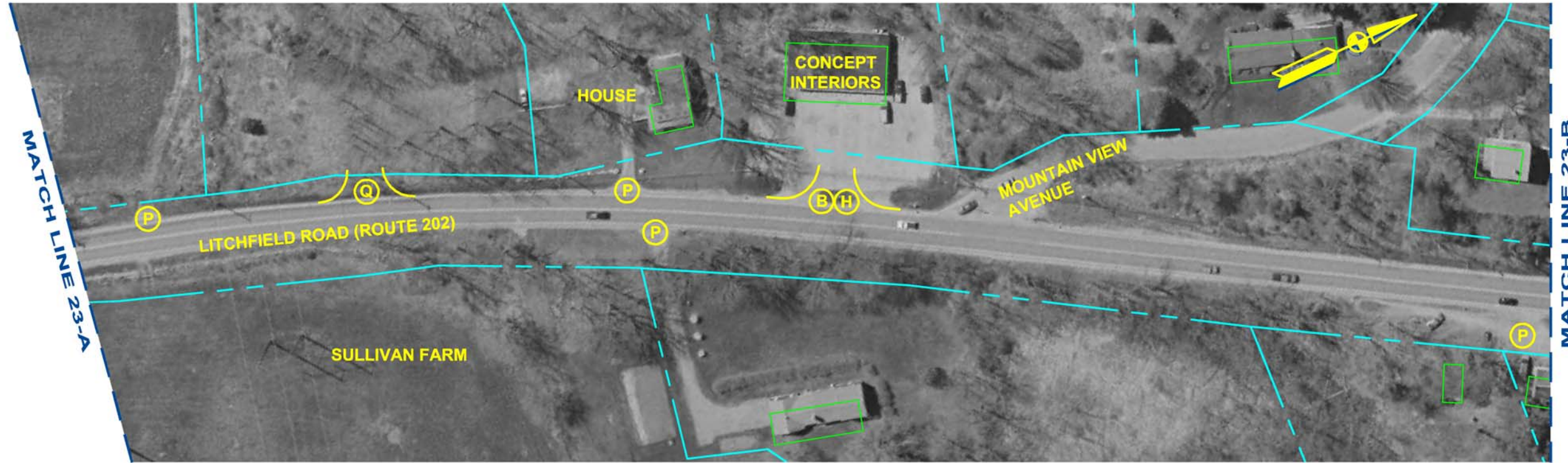
Figure 22

**Route 7 and Route 202 Curb Cut and Access Management Plan
New Milford, Connecticut**



LEGEND

- Proposed Closure
- A Close Existing Driveway
- B Improve Radius
- C Narrow Existing Driveway
- E Access Provided Either from Side Street or Adjacent Property
- H Combine Existing Driveways
- J Widen Existing Driveway
- K Provide Interconnection between Sites
- P Existing Condition or Proposed Construction, No Additional Recommended Changes
- Q Recommended Driveway Location on Route 7 / Route 202 for Property



— Completed, Ongoing or Planned Construction
 - - - Property Line

Figures Are Approximate and for Schematic Purposes Only. Also Refer to Accompanying Report for Description of Proposed Changes.

