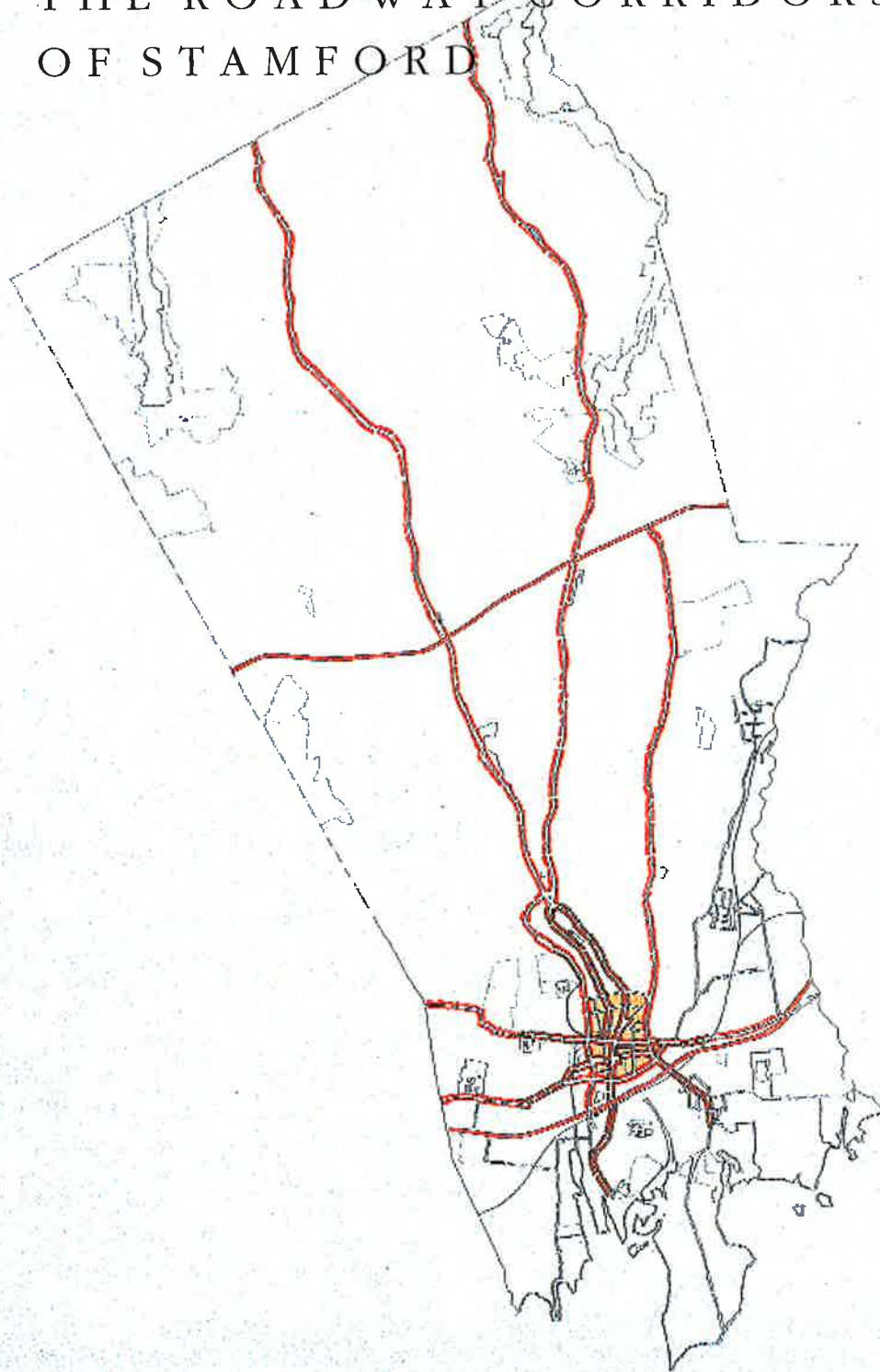


II. THE ROADWAY CORRIDORS OF STAMFORD



THE ROADWAY CORRIDORS OF STAMFORD

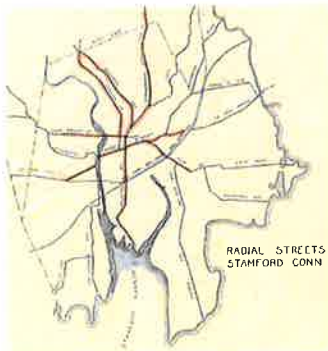
In Stamford, there are roads that help create the identity for each of the neighborhoods: Hope Street for Glenbrook and Springdale, Cove Road for the East Side, Stillwater Road for Westover.

This road network is made up of corridors of different kinds: the most important are the original “radial corridors” (Figure 2.02) that historically have extended from the pedestrian core of the downtown into the adjacent neighborhoods. These include Elm Street, East and West Main Streets, Broad Street, Atlantic Street and the Bedford Street/Summer Street pair.

There are also “edge corridors” (Figure 2.03) that define the edges of the downtown. They include Tresser Boulevard to the south and Washington Boulevard to the west. These function not so much as neighborhood streets as through-connectors, primarily to I-95.

Finally, there are the High Ridge and Long Ridge Road corridors that organize the neighborhoods between Bulls Head and the Merritt Parkway. These are the subject of their own design discussion below. Because these “neighborhood thoroughfares” are the gateways into many neighborhoods and connect the neighborhoods to the rest of the city, the design of these roads both from an aesthetic perspective and from a pedestrian and bicycle perspective is important.

2.01 The Swan Plan described the organization of Stamford around several important corridors radiating from downtown.



2.02 Radial corridors



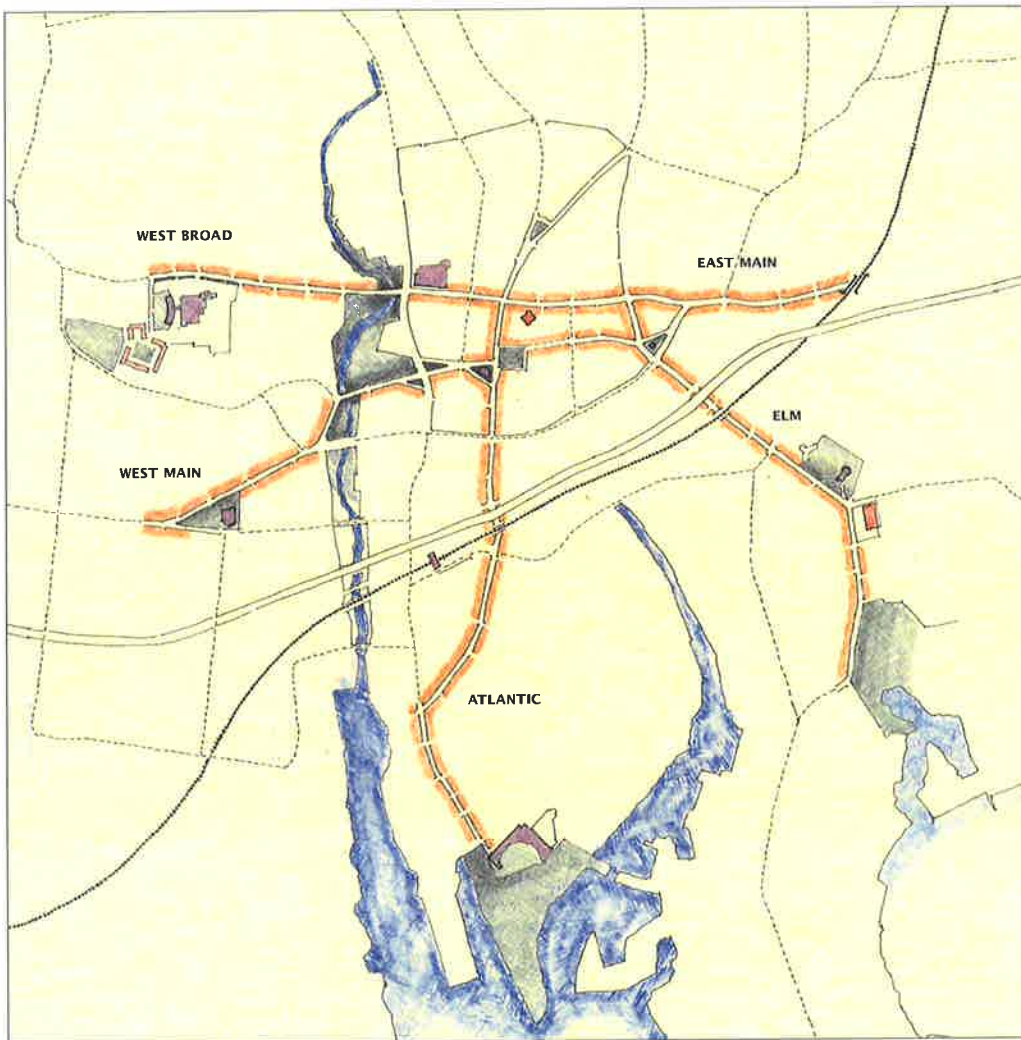
2.03 Edge corridors

Several radial corridors link the neighborhoods adjacent to downtown with the Pedestrian Core (fig. 2.02). Two “edge corridors,” Tresser Boulevard and Washington Boulevard, define the southern and western limits of the downtown core and are through-connectors to I-95 (fig. 2.03).

THE DOWNTOWN RADIAL CORRIDORS

Historically, a series of corridors radiated from the center of the city. These roads connect the surrounding neighborhoods to the Pedestrian Core of the downtown—that portion of downtown centered on Columbus Park/Main Street and the intersection of Atlantic and Broad Streets. These roads are distinct from the two major “edge corridors”—Washington Boulevard and Tresser Boulevard—which skirt the core of the Downtown and act as bypass routes for automobiles.

Over the years, the particular and special identity of these radial roads as neighborhood connectors has been overwhelmed by the automobile. One of the most important urban design initiatives is to restore the importance and special identity of these roads. Each of the corridors, even those that extend to the city limits and beyond, have shorter, discrete segments anchored by some landmark of Stamford’s geography. These should be prioritized for a variety of design improvements that gives each a unified and characteristic identity. These roads also play an important role in the larger Greenway network described in Chapter Five. The priority radial corridors are described in the following section.



