



CTDOT State Project #102-358



Route 7/15 Norwalk Project



WELCOME!

Landscape Workshop

September 17, 2018



Route 7/15 Norwalk

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- Tom Doyle, CTDOT OEP
- John Eberle, Project Manager, Stantec
- Gary Sorge, Landscape Architect, Stantec
- CTDOT Landscape Design Staff





Route 7/15 Norwalk - Why are we here?

Merritt Parkway is...

- National Scenic Byway
- On National Register of Historic Places
- State Scenic Road



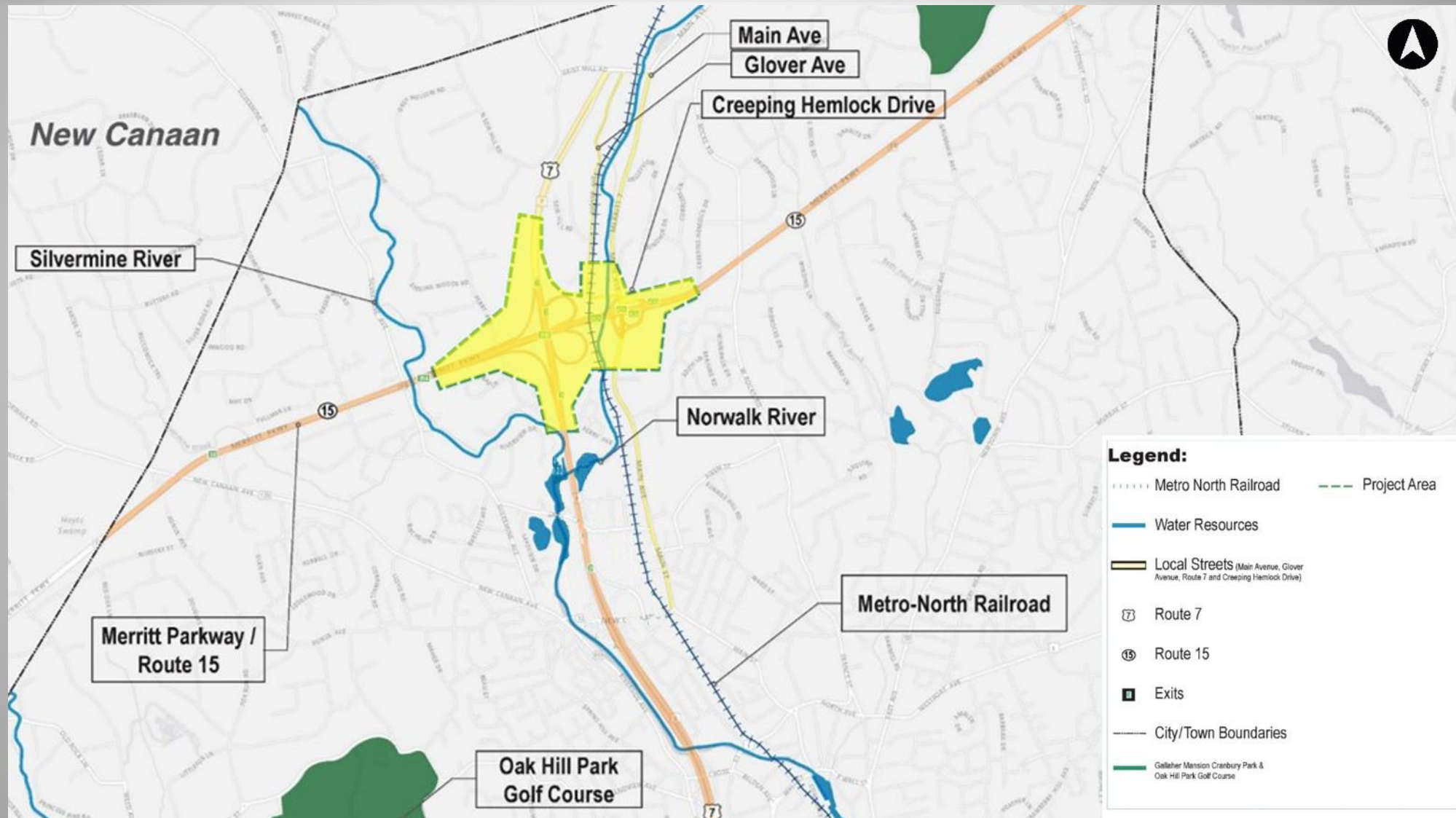
Route 7/15 Norwalk - AGENDA

- Tonight's meeting format/intent
- Links to Purpose and Need Statement
- Guiding documentation and landscape considerations
- Representative visual features
- Work session





Route 7/15 Norwalk - PROJECT AREA



DRAFT PURPOSE AND NEED STATEMENT





Route 7/15 Norwalk

Project Purpose

- Improve **system linkage** between Route 7 and the Merritt Parkway
- Improve the **mobility** for all users (motorists, pedestrians, and bicyclists) at the Merritt Parkway's Main Avenue and Route 7 Interchanges
- Improve **safety** in the vicinity of these interchanges

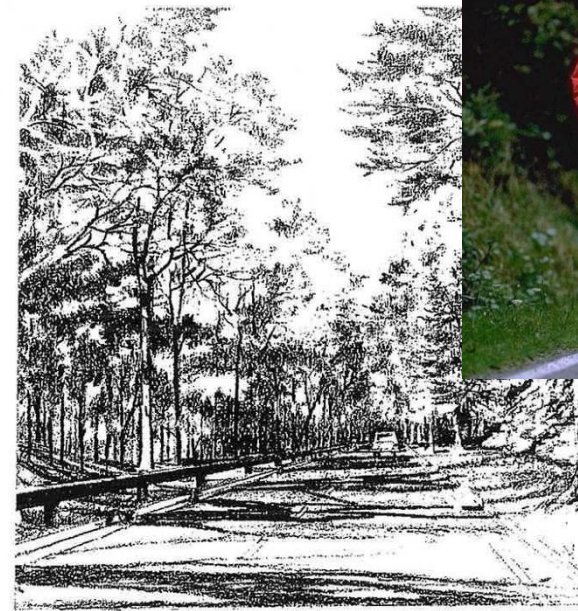




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Project Goals & Objectives

- Reduce Congestion
- Provide Long-term Serviceability of Affected Roadways
- Optimize value gained from Public Investment in the Project
- Integrate the Project Roadways with the Environment and Neighborhood context