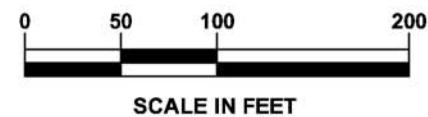


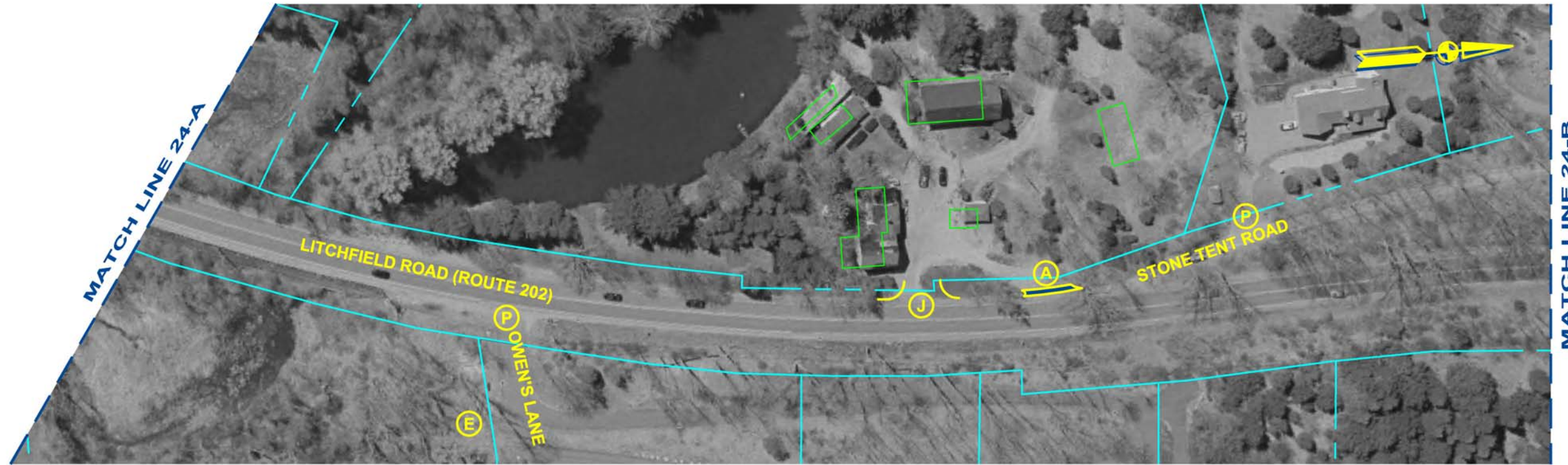
Figure 23

**Route 7 and Route 202 Curb Cut and Access Management Plan
 New Milford, Connecticut**



LEGEND

- Proposed Closure
- Ⓐ Close Existing Driveway
- Ⓑ Improve Radius
- Ⓒ Narrow Existing Driveway
- Ⓔ Access Provided Either from Side Street or Adjacent Property
- Ⓕ Combine Existing Driveways
- Ⓖ Widen Existing Driveway
- Ⓗ Provide Interconnection between Sites
- Ⓙ Existing Condition or Proposed Construction, No Additional Recommended Changes
- Ⓚ Recommended Driveway Location on Route 7 / Route 202 for Property



- Completed, Ongoing or Planned Construction
- - - Property Line

Figures Are Approximate and for Schematic Purposes Only.
Also Refer to Accompanying Report for Description of Proposed Changes.

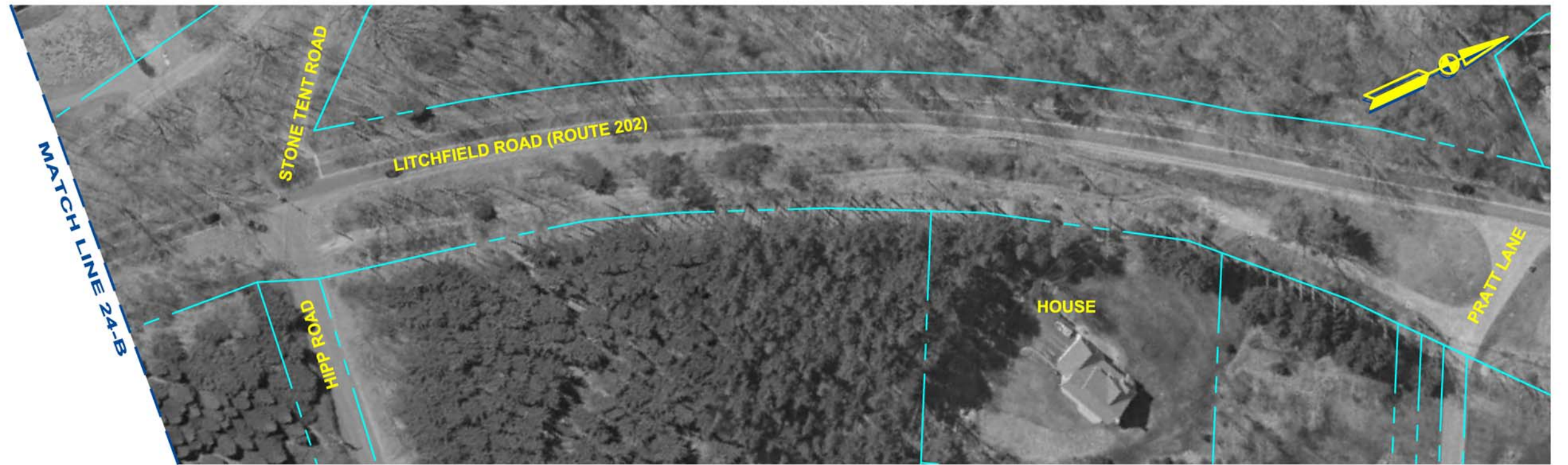
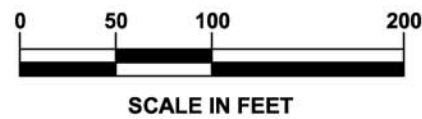


