

## 2.5 Design Sub-Districts: Bradley Road

Bradley Road (between Wall Street and Route 79) currently forms a distinct sub-district, with an architectural character, spatial relationships and uses somewhat at variance with the Downtown District, of which it is increasingly part. Since this area has the greatest potential for new development special care should be taken to make sure that any new development contributes to a positive image and role for Bradley Road. In general new development on the south side of the road should be treated as infill that is similar in scale, character and design relationships to the Post Road Core and, like that area, creates an attractive pedestrian environment, with minimal curb cuts and most parking located to the rear of buildings. Since the backs of buildings here have the potential to play a significant public role, like those along the south side of the Post Road, attention should be paid to maintaining a level of architectural treatment, access and landscaping supportive of that role. In addition, that area will have an important relationship to the north shore of Tuxis pond, to which views and access should be provided, as well as an appropriate landscape buffer to any paved areas. The north side of Bradley Road has had auto-oriented uses with front-yard parking and additional strip-style development is discouraged.

Bradley Road (North Elevation):



Bradley Road (South Elevation):



## **2.6 Design Sub-Districts: The Post Road West**

The Post Road West (west of Route 79 and extending to Janna's Lane) forms a stable residential and institutional corridor of historic character that provides an attractive approach to the commercial center. While this area should be better connected to the Post Road Core at a pedestrian scale, it will not, in general, be an area of commercial expansion. Additional commercial uses in this area are discouraged. Any commercial use in the Sub-District shall respect the predominantly residential character and typology of the architecture. Buildings in this area front the street across modest front yards with attractive landscaping, often edged with low wooden fences. Buildings and renovations in this area should respect and enhance the character of the traditional New England Green that dominates the sub-district. (See next page.)

Post Road West (North Elevation):



Post Road West (South Elevation):



(continued)



## **Design Sub-Districts: The Post Road East**

The Post Road East (east of Wall Street and extending to Fence Creek) provides an appropriate bookend to the Post Road Core as both a gateway and a transitional area in terms of scale and use. The northern side of the Post Road in this area is similar to Wall Street in both architectural character and use, but with residential uses mixing into the extension of the Downtown business district. This character shall be protected and enhanced, and special care taken that commercial retrofits of historically residential structures respect their scale and architectural character. The south side of the Post Road in this area is separated from the main right of way by a landscaped access road lined by attractive front lawns and larger single-family homes in a variety of traditional styles. The distinct character of this side of the street shall be respected and enhanced. Traditional materials and significant architectural detail are also characteristic of buildings in this area and should be maintained. (See next page.)

Post Road East (North Elevation):



Post Road East (South Elevation):