A LANDSCAPE MASTER PLAN
FOR THE MERRITT PARKWAY





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Project Goals & Objectives

- Creating a design that is consistent with the Merritt Parkway's historic and scenic character and design philosophy. Design intent includes preserving and restoring existing historic bridges and structures to the extent practical





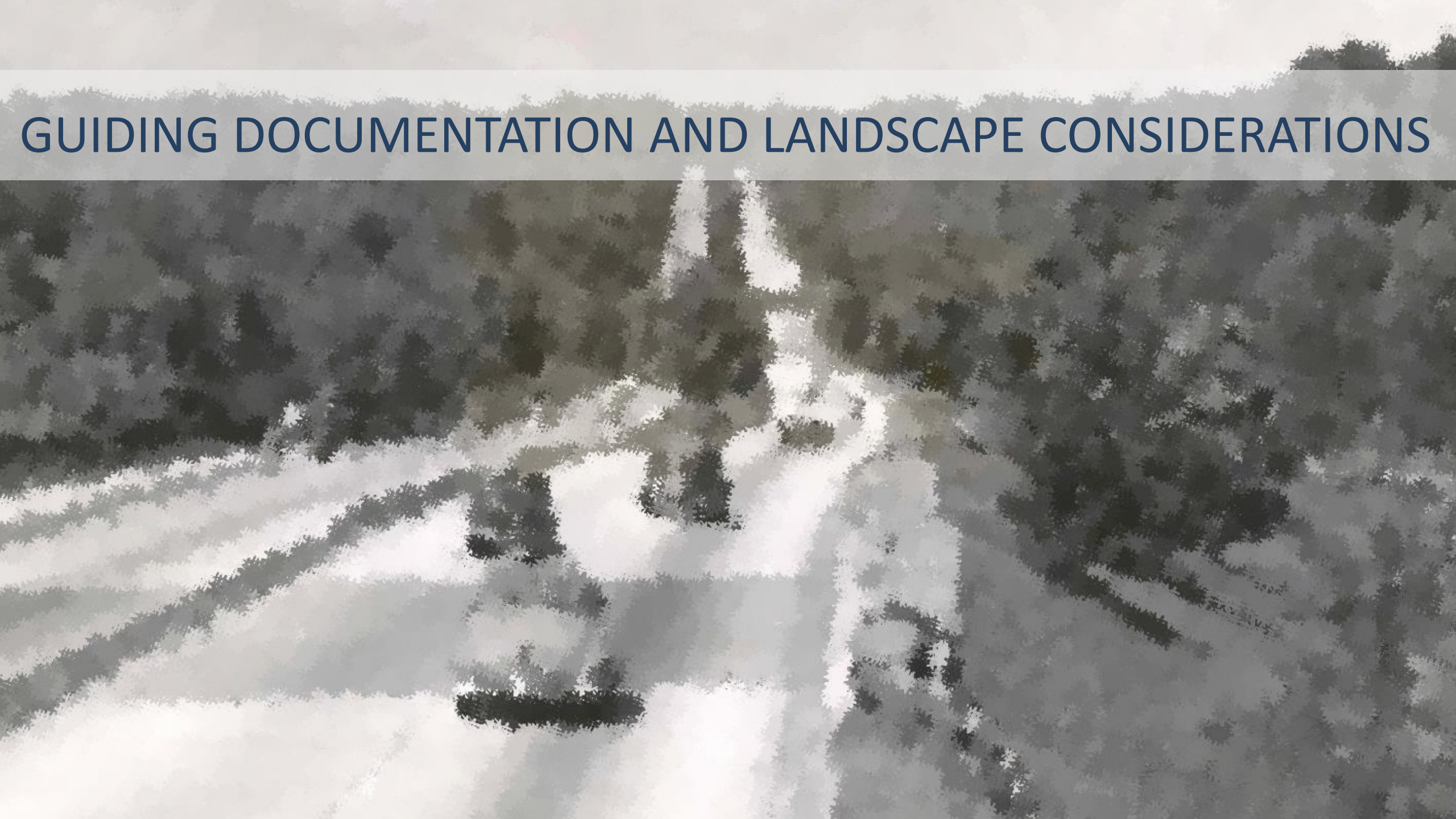
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Project Goals & Objectives

- Preserving, enhancing and/or restoring surviving historic landscapes where practical or where the landscape has been significantly altered, creating a new landscape design that is consistent with the Parkway's original design intent



GUIDING DOCUMENTATION AND LANDSCAPE CONSIDERATIONS





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Guiding Documentation

- Merritt Parkway Landscape Master Plan
- Merritt Parkway Guidelines for General Maintenance and Transportation Improvements
- Merritt Parkway Bridge Restoration Guide
- Merritt Parkway National Register of Historic Places Nomination Form
- National Park Service Preservation Brief- Protecting Cultural Landscapes #36



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Visual and Physical Landscape Considerations for the Merritt Parkway