2.04

THE DOWNTOWN RADIAL CORRIDORS

Five corridors play an especially strategic role in linking surrounding neighborhoods to the Core, each with an identifiable neighborhood landmark or point of origin:

- **East Main** from the railroad trestle to Tresser Boulevard (see page 49)
- **Elm Street** from the Shippan neighborhood center to the monument in St. Johns Park (see page 53)
- **Atlantic Street/Dyke Lane** from Kosciusko Park to Tresser Boulevard (see page 57)
- **West Main** from Jackie Robinson Park to the Mill River (see page 61)
- **West Broad** from the Hospital to the University of Connecticut campus (see page 65)

Several key gateways and the Main Street connection through the Mall are targets for improvement.

EAST MAIN STREET

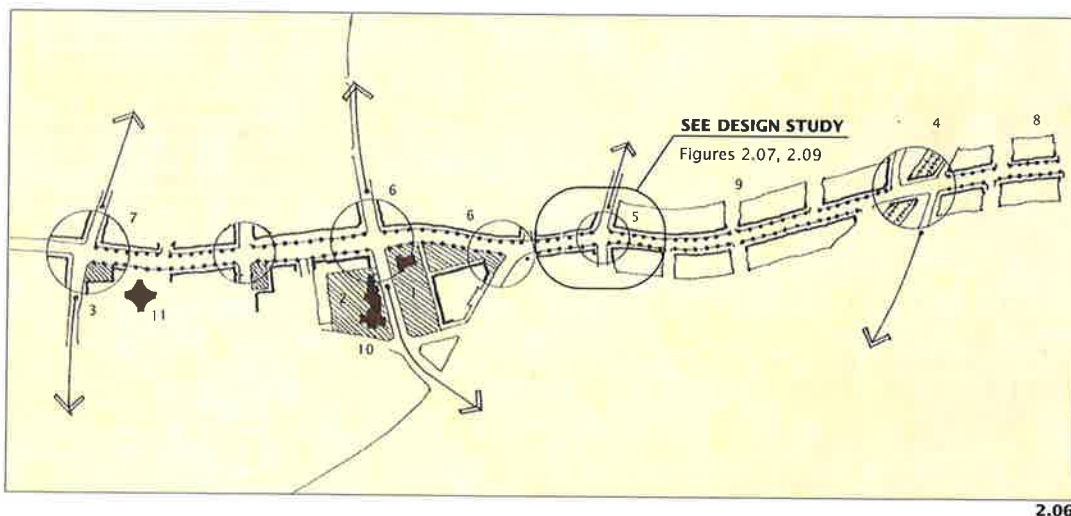
East Main Street, from the railroad trestle underpass to the downtown eastern gateway at the Tresser Boulevard, Broad Street, and East Main intersections, is a main entrance to downtown and connects to the Hope Street and Glenbrook Road neighborhoods. (Darker colored buildings are redevelopment concepts.)



2.05 East Main Street aerial perspective view from the railroad trestle to a re-designed eastern gateway to the core.

EAST MAIN STREET CORRIDOR INTERVENTIONS

Planning Framework Diagram



2.06

Open Space Linkages

Integrate the landscape design strategies for the corridor with the open spaces along it.

1. Reconfigured park spaces on the Broad / Grove / Tresser Block.
2. Public open space at the St. Johns Church and Canterbury Green.
3. Public plaza at the southeast corner of Atlantic and Landmark Plaza.

Gateways and Strategic Intersections

Employ a variety of "place-making" interventions that include a unified and consolidated treatment for utilities and signage, traffic calming/pedestrian improvements, and other interventions to articulate the connections that can be made to other destinations in Stamford.

4. I-95/ railroad underpasses: improve lighting, security, appearance, and pedestrian crossings at ramps
5. Glenbrook Road: connect to one of the important north-south arteries.
6. Tresser and Broad/Grove and Elm: re-design an eastern gateway to provide orientation to both the Tresser Boulevard Corridor and Broad Street Core sections of downtown.
7. Atlantic Street: articulate the importance of this significant "cross-roads" of the Pedestrian Core.

Redevelopment Opportunities

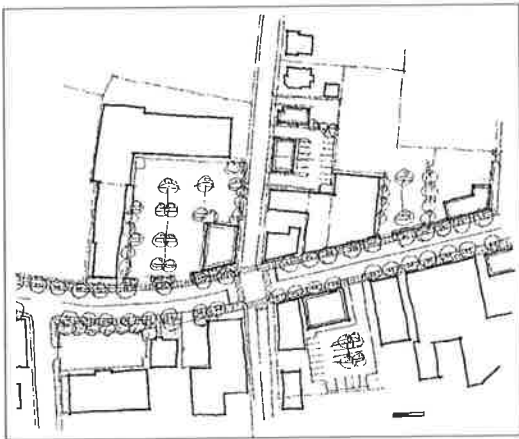
Promote contextual development that is oriented towards the corridor and provides transition in scale to adjacent neighborhoods.

8. New mixed-use commercial redevelopment east of the trestle.
9. New commercial development between the trestle and the Glenbrook Road intersection (see discussion of business corridors in Chapter 3).

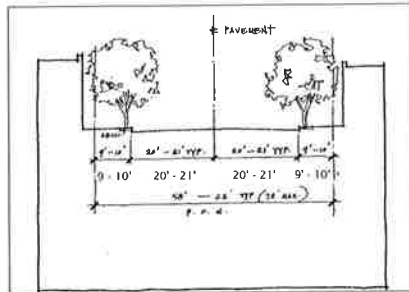
Significant Building Locations

Create visual and physical connections to important buildings that can reinforce the identity of the corridor and provide additional orientation.

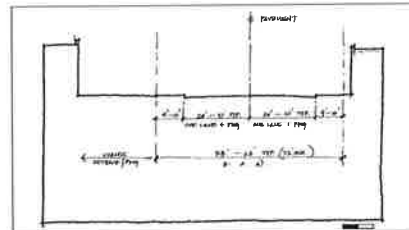
10. The St. Johns and Faith Tabernacle Churches
11. Landmark Tower



2.07 East Main Street proposed plan



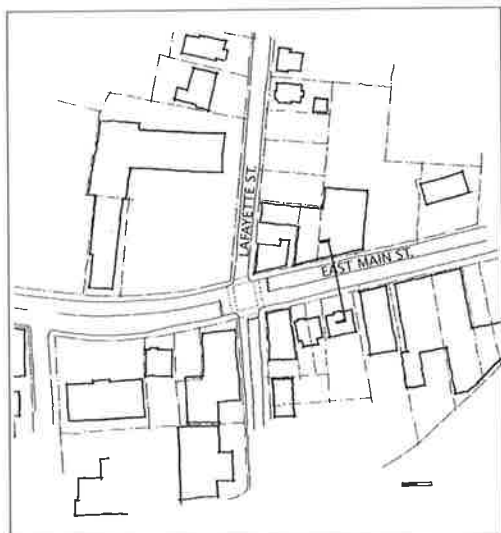
2.09 East Main Street proposed section



2.10 East Main Street existing section

East Main Street Proposed Conditions

- Consistent pavement width: two travel lanes during rush-hour periods/ one travel lane and parking during day
- Street trees in grates with sidewalks
- Parking lots in-filled with new development and/or screened from view by walls, hedges and other landscape
- New parking areas to be behind buildings
- Landscaped parking lots with landscape separating parcels



2.08 East Main Street existing plan



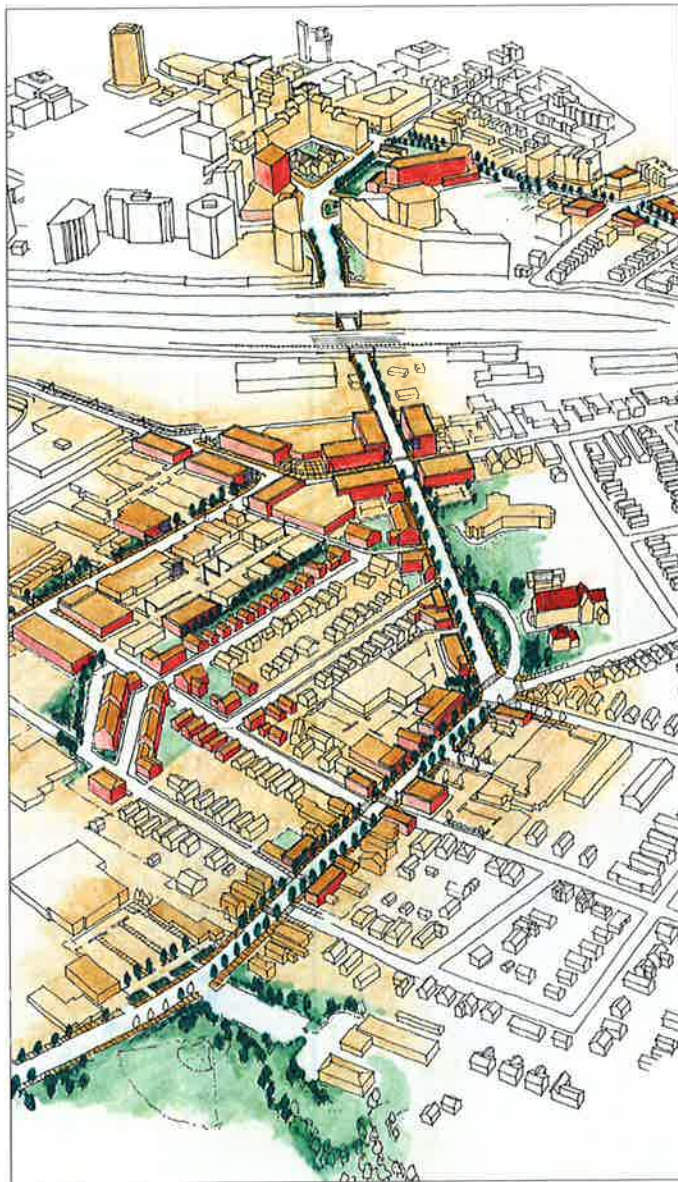
2.11 Aerial photograph of East Main Street at the intersection of Lafayette Street.

East Main Street Existing Conditions

- Auto-oriented uses, non-pedestrian environment
- Surface parking and under-utilized property
- No articulation of important connection to Glenbrook Road
- Unattractive streetscape
- No clear relationship of buildings to the street

ELM STREET

Elm Street links Cummings Park and the Shippan Avenue neighborhood shopping area to the downtown eastern gateway at the Tresser Boulevard, Broad Street, and East Main intersections. (Darker colored buildings are redevelopment concepts.)