Figure 24

**Route 7 and Route 202 Curb Cut and Access Management Plan
New Milford, Connecticut**



LEGEND

- Proposed Closure
- Ⓐ Close Existing Driveway
- Ⓑ Improve Radius
- Ⓒ Narrow Existing Driveway
- Ⓔ Access Provided Either from Side Street or Adjacent Property
- Ⓕ Combine Existing Driveways
- Ⓖ Widen Existing Driveway
- Ⓙ Provide Interconnection between Sites
- Ⓟ Existing Condition or Proposed Construction, No Additional Recommended Changes
- Ⓠ Recommended Driveway Location on Route 7 / Route 202 for Property



— Completed, Ongoing or Planned Construction
 - - - - - Property Line

Figures Are Approximate and for Schematic Purposes Only. Also Refer to Accompanying Report for Description of Proposed Changes.

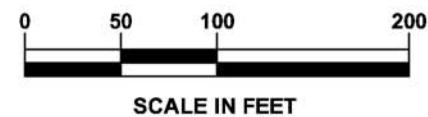


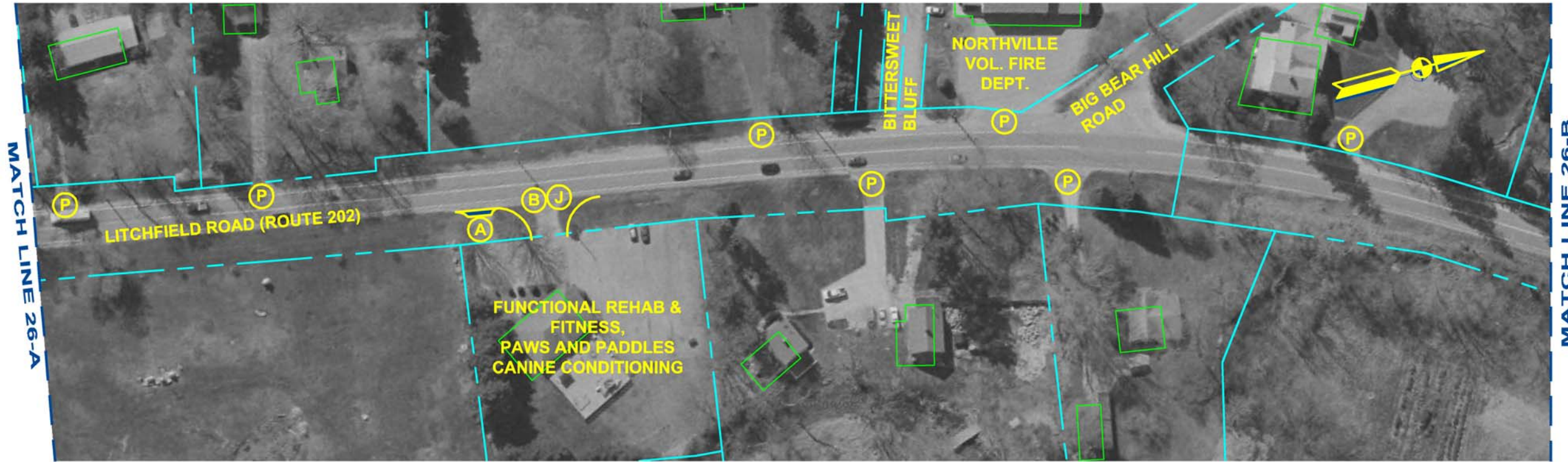
Figure 25

**Route 7 and Route 202 Curb Cut and Access Management Plan
 New Milford, Connecticut**



LEGEND

- Proposed Closure
- A Close Existing Driveway
- B Improve Radius
- C Narrow Existing Driveway
- E Access Provided Either from Side Street or Adjacent Property
- H Combine Existing Driveways
- J Widen Existing Driveway
- K Provide Interconnection between Sites
- P Existing Condition or Proposed Construction, No Additional Recommended Changes
- Q Recommended Driveway Location on Route 7 / Route 202 for Property