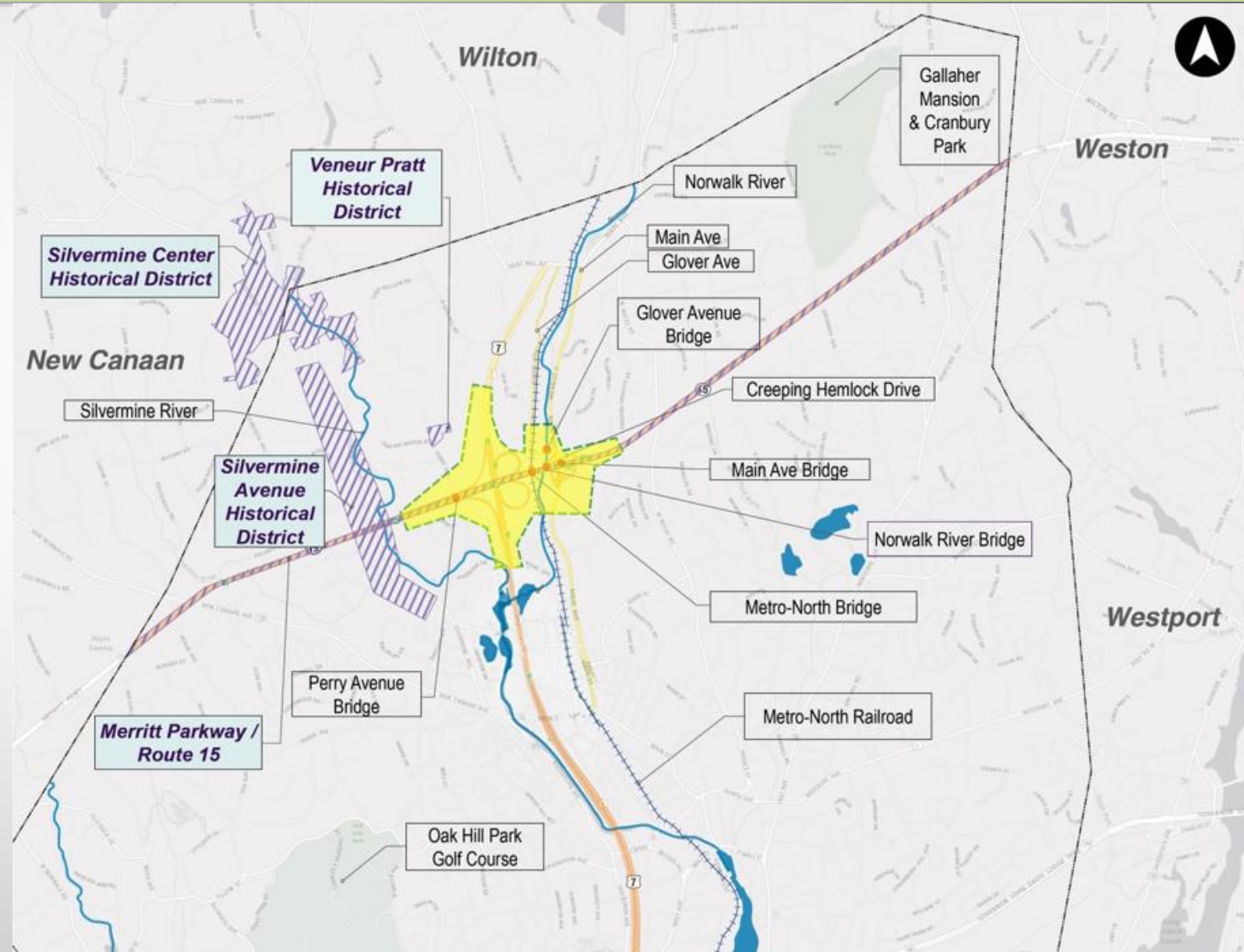
- Spatial organization
- Scenic views and vistas
- Topography and grading
- Circulation
- Vegetation
- Built elements and structures
- Water resources
- Historic and current context
- Transition between built and natural landscape
- Accent on naturalized landscape
- Cohesive planting plan
- Modern adaptation of original design intent
- Other?



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Historic and Cultural Considerations

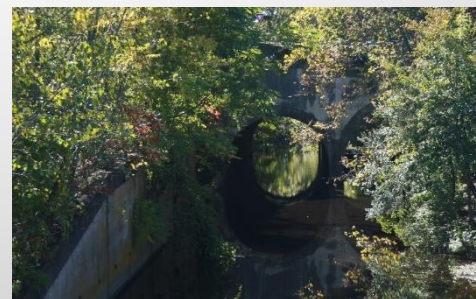
- Parkway and its setting
- Historic districts
- Historic bridges
- Archaeological resources