2.12 Elm Street aerial perspective showing a revitalized Shippan Avenue "main street," rationalized industrial and residential areas, and the link to the Downtown eastern gateway.

**ATLANTIC STREET/
DYKE LANE**

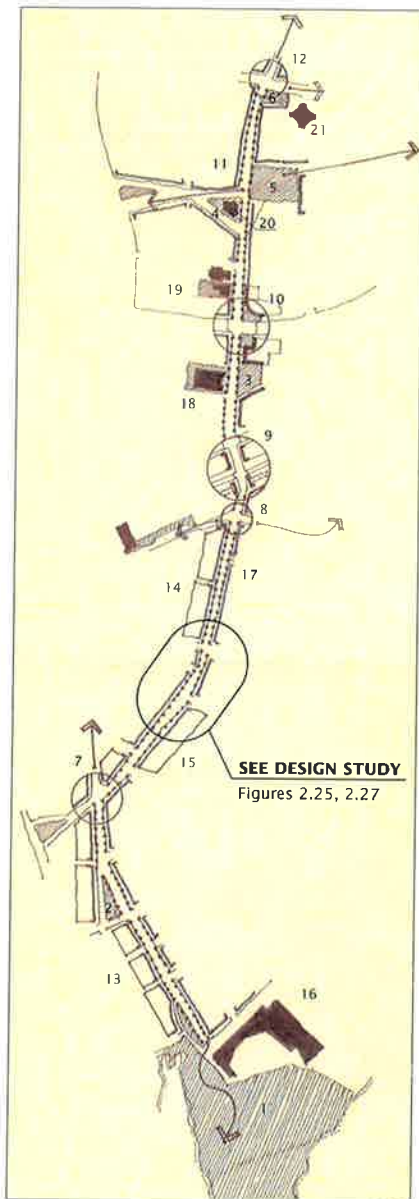
Atlantic Street/Dyke Lane, from Kosciuszko Park to West Main, links waterfront developments and revitalized southend neighborhoods to downtown. (Darker colored buildings are redevelopment concepts.)



2.22 Atlantic Street/Dyke Lane aerial perspective view showing connections between new waterfront development and the existing streets as well as contextual redevelopment along the street edge.

ATLANTIC STREET/DYKE LANE CORRIDOR INTERVENTIONS

Planning Framework Diagram



2.24 Atlantic Street view corridor

Open Space Linkages

Integrate the landscape design strategies for the corridor with the open spaces along it.

1. Kosciuszko Park and reconfigured entrance to the Park.
2. Potential new small park at the change in the geometry of Atlantic Street at Crosby Street.
3. Public plazas at the building between North State Street and Tresser Boulevard and at the northeast and southeast corners of Atlantic and Tresser.
4. Public spaces around Town Hall.
5. Veterans' Memorial Park.
6. Plaza and sculpture garden at the southeast corner of Atlantic and Broad.

Gateways and Strategic Intersections

Employ a variety of "place-making" interventions that include a unified and consolidated treatment for utilities and signage, traffic calming/pedestrian improvements, and other interventions to articulate the connections that can be made to other destinations in Stamford.

7. At Washington Boulevard: connect to the Transportation Center.
8. Dock Street: connection to the Stamford Urban Transitway.
9. I-95/ railroad underpasses: improve lighting, security, appearance, and pedestrian crossings at ramps.
10. Tresser Boulevard: Articulate the significance of this intersection with the Tresser Boulevard corridor.
11. Main Street: connect to Veterans Park, Columbus Park and the Main Street corridor.
12. Broad Street: connect to the Broad Street corridor. Articulate the importance of this significant "crossroads" of the Pedestrian Core.

Redevelopment Opportunities

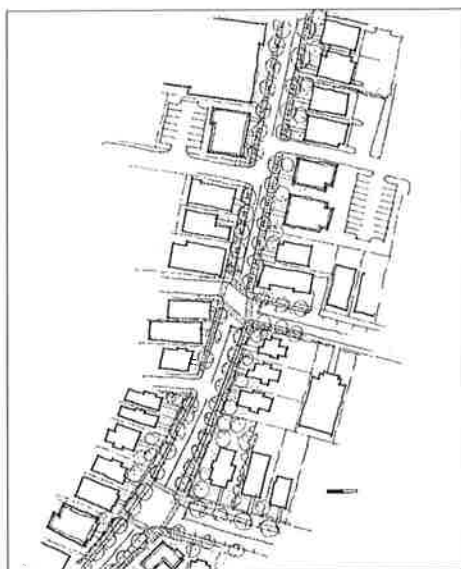
Promote contextual development that is oriented towards the corridor and provides transition in scale to adjacent neighborhoods.

13. N.E. Utilities properties: new mixed-use development and extension of street grid to waterfront. Create transition to adjacent low-rise neighborhood.
14. Site at Henry Street: new mixed-use buildings (see massing study on page 28).
15. Low-rise and mid-rise scale intensification of the ends of the blocks along the corridor, especially on the east side between Crosby and Henry Streets.

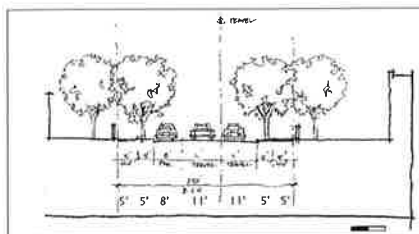
Significant Building Locations

Create visual and physical connections to important buildings that can reinforce the identity of the corridor and provide additional orientation.

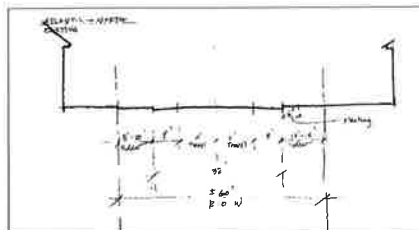
16. Pitney Bowes Headquarters.
17. Historic row houses north of Henry Street.
18. The Stamford Post Office.
19. St. Johns Church.
20. Old Town Hall.
21. Landmark Tower.



2.25 Atlantic Street proposed plan



2.27 Atlantic Street proposed section



2.28 Atlantic Street existing section



2.26 Atlantic Street existing plan



2.29 Atlantic Street aerial photograph showing intersections at Crosby and Henry Streets.

Atlantic Street Proposed Conditions

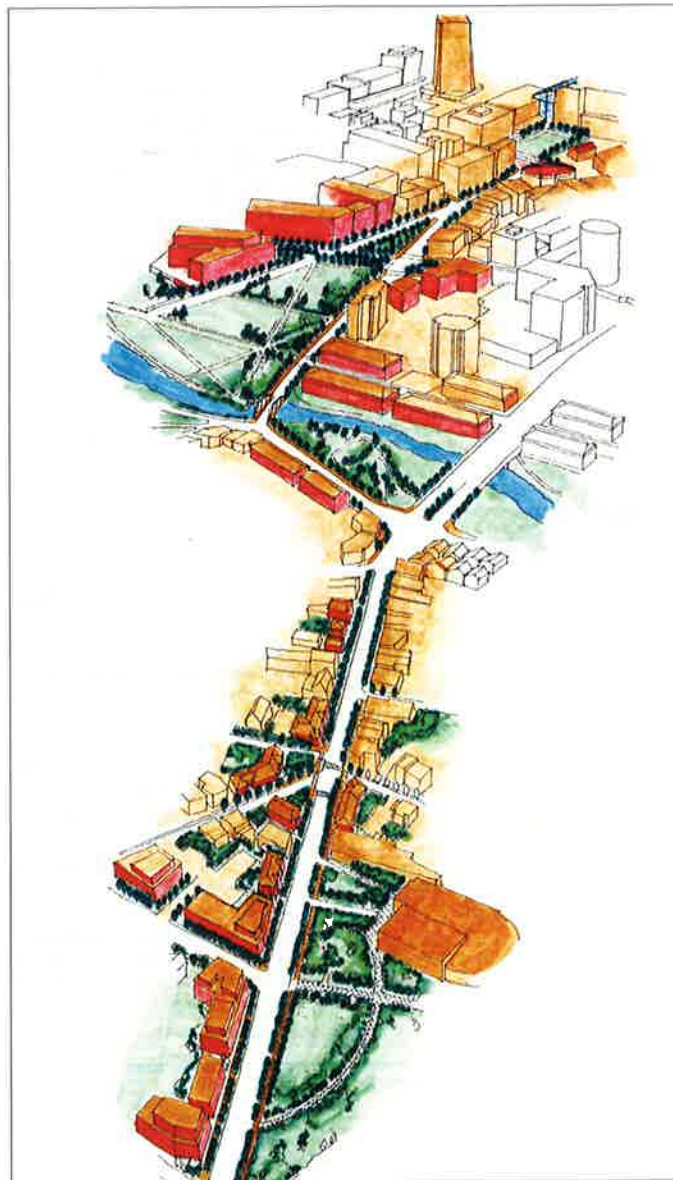
- Pavement width varies significantly
- Pavement width regularized with parking introduced on street (two-sided where possible, one-sided where limited)—see plan
- New buildings to fill empty lots, oriented to street with parking behind. Setbacks to match adjacent buildings

Atlantic Street Existing Conditions

- Exposed utilities and unattractive streetscape
- Discontinuous or inadequate sidewalks
- Underutilized properties

WEST MAIN STREET

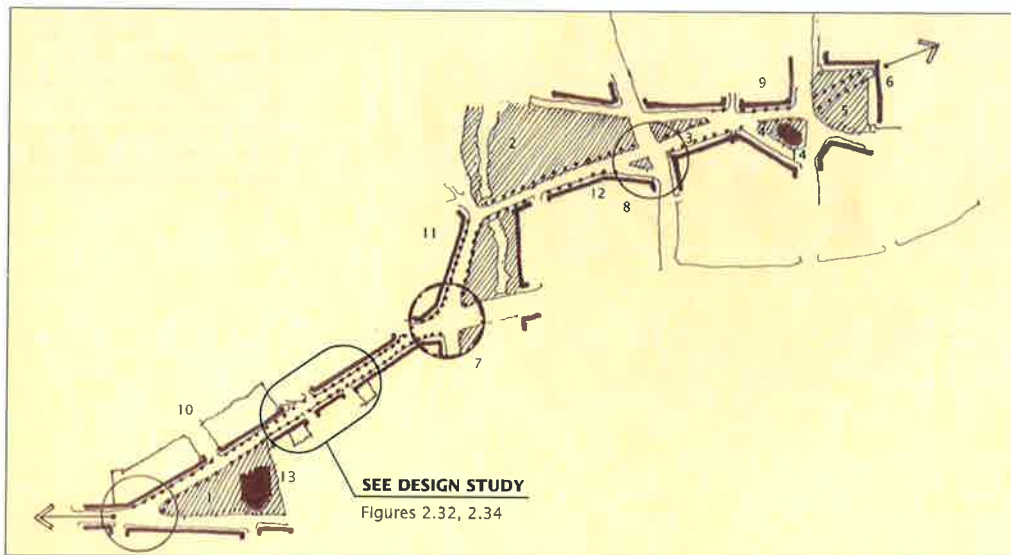
West Main Street from Jackie Robinson Park and the Yerwood Center to the Mill River Park and the bridge to downtown, links the west side to the Mill River greenway and downtown. (Dark colored building are redevelopment concepts.)