— Completed, Ongoing or Planned Construction
 - - - Property Line

Figures Are Approximate and for Schematic Purposes Only. Also Refer to Accompanying Report for Description of Proposed Changes.

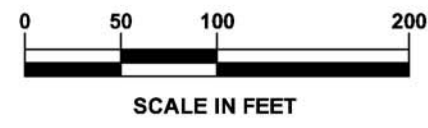


Figure 26

**Route 7 and Route 202 Curb Cut and Access Management Plan
 New Milford, Connecticut**



LEGEND

- Proposed Closure
- Ⓐ Close Existing Driveway
- Ⓑ Improve Radius
- Ⓒ Narrow Existing Driveway
- Ⓔ Access Provided Either from Side Street or Adjacent Property
- Ⓕ Combine Existing Driveways
- Ⓖ Widen Existing Driveway
- Ⓚ Provide Interconnection between Sites
- Ⓟ Existing Condition or Proposed Construction, No Additional Recommended Changes
- Ⓠ Recommended Driveway Location on Route 7 / Route 202 for Property



- Completed, Ongoing or Planned Construction
- - - Property Line

Figures Are Approximate and for Schematic Purposes Only. Also Refer to Accompanying Report for Description of Proposed Changes.

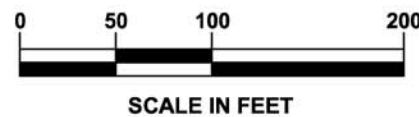


Figure 27

**Route 7 and Route 202 Curb Cut and Access Management Plan
New Milford, Connecticut**



LEGEND

- Proposed Closure
- Ⓐ Close Existing Driveway
- Ⓑ Improve Radius
- Ⓒ Narrow Existing Driveway
- Ⓔ Access Provided Either from Side Street or Adjacent Property
- Ⓕ Combine Existing Driveways
- Ⓖ Widen Existing Driveway
- Ⓙ Provide Interconnection between Sites
- Ⓟ Existing Condition or Proposed Construction, No Additional Recommended Changes
- Ⓠ Recommended Driveway Location on Route 7 / Route 202 for Property



- Completed, Ongoing or Planned Construction
- - - Property Line

Figures Are Approximate and for Schematic Purposes Only.
Also Refer to Accompanying Report for Description of Proposed Changes.