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Historic context



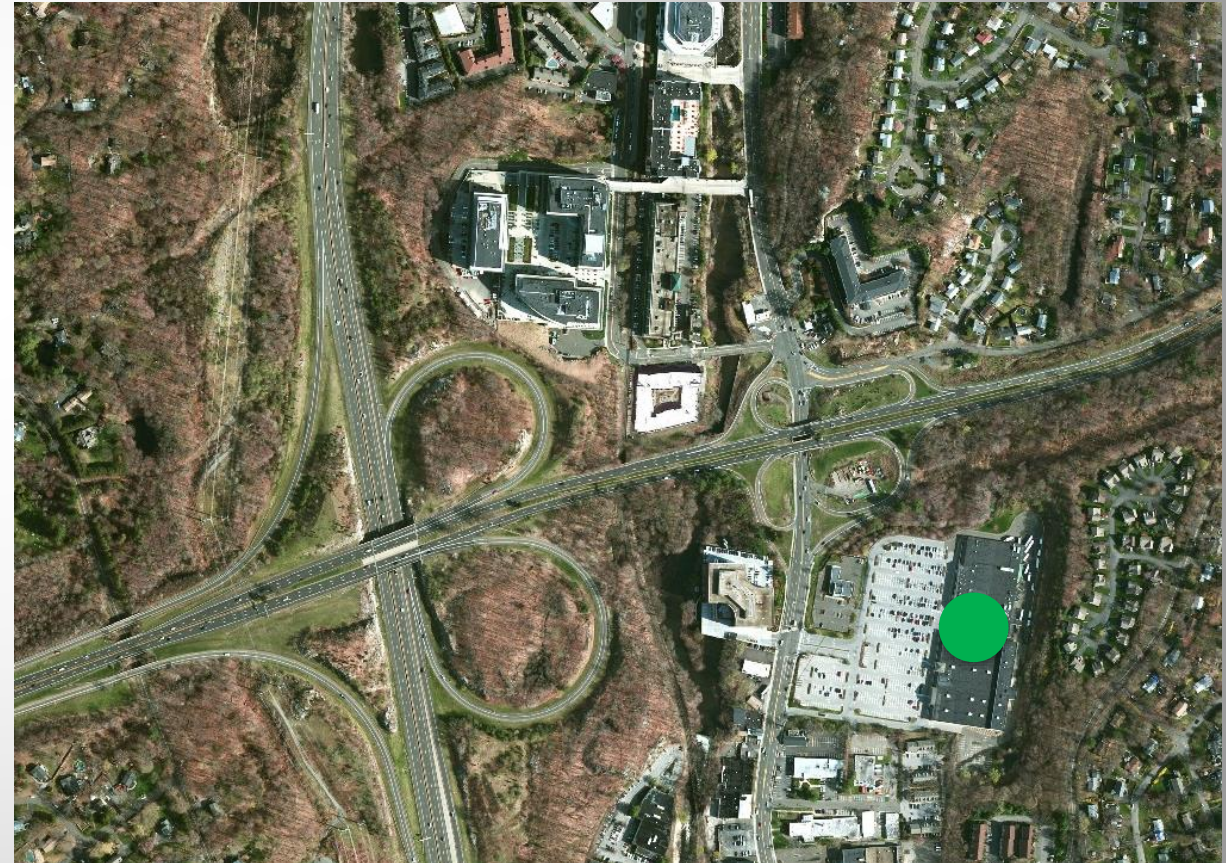


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Corridor - Historic Aerial (1952)



Aerial (Current)



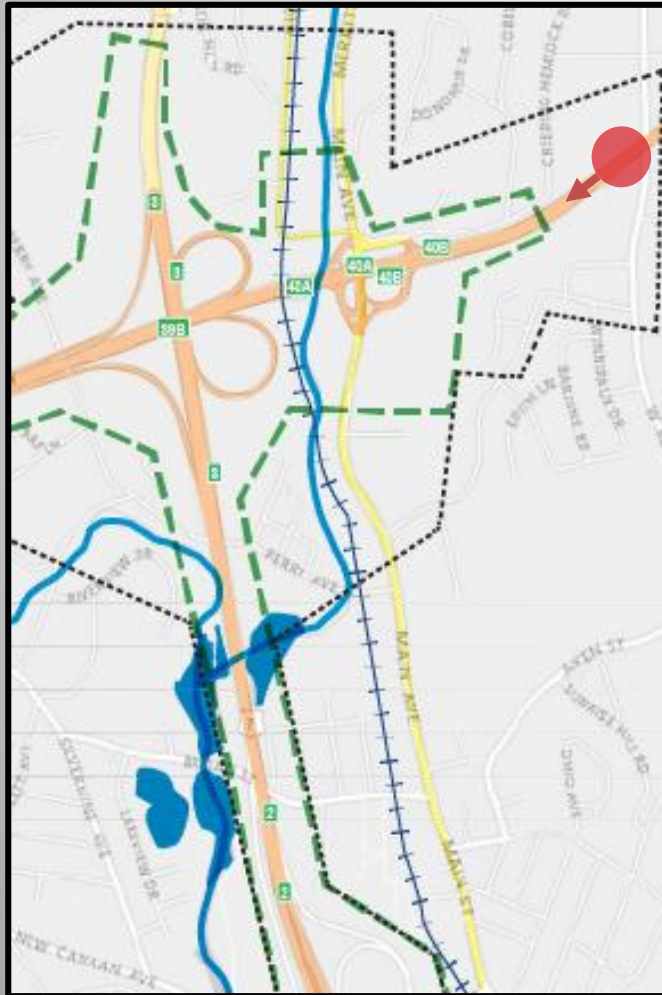
REPRESENTATIVE VISUAL FEATURES





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Critical View Corridors



View from West Rocks Road overpass depicts a typical condition of the Parkway's travel lanes. Roadway relates closely to the surrounding landscape.

Merritt Parkway Looking West



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The driver's view along the Merritt approaching the Main Avenue exit is channeled by landscape, though views beyond to development open in late Autumn.



Merritt Parkway Looking West



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The Glover Avenue apartments immediately north of the Parkway and just west of the Norwalk River have a visual impact on the corridor.



Merritt Parkway Looking West



Route 7/15 Norwalk



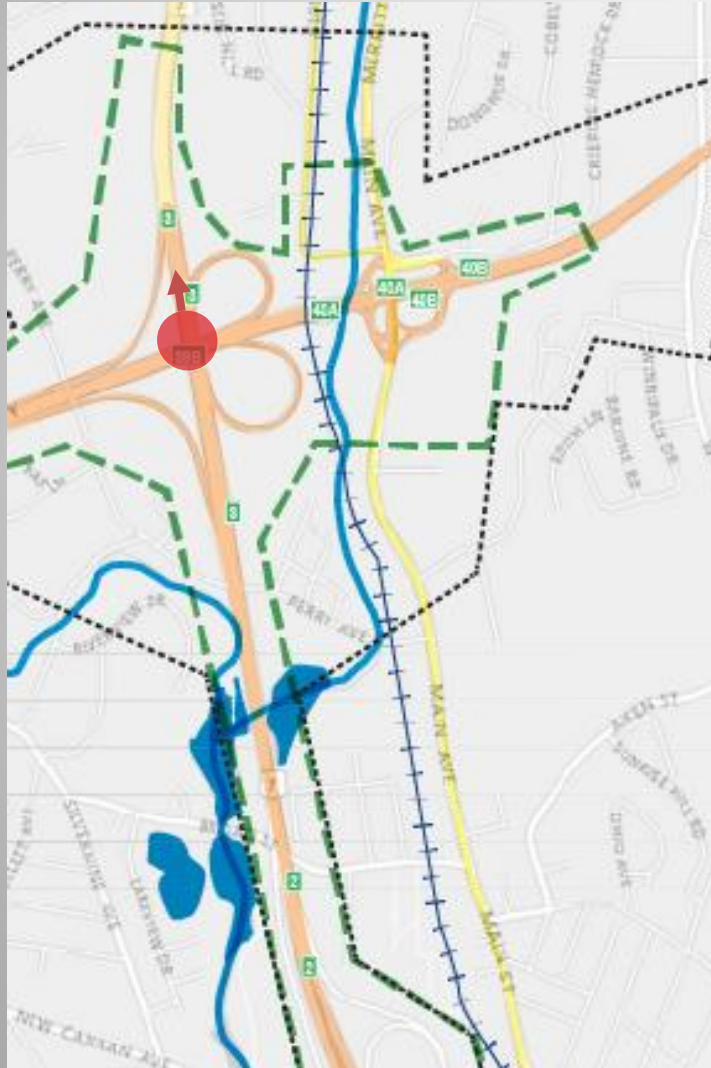
Median vegetation is sparse or absent along portions of the project area.