2.30 West Main aerial perspective view showing redeveloped area around the Yerwood Center and the linked open spaces from Jackie Robinson Park to the Mill River greenway to Columbus Park in the Pedestrian Core.

WEST MAIN STREET CORRIDOR INTERVENTIONS

Planning Framework Diagram



2.31

Open Space Linkages

Integrate the landscape design strategies for the corridor with the open spaces along it.

1. Jackie Robinson Park.
2. Mill River Park.
3. Columbus Park.
4. Public spaces around Town Hall.
5. Veterans' Memorial Park.
6. New Main Street connection through Veterans' Park and the Mall.

Gateways and Strategic Intersections

Employ a variety of "place-making" interventions that include a unified and consolidated treatment for utilities and signage, traffic calming/pedestrian improvements, and other interventions to articulate the connections that can be made to other destinations in Stamford.

7. Mill River Street: connect to Mill River Greenway. Provide orientation to both the Tresser Boulevard corridor and the West Main connection to the pedestrian Core.
8. Washington Boulevard: create pedestrian crossing at this edge of the Core.
9. Atlantic Street: articulate this major crossroad at the center of the pedestrian Core; connect to Veterans' Memorial Park.

Redevelopment Opportunities

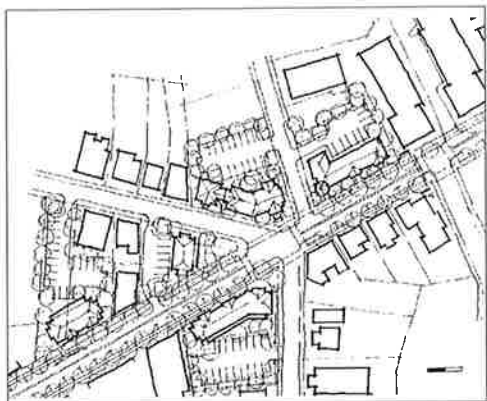
Promote contextual development that is oriented towards the corridor and provides transition in scale to adjacent neighborhoods.

10. Intermediate scale "neighborhood center" development in area between Fairfield Avenue and Rose Park Avenue.
11. New residential development on east and west sides of the Mill River Greenway.
12. New Core scale development at southwest corner of Washington Boulevard.

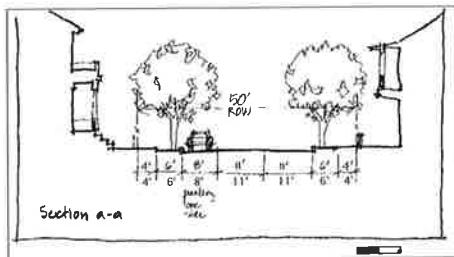
Significant Building Locations

Create visual and physical connections to important buildings that can reinforce the identity of the corridor and provide additional orientation.

13. Yerwood Center.
14. Old Town Hall.



2.32 West Main proposed plan



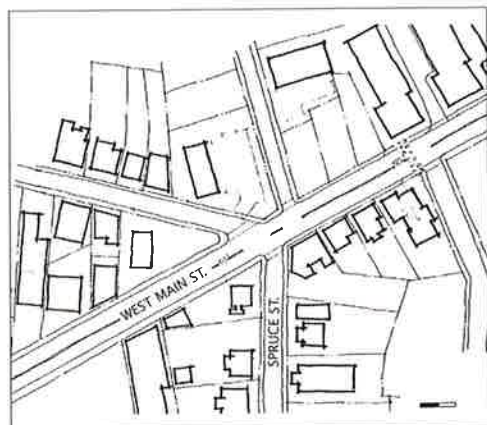
2.34 West Main proposed section

West Main Street Proposed Conditions

- Consistent width travel lanes
- 6' tree planting strip (grass) with 5' - 6' sidewalk
- Clearly defined parking areas with walls, hedges and screening landscape—creating enclosed parking "rooms"
- Enhanced setback planting to define roadway
- New development oriented toward street with parking to side or rear

West Main Street Existing Conditions

- Inadequate and poorly designed sidewalks
- Surface parking lots and underutilized properties



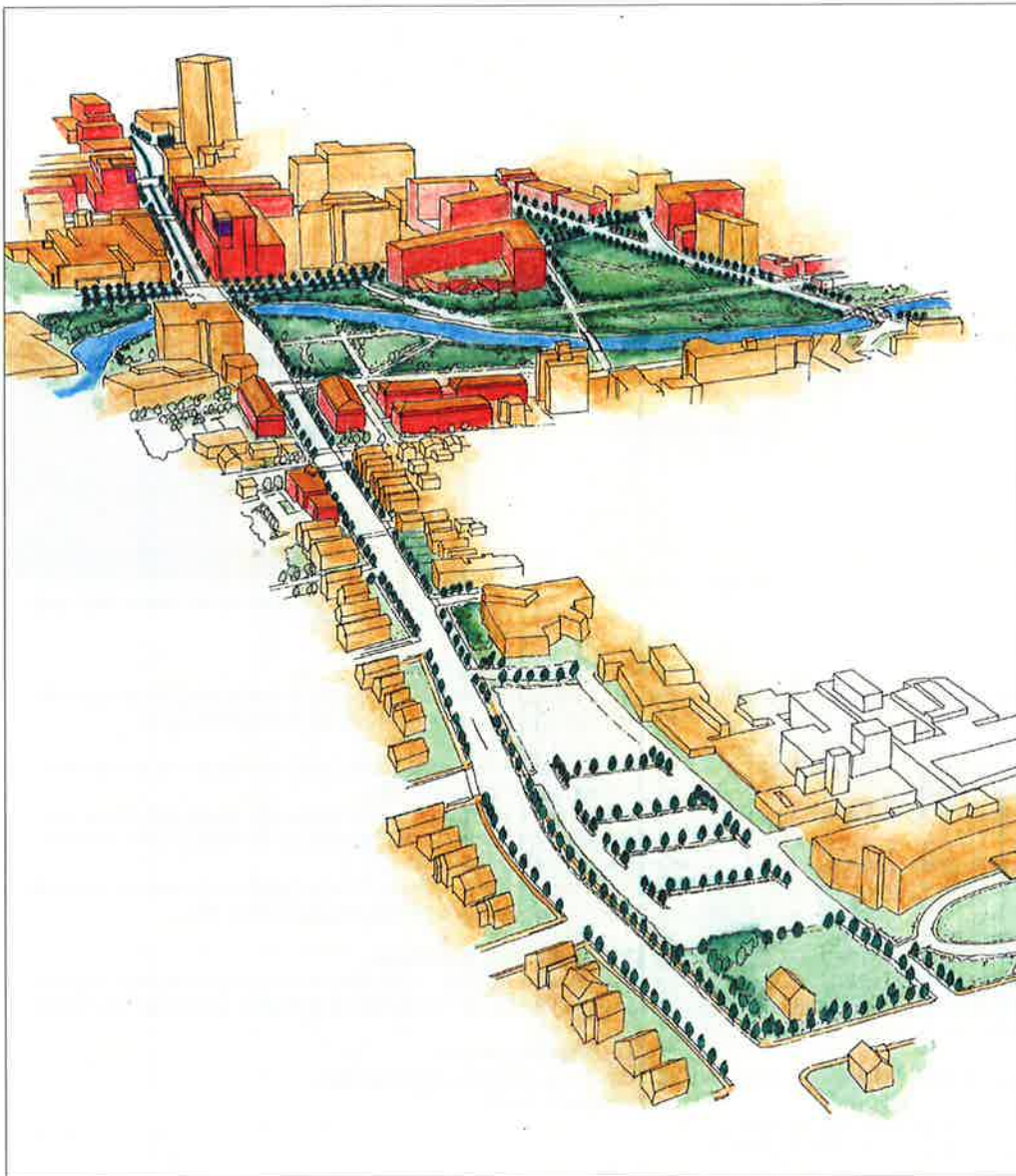
2.33 West Main existing plan



2.35 West Main aerial photograph

WEST BROAD STREET

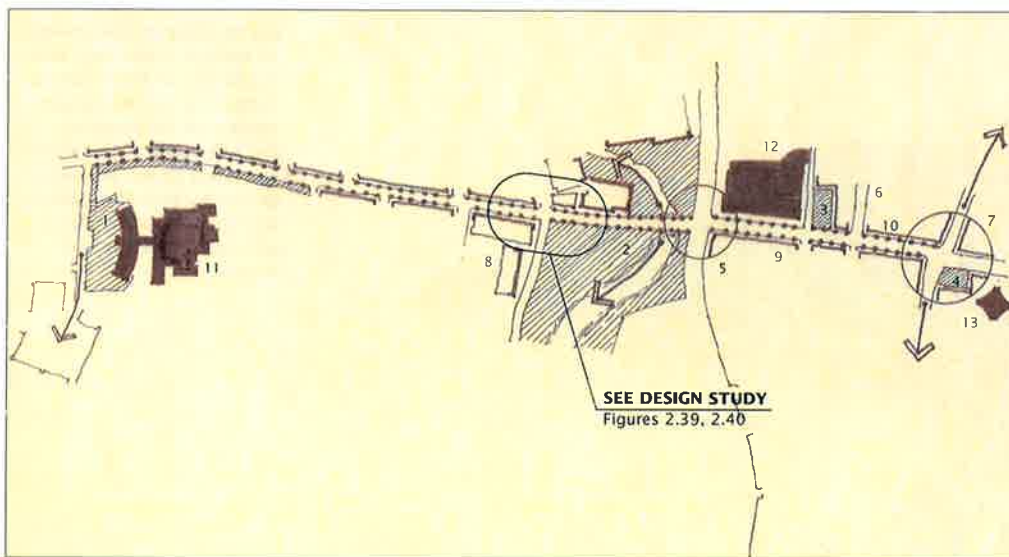
West Broad Street, from the hospital at the top of the hill to the gateway created by the Mill River Park and University of Connecticut campus at the Washington Boulevard intersection, links the west side neighborhoods to the Mill River greenway and downtown. (Darker colored buildings are redevelopment concepts.)