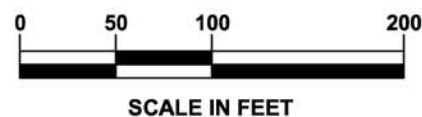


Figure 28

**Route 7 and Route 202 Curb Cut and Access Management Plan
New Milford, Connecticut**



Stantec

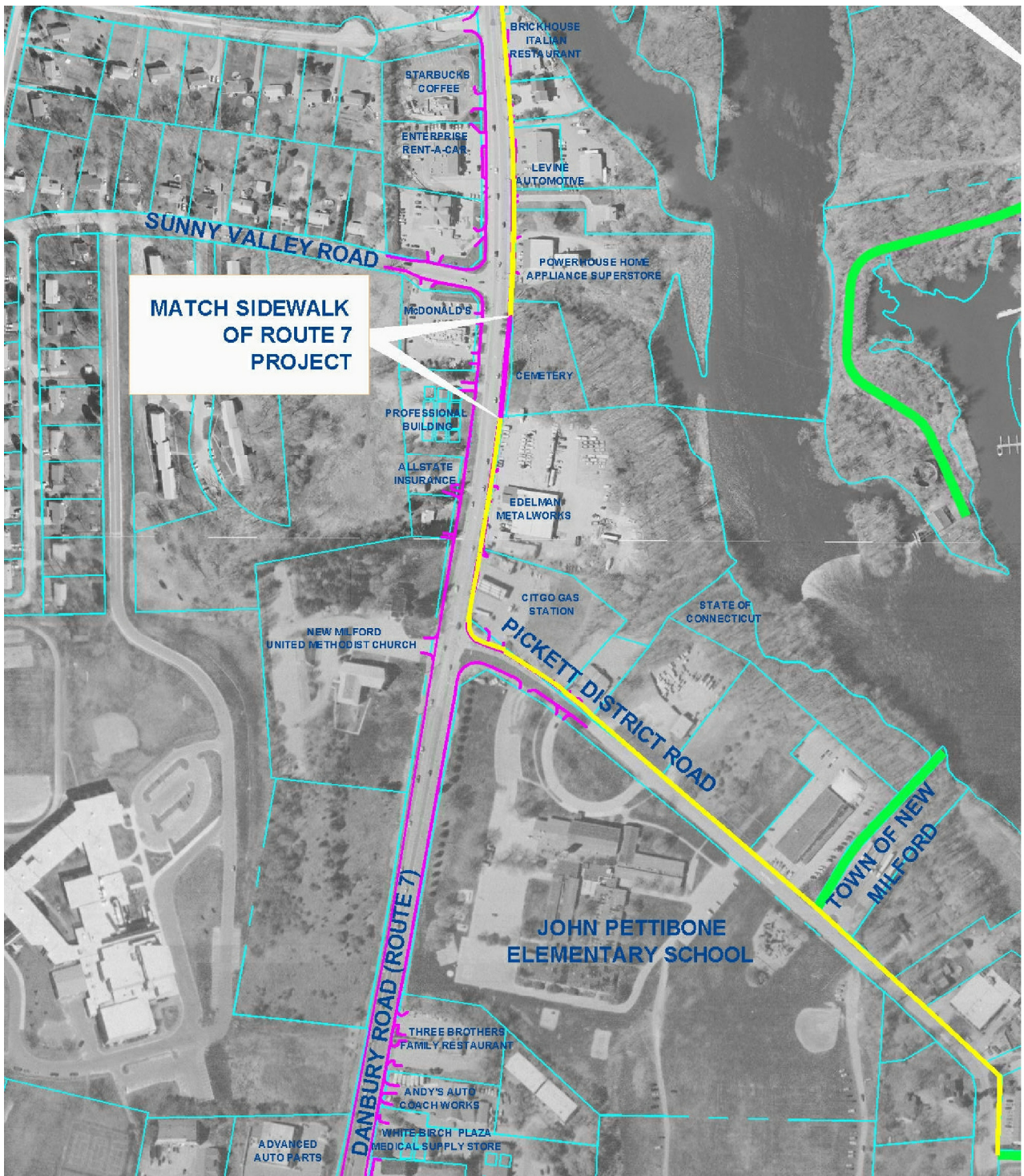


Figure 29 Route 7 Sidewalk Concept Plan

Route 7 and Route 202 Curb Cut and Access Management Plan, New Milford, Connecticut