Merritt Parkway Looking West



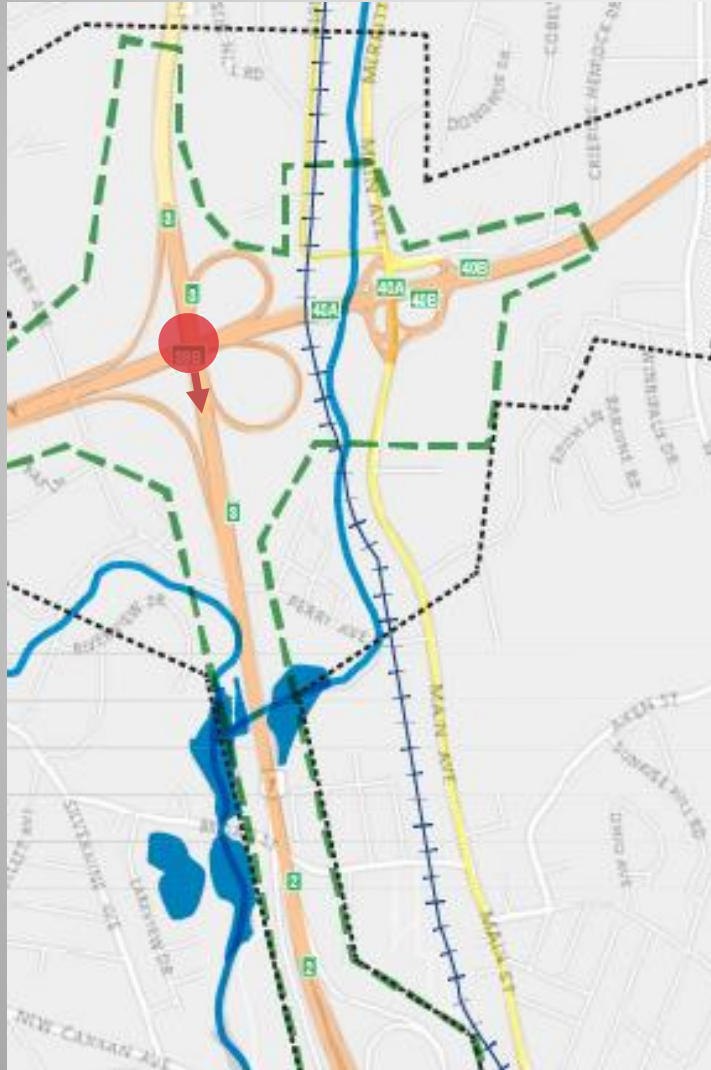
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Model View (RT 7 N from Merritt Parkway) depicts rock cuts and a typical limited access highway corridor.



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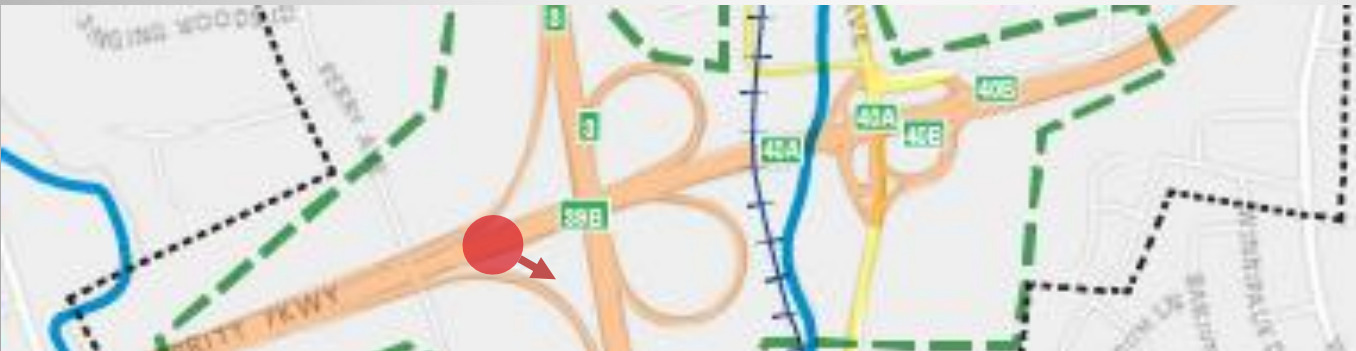
Model View (RT 7 S from Merritt Parkway) depicts distinguishing rock cuts and a typical limited access highway corridor.



Route 7/15 Norwalk



The overhead high-tension power lines that cross the Merritt are a major visual element in the landscape. The almost vertical face rock cuts are distinguishing features.



Merritt Parkway Looking East



Route 7/15 Norwalk



Merritt Parkway bridge over Route 7 lacks traditional vernacular of structures within the corridor. The vertical rock cuts flanking both sides of Route 7 are distinguishing features in this interchange.



Route 7 Looking South



Route 7/15 Norwalk



Driver's view on Route 7 depicts the look of a modern interstate-level limited access highway with wide shoulders, concrete Jersey median barriers, and wider travel lanes.