2.36 West Broad aerial perspective view showing connection from Stamford Hospital at the top of the hill to a redesigned Mill River corridor and western gateway to the Downtown Core.

WEST BROAD STREET CORRIDOR INTERVENTIONS

Planning Framework Diagram



2.38 West Broad Street view corridor

Open Space Linkages

Integrate the landscape design strategies for the corridor with the open spaces along it.

1. The Hospital complex, the Vidal Houses and Lione Park beyond.
2. Mill River Park and the larger greenway system.
3. University of Connecticut and the widened sidewalks and small park adjacent
4. Plaza at Landmark Tower at south east corner of Broad and Atlantic.

Gateways and Strategic Intersections

Employ a variety of "place-making" interventions that include a unified and consolidated treatment for utilities and signage, traffic calming/pedestrian improvements, and other interventions to articulate the connections that can be made to other destinations in Stamford.

5. Washington Boulevard: articulate pedestrian crossings and connect to the Mill River Greenway.
6. Summer Street: Respond to termination of the intermediate scale Summer Street corridor to the north. Connect to the center of the redevelopment block to the south.
7. Atlantic Street / Bedford Street: Articulate this crossroads at the center of the Pedestrian Core.

Redevelopment Opportunities

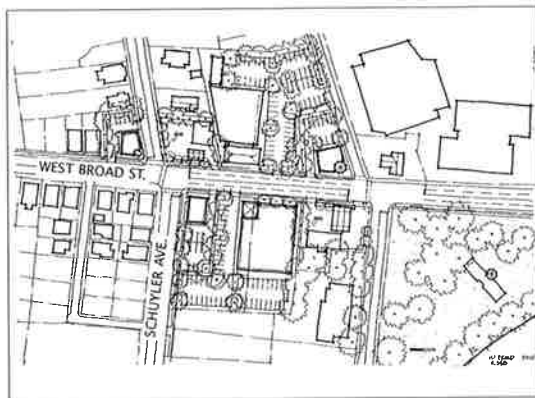
Promote contextual development that is oriented towards the corridor and provides transition in scale to adjacent neighborhoods.

8. New "Collar" scale development, primarily residential at the intersection with Mill River Street.
9. Southeast corner at Washington Boulevard: significant mixed-use development to mark the beginning of the Broad Street corridor (see massing study page 24).
10. Northeast corner at Summer Street: significant mixed-use development opportunities (see massing study page 32).

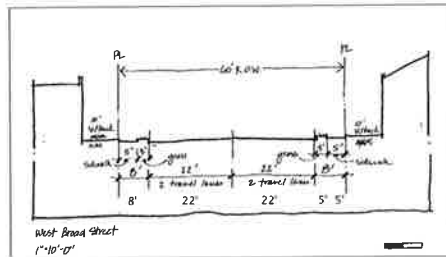
Significant Building Locations

Create visual and physical connections to important buildings that can reinforce the identity of the corridor and provide additional orientation.

11. The Stamford Hospital.
12. University of Connecticut Campus.
13. Landmark Tower.



2.39 West Broad Street proposed plan



2.40 West Broad Street proposed section

West Broad Street Proposed Conditions

- Maintain four travel lanes (11' each) within existing 60' right of way (restricts landscape opportunities)
- Crosswalks at intersections
- New development oriented to street with limited setback with heavily landscaped parking behind
- Reinforce/enhance parkway along the river

West Broad Street Existing Conditions

- Underutilized and vacant properties
- No acknowledgement of connections to Mill River Park and potential longer greenway network.



2.41 West Broad Street aerial photograph at the Intersection of Mill River Street.



EDGE CORRIDORS: Washington Boulevard and Tresser Boulevard/US 1 (East and West Main Streets)

Downtown is framed to the south and to the west by two major roads—Tresser Boulevard and Washington Boulevard. Both function primarily as bypass routes around the core of the downtown.

The Washington Boulevard Corridor

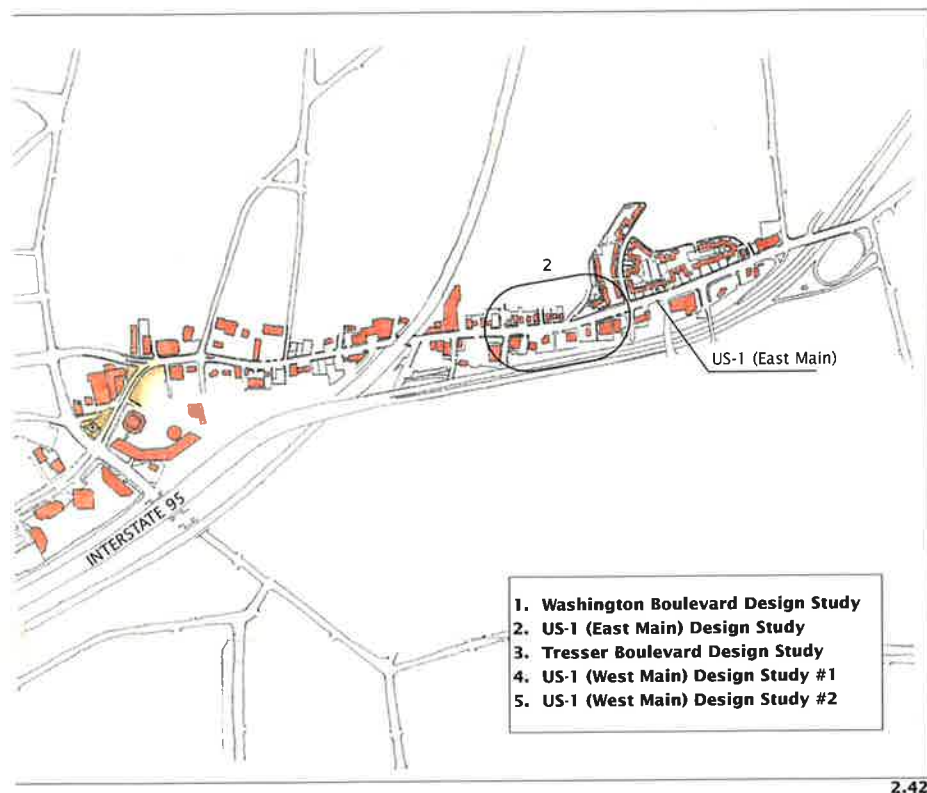
Washington Boulevard has been widened over the years and now is the principal route connecting points north with the Transportation Center and I-95, handling much of the traffic diverted from High Ridge and Long Ridge Roads at Bulls Head.

North of the downtown, in the area of Forest Lawn Avenue, Washington Boulevard also forms the edges of neighborhoods. In these areas, despite the traffic volumes, pedestrian issues and the transition to the adjacent neighborhoods must be addressed.

Adjacent to the downtown Core, Washington Boulevard must become the seam, rather than the wall, between the downtown Core and the Mill River greenway. Design interventions include sidewalk widenings, streetscape improvements and landscaping. Particular attention should be paid to the intersections with the radial corridors—Broad and Main—that connect the Pedestrian Core of the downtown to the neighborhoods, as these are important gateways to the downtown.

The US-1 (East Main)/Tresser Boulevard Corridor

US-1 (East Main Street), like Washington Boulevard, is another road whose identity is an uncomfortable mix of suburban highway, regional shopping, neighborhood retail, and residential boulevard. East of the New Canaan branch trestle, US-1 (East Main) is lined on the north with multi-family housing and marginal commercial uses at the edge of a neighborhood. On the south are a number of auto-oriented businesses. The master plan has mapped the area proximate to the trestle for redevelopment, enabling mixed-use development along US-1 (East Main).



EDGE CORRIDORS

Washington Boulevard and Tresser Boulevard, US-1 (East and West Main Sts.)

These roads are the major entryways to Stamford and define the western and southern edges of the downtown Core.

The following section illustrates a variety of design interventions, the purpose of which is to unify the appearance of the area, rationalize access and create a transition to residential areas.

The portion of US-1 (East Main) that extends west of the trestle is a jumble of auto-related and auto-oriented uses—car dealerships, gas stations, etc. The design interventions for this portion of the corridor are described in the discussion of the Radial Corridors (see page 50).

In the downtown, the east-west traffic that would have passed through the center of town as Main Street (US 1/Boston Post Road) is directed to Tresser Boulevard, which was imposed over the original street network as part of the urban renewal plan. At its best, Tresser Boulevard has a kind of clarity—there are enough buildings of comparable scale to give it a kind of monumental identity. It is, after all, Stamford's skyline, and as experienced from an automobile, it works.

However, from a pedestrian perspective, it is extremely problematic. The buildings have no consistent relationship with the street. There are many undefined open spaces that do not relate to each other; and there is little ground floor activity either in the form of retail or building entrances. In addition, the crossing distances are intimidating, cutting off thousands of workers from the shops and restaurants in the Pedestrian Core.

The following figures suggest how "Tresser Highway" could be reconceived as a true Boulevard: well landscaped, with clearly defined spaces for pedestrian activity. As with Washington Boulevard, special attention is paid to the intersections with the roads radiating from the Pedestrian Core, especially Atlantic Street.

WASHINGTON BLVD.

Washington Boulevard Proposed Conditions

- Consistent 11' travel lanes with 10' turning lanes
- Landscaped center median
- 6' grass planting strip with 5' min. sidewalk
- Landscaped setback zones
- New development oriented to street with parking behind
- New neighborhood park
- Organize landscape, parking and new development to create order and coherence along street.