Stantec

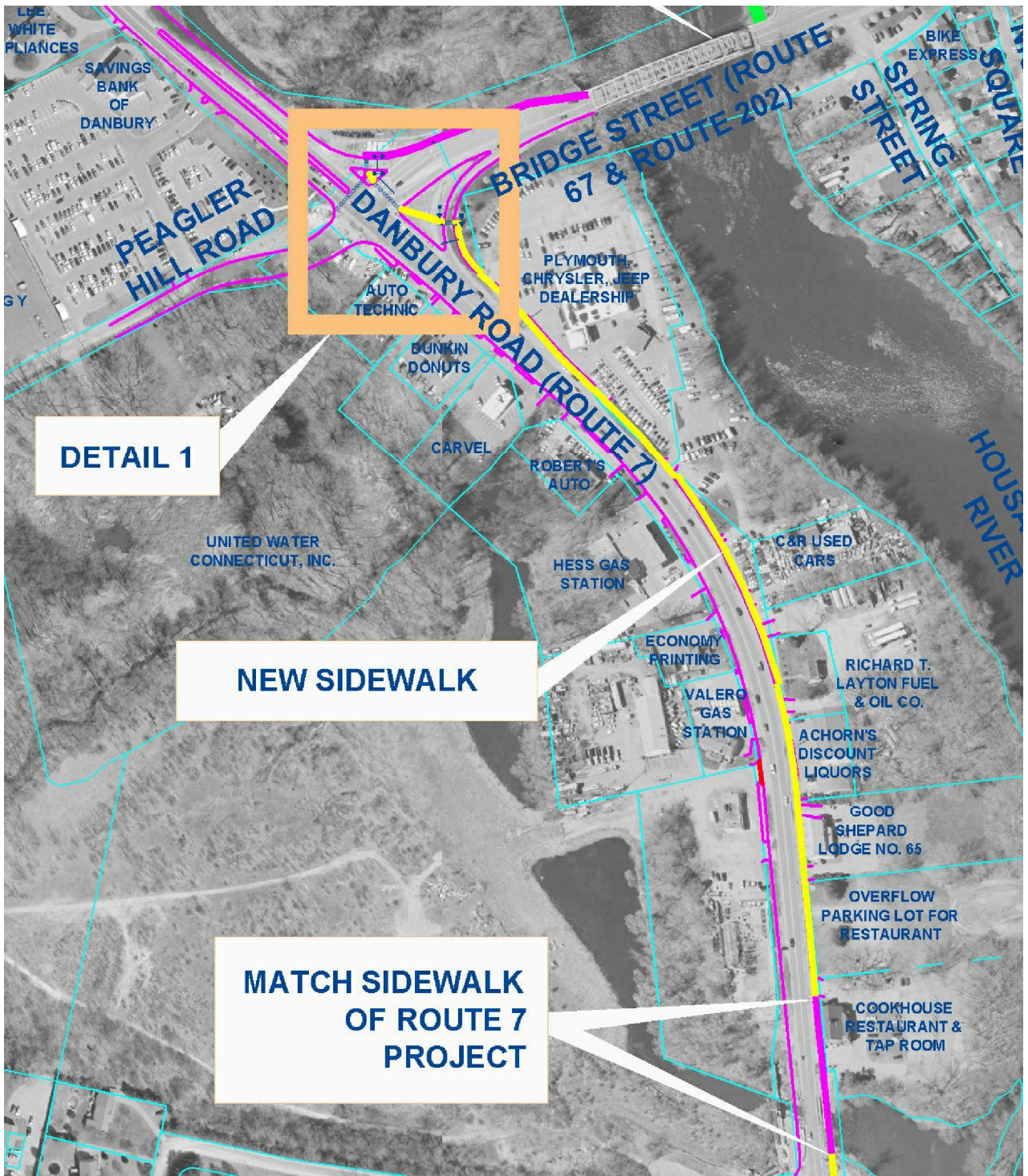


Figure 30 Route 7 Sidewalk Concept Plan

Route 7 and Route 202 Curb Cut and Access Management Plan, New Milford, Connecticut