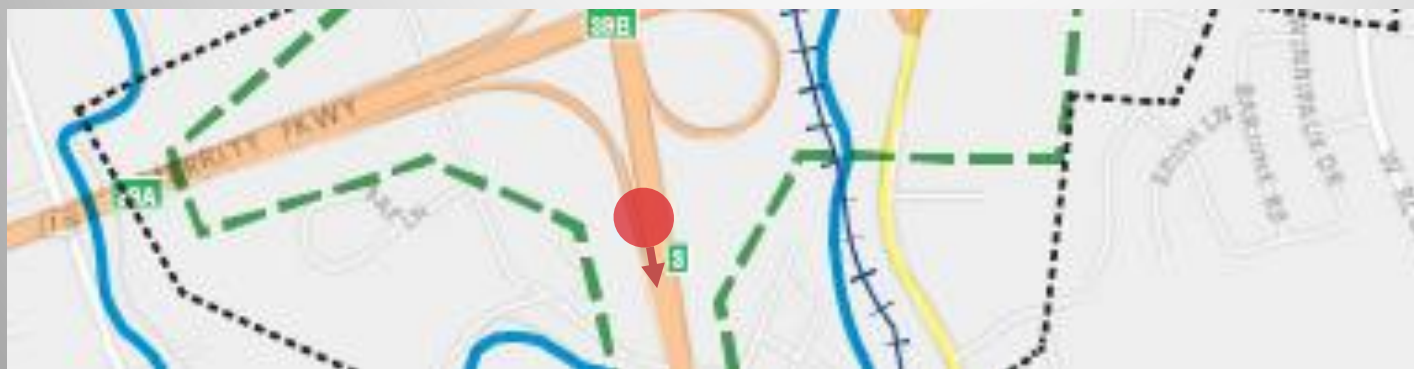
Route 7 Looking South



Route 7/15 Norwalk



Driver's view on Route 7 illustrates the look of a modern interstate-level, limited access highway. Highway bifurcates the landscape.



Route 7 Looking South



Route 7/15 Norwalk



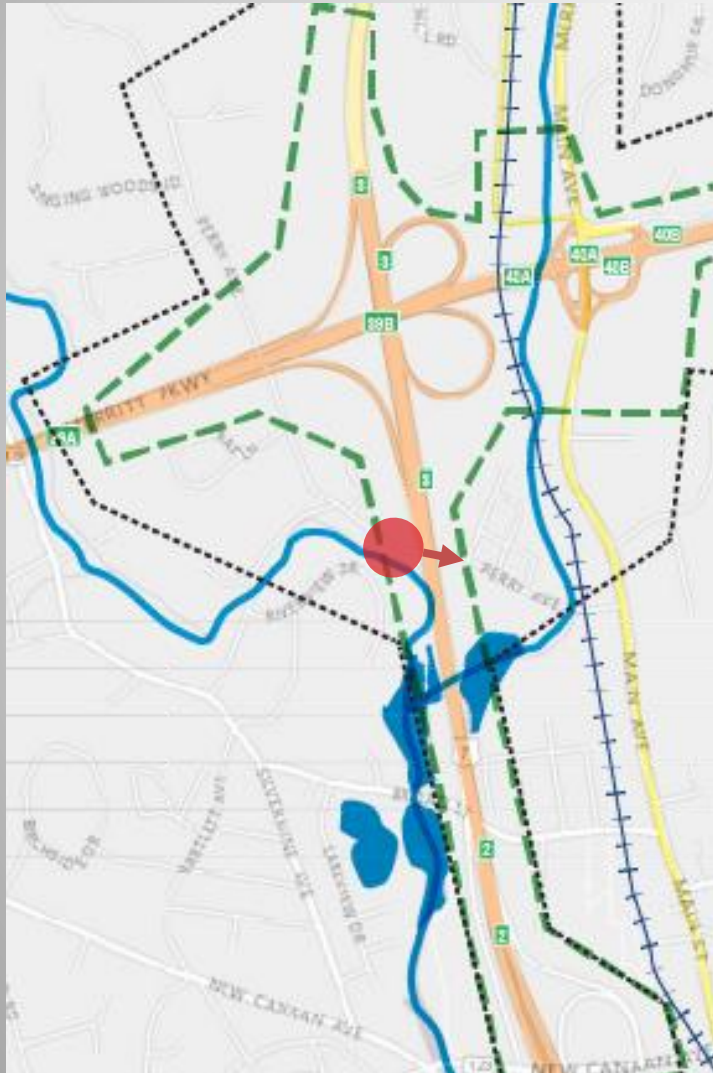
Driver's view on Route 7 depicts a modern interstate-level, limited access highway. Mature vegetation flanks both sides of the road though there is limited roadway to landscape cohesiveness.



Route 7 Looking South



Route 7/15 Norwalk

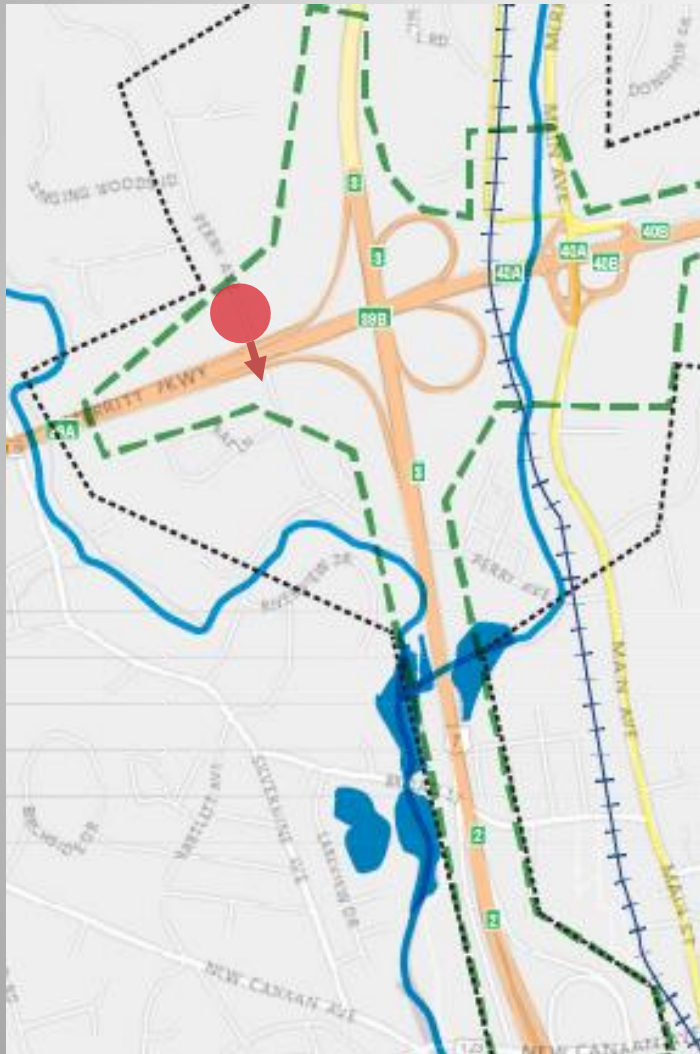


The bridge carrying Route 7 over Perry Avenue, built after the original Parkway bridges, lacks architectural characteristics of the original Parkway structures.