Washington Boulevard Existing Conditions

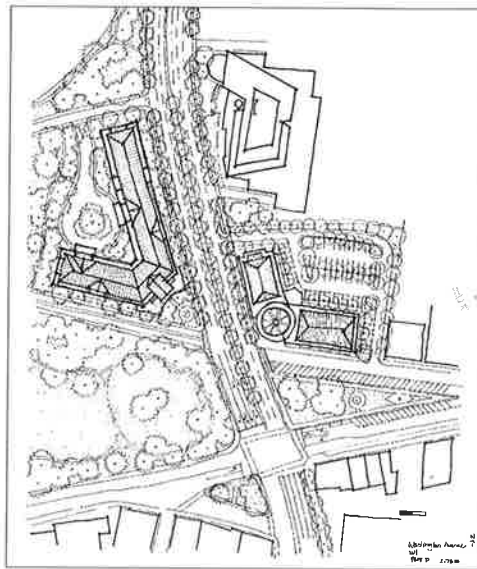
- Sidewalks and crossing discontinuous or in poor condition
- Underactive streetscape
- Underutilized properties



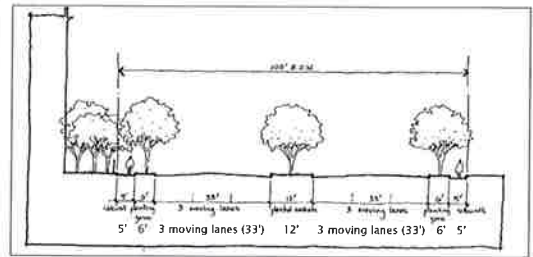
2.43 Precedent: a landscaped median



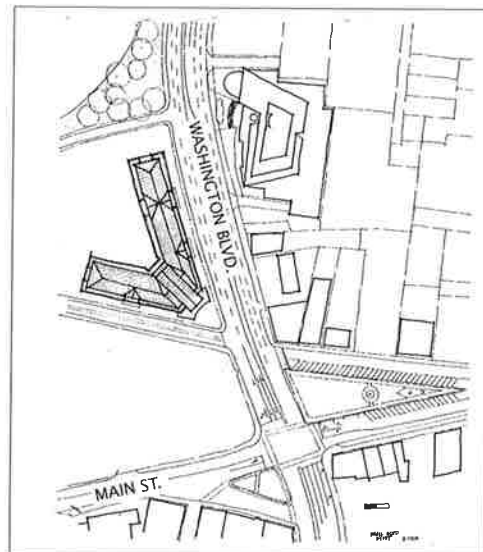
2.44 Washington Blvd. looking north



2.45 Washington Boulevard proposed plan



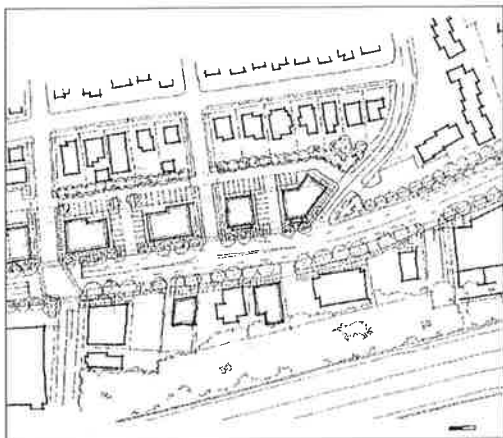
2.47 Washington Boulevard proposed section



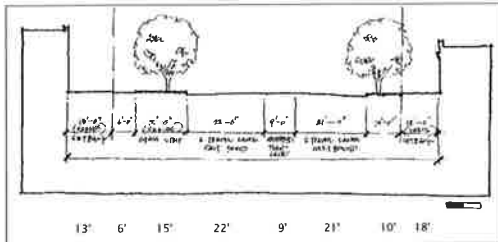
2.46 Washington Boulevard existing plan



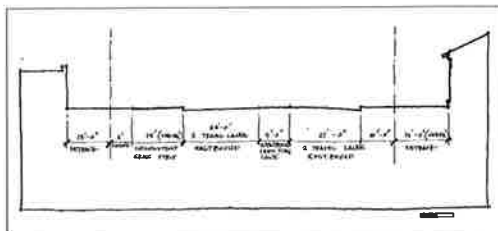
2.48 Washington Boulevard aerial photo



2.49 US-1 (East Main Street) proposed plan



2.51 US-1 (East Main Street) proposed section



2.56 US-1 (East Main Street) existing section



2.50 US-1 (East Main Street) existing plan



2.57 US-1 (East Main Street) aerial photograph

**US-1
(EAST MAIN STREET)**

**US-1 (East Main Street)
Proposed Conditions**

- Consistent pavement width and travel lanes
- Defined curb cuts to parking lots
- Landscaped parking lots to create "parking rooms" and discreet service areas
- New development oriented to the street with parking to the side or rear; larger scale development potential on north side of street
- Consistent planting strips with street trees (grass to south/grates to north).

**US-1 (East Main Street)
Existing Conditions**

- Small and/or underutilized properties out of scale with a major automobile corridor
- Pedestrian un-friendly environment
- Poorly articulated street crossings



2.58 Well-designed pedestrian crosswalk at a wide road

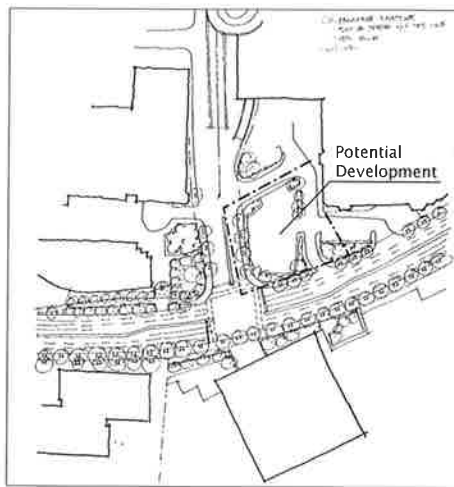


2.59 Tresser Boulevard

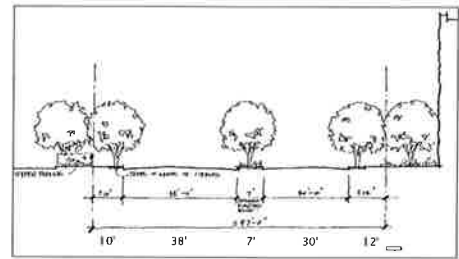
TRESSER BOULEVARD

Tresser Boulevard Proposed Conditions

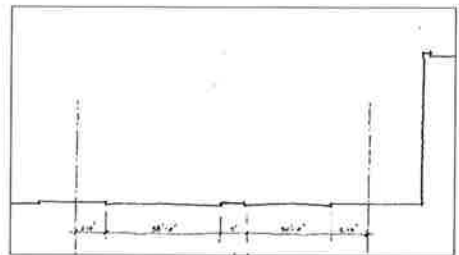
- Design objective: Establish Tresser as "Boulevard"
- Maintain existing pavement width (Design assumption)
- Continuous street trees in grates or cobbles
- Landscaped center median where possible to enhance character of street as Urban Boulevard
- Enhanced setback plantings
- Screen parking areas with heavy landscape



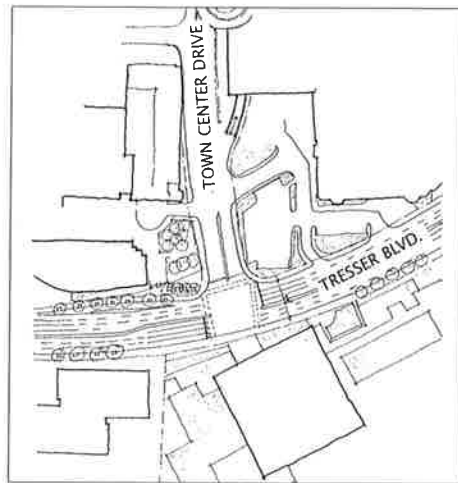
2.60 Tresser Boulevard proposed plan



2.62 Tresser Boulevard proposed section



2.63 Tresser Boulevard existing section

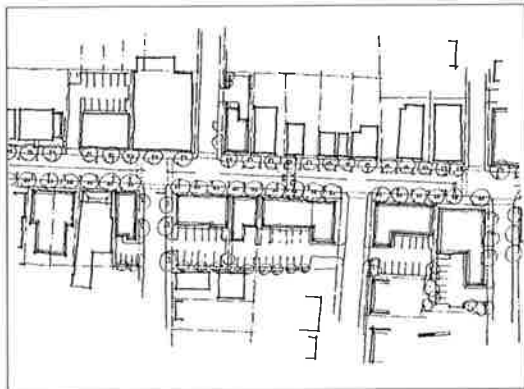


2.61 Tresser Boulevard existing plan

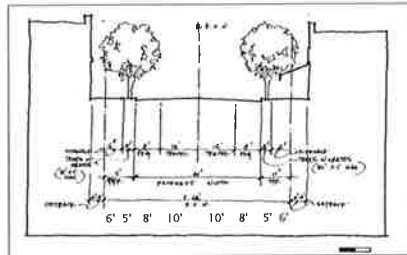


2.64 Tresser Boulevard aerial photograph

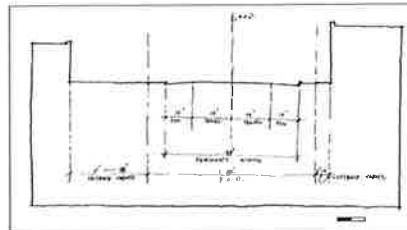
**US-1
(WEST MAIN STREET #1)**



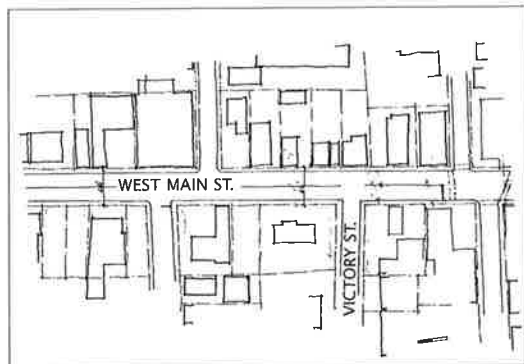
2.65 US-1 (West Main Street) proposed plan



2.67 US-1 (West Main Street) proposed section



2.68 US-1 (West Main Street) existing section



2.66 US-1 (West Main Street) existing plan



2.69 US-1 (West Main Street) aerial photograph

**US-1 (West Main Street)
Proposed Conditions**

- Two travel lanes with parallel on-street parking
- Consistent street trees in grates with minimum 6' clear sidewalks
- New development to define street as commercial corridor with parking behind; minimum setbacks
- See discussion of business corridors in Chapter 3