Stantec

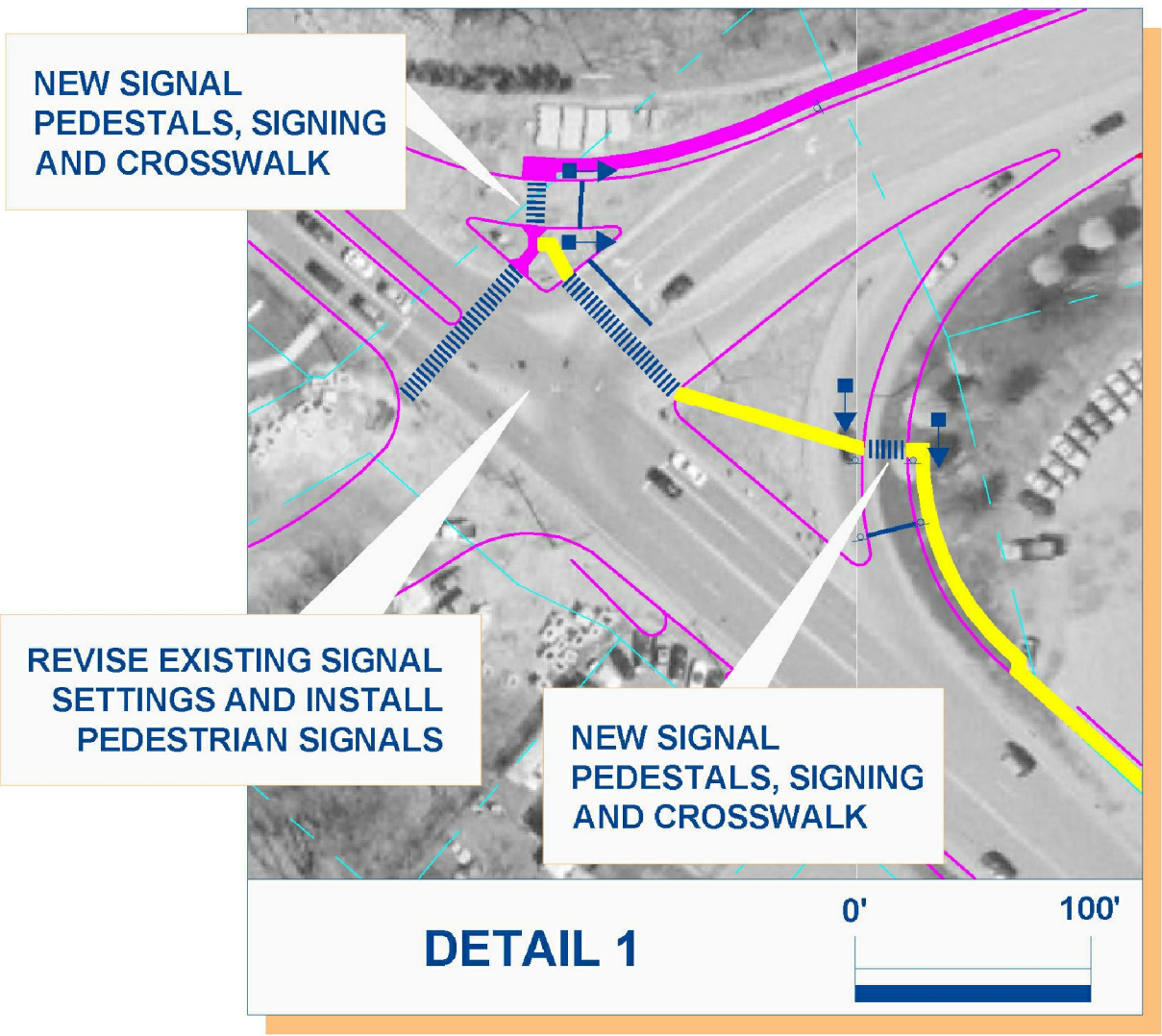


Figure 31 Route 7 Sidewalk Concept Plan
Route 7 and Route 202 Curb Cut and Access Management Plan, New Milford, Connecticut



NEW MILFORD ZONING REGULATIONS

CHAPTER 100 ROUTE 7 AND 202 CURB CUT AND ACCESS MANAGEMENT OVERLAY ZONE

Section 100-010 Intent and Purpose

The intent of this section is to provide safer and more efficient traffic operations along Route 7 and Route 202 by reducing the size and number of areas where conflicting vehicular movements occur while allowing proper and adequate access to and from premises along the thoroughfare. The purpose of this section is to achieve the stated intent and to protect the public safety through the management and reduction of vehicular congestion by providing guidelines for existing and future driveways and access points.

Section 100-020 Location

The Route 7 and Route 202 Curb Cut and Access Management Overlay Zone is a class of zone in addition to and overlapping one or more other existing zones. The boundaries encompass all parcels of land located on or providing access to or from:

1. U.S. Highway Route 7 from the Brookfield Town Line northerly to the Kent Town line.
2. Connecticut Route 202 from Veterans Memorial Bridge northerly to the intersection of Connecticut Route 202 with Connelly Road.

Section 100-030 Maps as Standard Provision

In addition to all other requirements described in these regulations, all future driveways and curb cuts required in connection with any application submitted to the Commission requiring site plan approval and/or a special permit shall to the extent feasible, be located in conformance with the driveways and curb cuts shown on maps contained in a document entitled New Milford Route 7 and Route 202 Curb Cut and Access Management Overlay Zone, dated June 10, 2008, and as may be amended.

Section 100-040 Requirement for Compliance

Compliance with the provisions of this regulation is not required when its imposition would result in a total denial of access to any property having frontage on Route 7.
Effective: July 15, 2008.