Perry Avenue Looking East



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The bridge carrying the southbound Route 7 ramp connector to the westbound Merritt Parkway partially blocks the view of and visually impacts the Merritt Parkway mainline along Perry Avenue. Flanking structures lack the architectural characteristics of the original Parkway structure.

Perry Avenue Looking South



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The eastbound Merritt Parkway and the exit ramp to southbound Route 7 are highly visible from neighboring homes, e.g. along Rae Lane.



Rae Lane Looking North



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The Merritt Parkway is in the direct viewshed of residential streets, e.g. Creeping Hemlock Drive.



*Creeping Hemlock Drive
Looking South*



Route 7/15 Norwalk



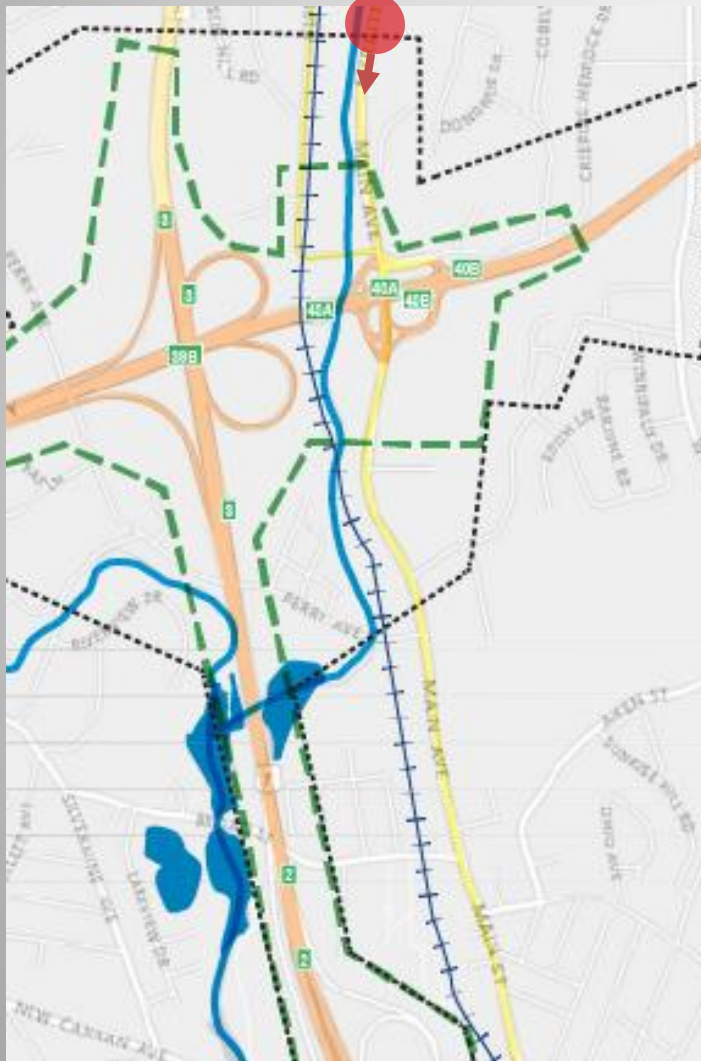
The Merritt Parkway is in the direct viewshed of Lakewood Drive. Development is in close proximity to the Parkway within the project area.



*Lakewood Drive
Looking South*



Route 7/15 Norwalk



The Main Avenue commercial corridor south of the Parkway is flanked by low and mid-rise buildings.

Main Avenue Looking South



Route 7/15 Norwalk



The Main Avenue commercial corridor south of the Parkway is flanked by low and mid-rise buildings and has an axial view, looking north, that terminates with the Merritt Parkway's bridge over Main Avenue.



Main Avenue Looking North



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The Merritt Parkway mainline bridge over Main Avenue is a visual resource within the densely developed commercial corridor.