**US-1 (West Main Street)
Existing Conditions**

- Underutilized properties
- Inadequate and incomplete sidewalks
- Unattractive streetscape and poor pedestrian environment

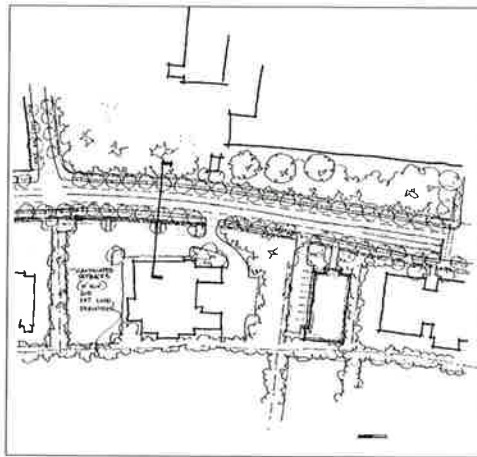
**US-1
(WEST MAIN STREET #2)**

**US-1 (West Main Street)
Proposed Conditions**

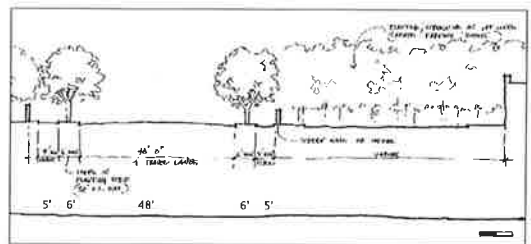
- Pavement width regularized with consistent travel lanes and on-street parallel parking
- Street trees in grass planting strip (6') with sidewalk
- New development to in-fill sites oriented toward street with parking behind; height/scale consistent with existing buildings

**US-1 (West Main Street)
Existing Conditions**

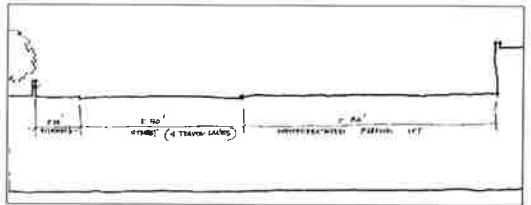
- Large parking areas with poorly defined edges
- Inadequate sidewalks and street crossings



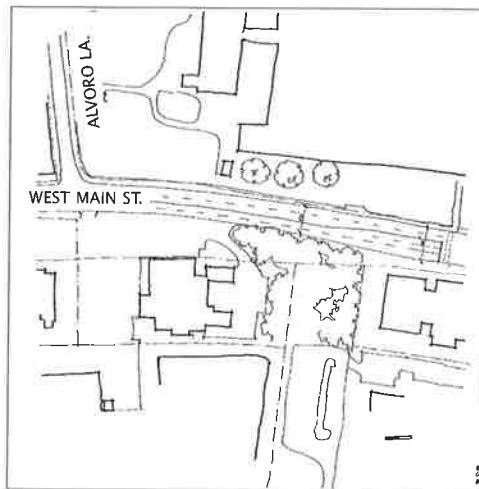
2.70 US-1 (West Main Street) proposed plan



2.72 US-1 (West Main Street) proposed section



2.73 US-1 (West Main Street) existing section



2.71 US-1 (West Main Street) existing plan



2.74 US-1 (West Main Street) aerial photograph

HIGH RIDGE AND LONG RIDGE ROADS

The neighborhoods between Bulls Head and the Merritt Parkway are organized largely around the High Ridge Road and Long Ridge Road corridors. These two roads are usually lumped together and simply referred to as “the Ridge Roads.” In fact, they are very different both in terms of the way they relate to the adjacent neighborhoods and in terms of the way they relate to the larger traffic patterns in the city.

Figure 2.75 illustrates the most striking difference—that High Ridge Road, despite its scale, the volume of traffic it handles and the on-going pressure for conversion to commercial uses, remains a residential road that is lined with single family houses and forms the edges of neighborhoods. There are myriad curb cuts and intersections with cross streets. Long Ridge Road, by contrast, is lined primarily with open spaces, either undeveloped parcels, parks or more typically the well-landscaped campuses of corporate headquarters. Driveways to individual houses are concentrated in just a few places and, not surprisingly, these are places where the highway scale of Long Ridge Road and the neighborhood scale of the houses collide. These patterns inform the different strategies suggested for each of the Ridge Roads.

High Ridge Road: A Suburban Boulevard

A boulevard can be designed in any number of ways but any design should create along its entire length a strong sense of identity so that it can become the formal organizing element for that portion of the city. It should accommodate, in balanced fashion, automobiles, pedestrians and bicyclists. It should balance through-trips with local trips between and among neighborhood destinations. The strong sense of identity derives from a unified treatment of landscaping, sidewalks

and other elements of roadway architecture, including signage, paving materials, street and traffic lights. The design studies that follow describe some prototypical designs for a High Ridge Road/Boulevard.

In order to achieve this balance, traffic calming strategies must not only slow traffic down at important intersections (as they have been shown to accomplish elsewhere) but also move traffic more smoothly so that total time for a through trip from the Merritt Parkway to Bulls Head is not increased.

There is another important dimension to the “High Ridge Boulevard” design that is particular to the geography of the adjoining neighborhoods. As Figure 2.76 shows, access to the adjoining neighborhoods is of three kinds: 1) there are driveways directly off of High Ridge Road; 2) there are short cul de sacs or loop roads to clusters of houses; 3) there are roads that function as gateways to larger groups of streets and blocks in the neighborhoods between the two Ridge Roads. These “gateways” are opportunities to create places with discrete identity and a sense of place. They are a way to create landmarks along what is at present an undifferentiated and characterless journey through the heart of Stamford. Figure 2.87 (page 79) describes the architectural treatment for these gateways. This might include changes in paving materials, distinctive landscaping and signage, and articulated crossing points.

To this last point, there are gateways to the neighborhoods east of High Ridge road as well. Where possible, linkages between these gateways are designed to facilitate east-west pedestrian and bicycle connections across High Ridge Road.

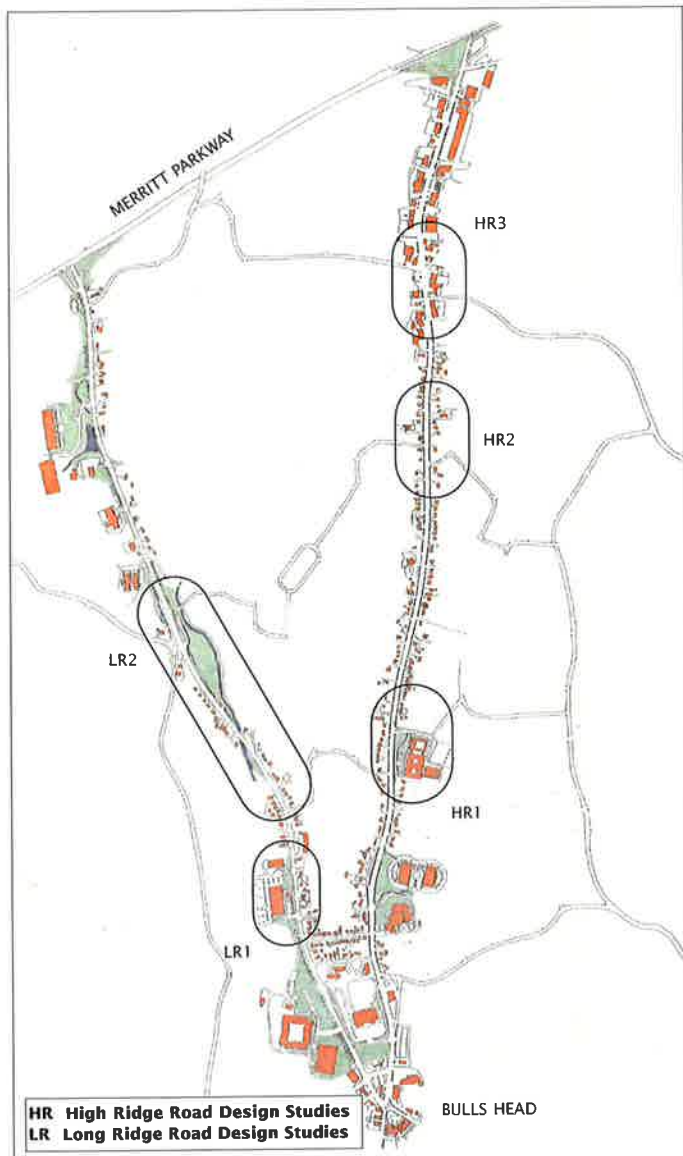
Together, these connections are part of an overall strategy to increase mobility and the connections between neighborhoods, open space and community resources.