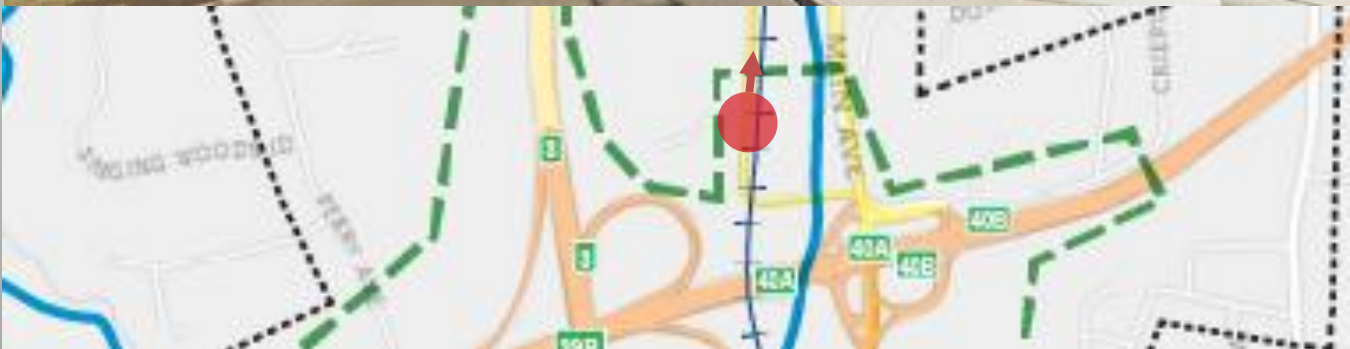
Main Avenue Looking North



Route 7/15 Norwalk



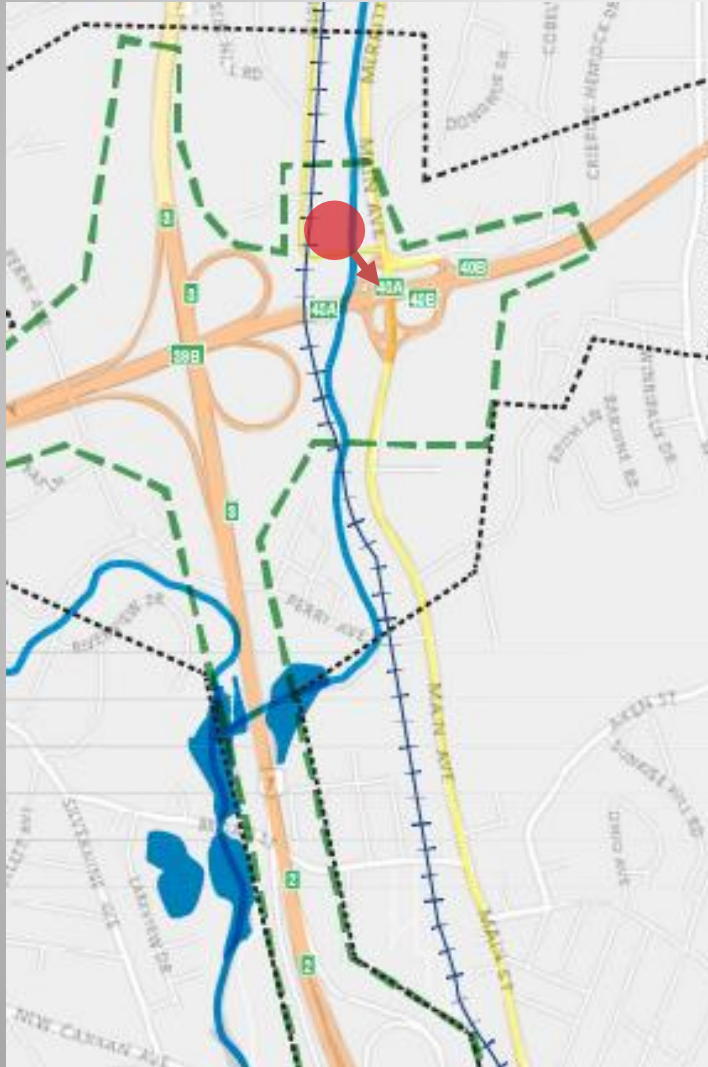
The Glover Avenue corridor north of the Parkway is flanked by low and mid-rise buildings. The Metro-North Railroad Danbury Line traverses the corridor.



*Glover Avenue
Looking North*



Route 7/15 Norwalk

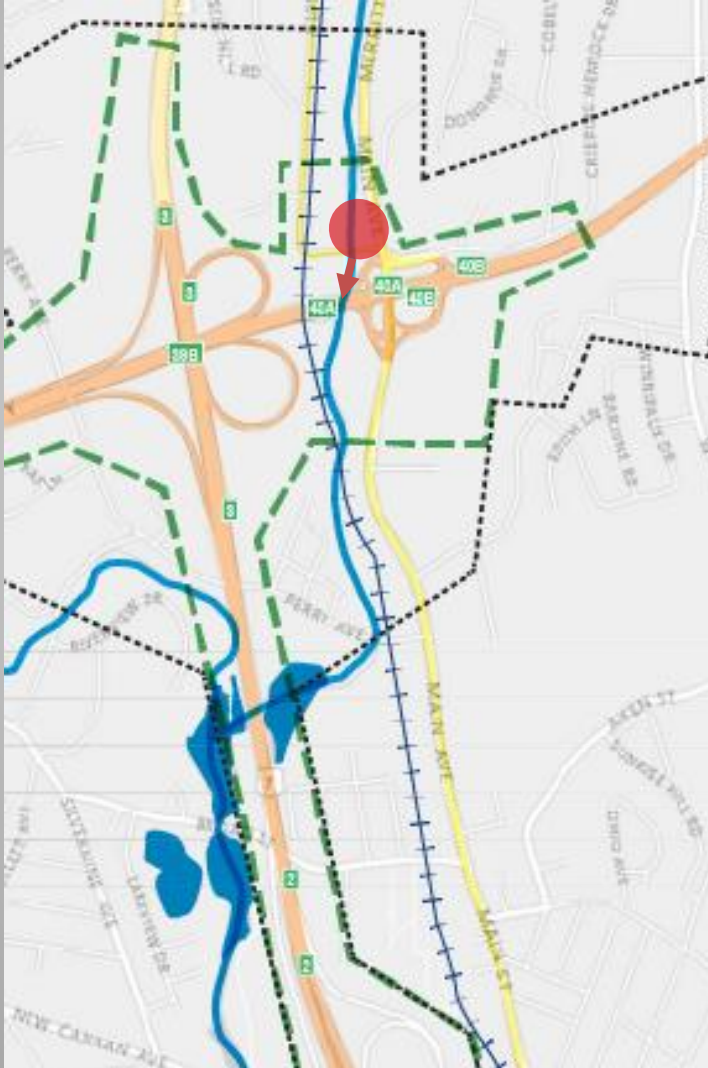


The Glover Avenue bridge over the Norwalk River is an historic and visual resource.

*Glover Avenue Over
Norwalk River*



Route 7/15 Norwalk



The Merritt Parkway's ramp and mainline bridge over the Norwalk River is an historic and visual resource.

Norwalk River Looking South



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Landscape Workshop Break-Out Group Instructions

- Duration: 45 minutes
- Assemble in groups of 5-6 people
- Appoint a facilitator, note taker, and speaker for your group
- Review materials provided
- Address prepared questions and identify landscape resources
- Document comments
- Report group findings (3-minute summary maximum)





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Landscape Workshop Group Questions

- What are the **most** appealing landscape/visual features within the project area?
- What are the **least** appealing landscape/visual features within the project area?
- What is **most** important to you?



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Landscape Workshop Group Discussion and Reporting