Long Ridge Road: Taming the Suburban Highway

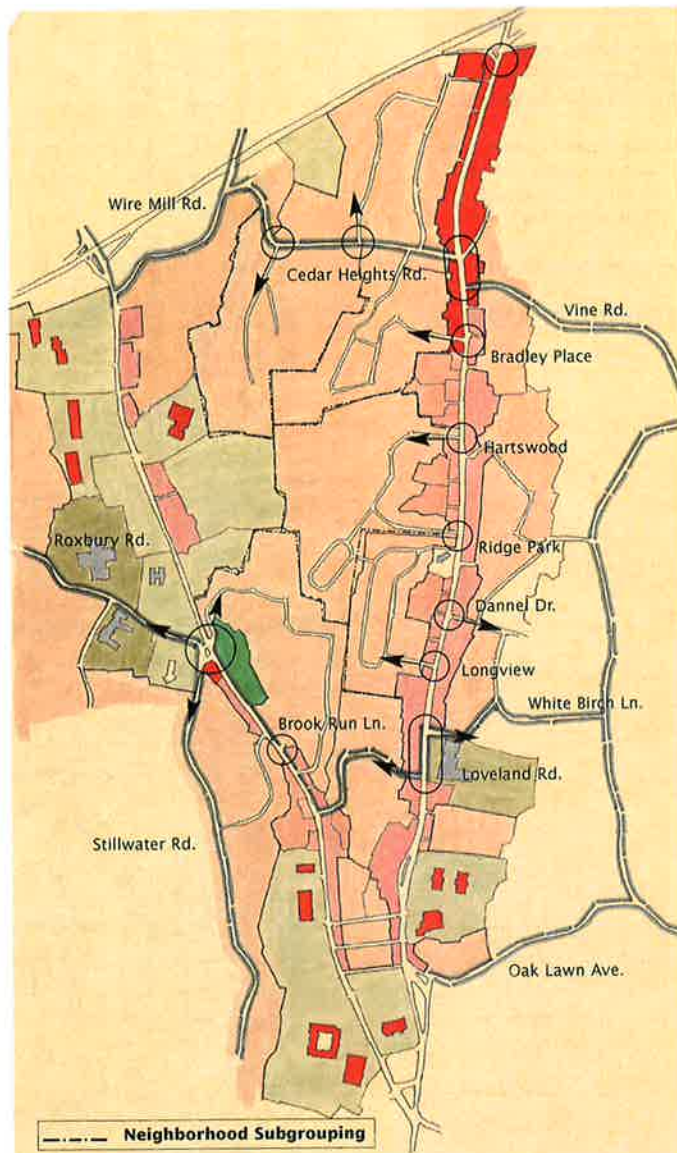
If, along High Ridge Road, the goal is to tip the balance towards the need to create the residential edges of neighborhoods and to accommodate local trips of all kinds, it will be harder to tip the balance away from the automobile along Long Ridge Road. Long Ridge Road, precisely because there is not a myriad of driveways or many intersections with side streets, tends to move traffic at higher speeds. There are almost no sidewalks. The connection at Bulls Head between Long Ridge Road and Washington Boulevard, which skirts the edges of the downtown, insures that this will remain the favored route from the Merritt Parkway to I-95 and the Transportation Center. Nevertheless, there are important design interventions that should be made.

To the extent that traffic can move smoothly and at a somewhat reduced speed, traffic calming techniques should be applied. Despite the fact that pedestrian and bicycle travel along this road will always have trouble competing with the automobile, there are opportunities to articulate gateways and important east-west connections across the road, similar to those described for High Ridge Road. Despite its highway function, Long Ridge Road should be part of the overall connectivity strategy diagrammed on the Greenways maps.

Lastly, the remaining residential areas should be the focus of a variety of streetscape improvements that help buffer these uses from the traffic.



2.75 Plan of High Ridge and Long Ridge Roads The houses along High Ridge Road form the edges of several neighborhoods. Long Ridge Road has few houses and connects several large open spaces and corporate campuses.



2.76 Neighborhood Structure Diagram There are certain roads that function as collectors within individual neighborhoods. These in turn suggest opportunities to articulate gateways and connections between neighborhoods. (See discussion of Greenway Network).



2.77 High Ridge Road

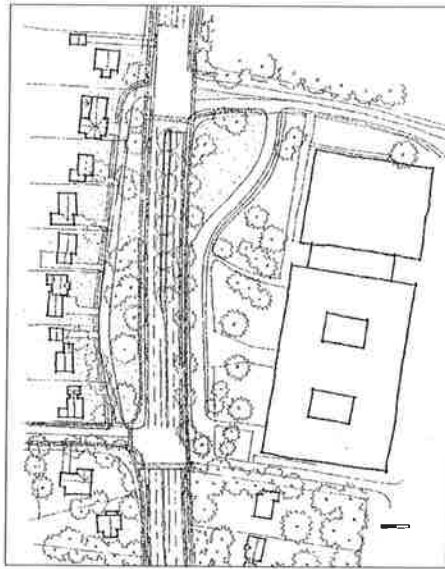


2.78 Suburban boulevard precedent

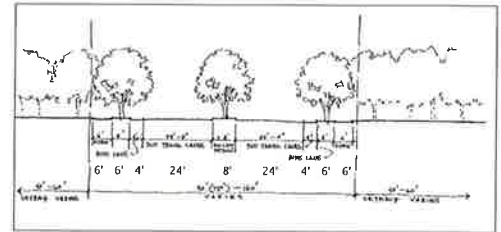
HIGH RIDGE ROAD #1

High Ridge Road Design Study #1 Proposed Conditions

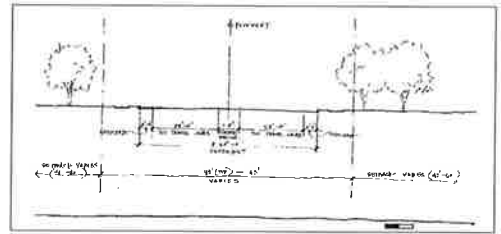
- Landscaped connection and sidewalks between Lakeview Drive and Loveland Drive
- Landscaped median
- New residential frontage lane



2.79 High Ridge Road proposed plan



2.81 High Ridge Road proposed section



2.82 High Ridge Road existing section



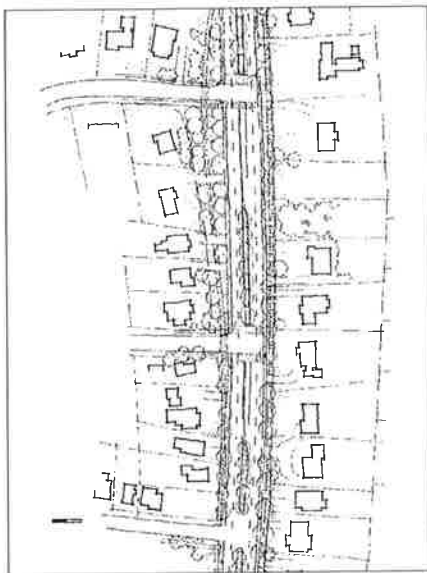
2.80 High Ridge Road existing plan



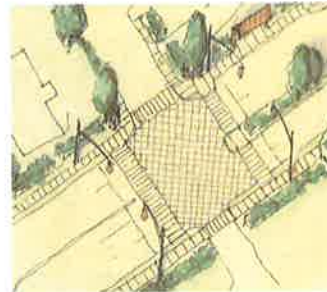
2.83 High Ridge Road aerial photograph between Lakeview and Loveland Drives.



2.86 Existing conditions on High Ridge Road



2.84 High Ridge Road proposed plan



2.87 Neighborhood Gateways: crosswalk design study and precedent



2.85 High Ridge Road existing conditions



2.85 High Ridge Road aerial photograph at Hartwood road intersection.

HIGH RIDGE ROAD #2

High Ridge Road Design Study #2 Proposed Conditions

- Consistent 11' travel lanes with 10' turning lanes
- 4' bike lane in road bed
- Landscaped center median where possible
- 6' tree planting strip (grass) with 5' - 6' sidewalk (planting can increase in some residential areas - See Plan)
- Articulate gateways into neighborhoods at important streets

Strategies for creating neighborhood gateways include:

- Change in paving materials in roadway and at crosswalks
- Additional landscaping
- Consider signalization
- Consider bus stop location and design
- Special architectural elements (pillars, signage, etc.)

High Ridge Road Design Study #2 Existing Conditions

- Sidewalks are discontinuous or too narrow
- Traffic speeds are excessive
- Unattractive streetscape
- Lack of neighborhood identity



2.99 Long Ridge Road-bridge at crossing with Mill River

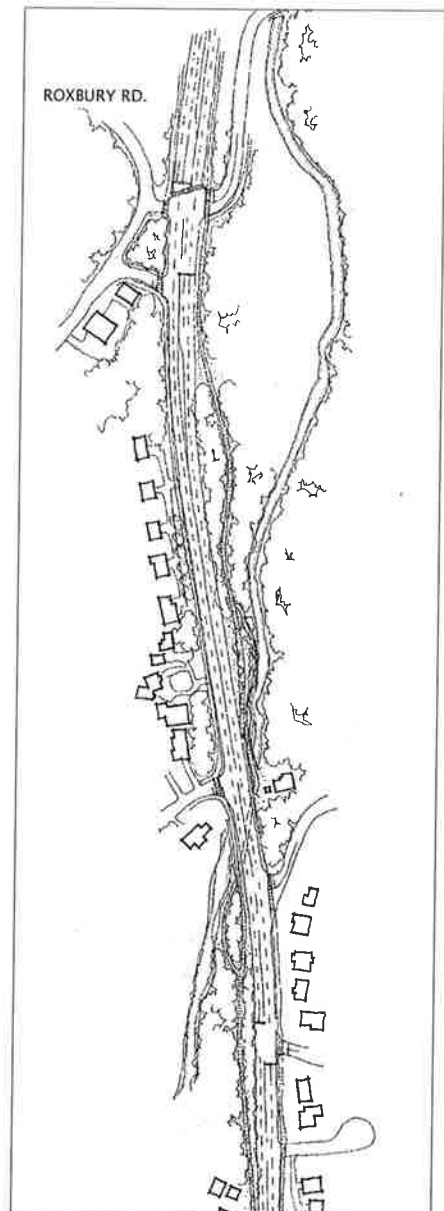
LONG RIDGE ROAD #2

Long Ridge Road Design Study #2 Proposed Conditions

- Maintain existing street section
- Reinforce planting along right of way
- Create multi-use trail which traverses the greenway systems parallel to the Long Ridge Road corridor
- Vary the course of the trail to follow stream beds and other natural features



2.100 Long Ridge Road aerial photograph



2.101 Long Ridge Road existing plan

A NOTE ABOUT THE RIDGE ROADS AND GROWTH MANAGEMENT

Development pressure on the Ridge Roads may be manifest in a number of ways:

- Continued conversion of houses to professional offices
- Development of the several remaining large parcels for new residential subdivisions or elder-care facilities
- Subdivision of underutilized property in the Office Design Districts for residential, office or elder-care facilities
- As-of-right expansion of existing corporate headquarters.

Although there is bus service on the Ridge Roads, these are not transit-accessible locations in terms of the ability to reduce auto trips to Ridge Road destinations. In addition to benchmarks for the total amounts of development that should be allowed outside of Downtown and the neighborhood Centers, the Economic Development Study suggests that the expansion of office uses on the Ridge Roads should be limited to the legitimate expansion needs of existing businesses. The suggested benchmark is that collectively, the four major design districts should expand by no more than half of the total as-of-right capacity and that expansion should be linked to employer-sponsored Traffic Demand Management initiatives (See Traffic and Transit Report). This expansion should also be linked to the open space access improvements described in the greenways initiative.

