

An aerial photograph of a city neighborhood, likely South Norwalk, showing a dense residential and commercial area. A prominent feature is a railroad station with a long platform and tracks running through the center. To the right, there is a waterfront area with a large green field, possibly a park or sports field, and a marina with several boats. The image is overlaid with a semi-transparent white box containing text.

# **TRANSIT ORIENTED DEVELOPMENT MASTER PLAN SOUTH NORWALK RAILROAD STATION NEIGHBORHOOD**

*Presented by:*

The Cecil Group with Language Link Consortium, Milone & MacBroom and TR Advisors

**January 11, 2011**

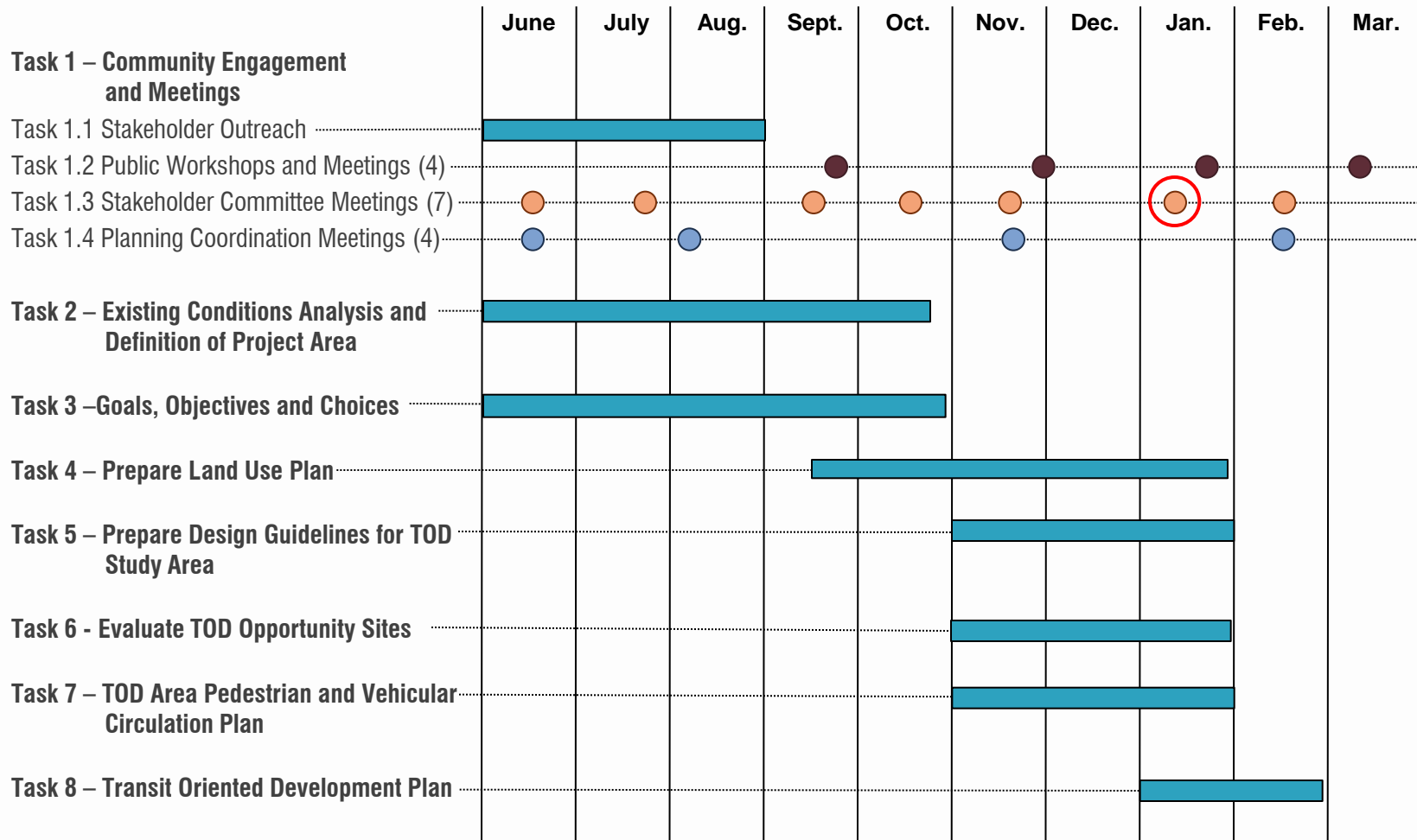


# Agenda

- Project update
- TOD Master Plan components
- TOD Master Plan implications
- Discussion: TOD Master Plan implications
- Next Steps: Public Workshop #3



# Project Update: *Schedule*





# Project Update: *Planning Areas*

- Pedestrian Access Planning Area
- Transit Oriented Development Neighborhood Planning Area
- Transit Oriented Development Focus Area





# Recommended TOD Approach: *Focused Area*

- Focused Area Approach
  - Define a concentrated area for targeted proactive change
  - Create a critical mass to set the trend toward revitalization and improvement
  - Create a corridor of improvement from train station to waterfront





# Recommended TOD Approach: *Focused Area*

## ■ Development Opportunities

- City –owned properties
- Joint development opportunities
- Preserve historic and key buildings through renovation and reuse
- Redevelopment of non-neighborhood uses

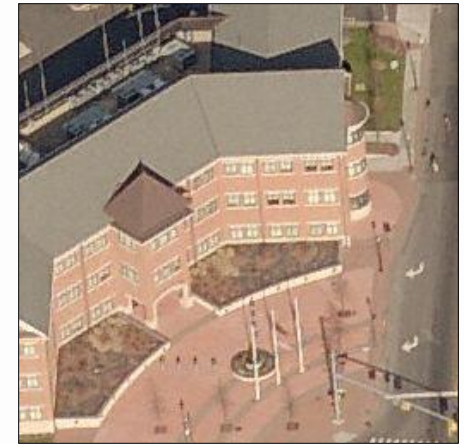
## ■ Neighborhood Improvements

- Pedestrian friendly sidewalks
- Traffic calming along residential streets
- Increase neighborhood open space
- Encourage neighborhood development along commercial corridors



# TOD Master Plan: *Components*

- Development Opportunity Sites
  - Development and financial site analyses
  - Development strategy precedents
- Land Uses
  - Coordinate development efforts and infrastructure improvements to support uses
- Design Elements
  - Improve pedestrian accessibility and safety
  - Improve open spaces and activity centers
- Circulation Plan
  - Improve multi-modal access to transit station
  - Improve the pedestrian environment in the Focus Area





# TOD Master Plan:

## *Development Opportunity Sites*

- **Development Opportunity Site Focus**
  - City owned and under utilized properties
  - Limited displacement of residents and existing businesses
- **South Norwalk Market Analysis Overview**
  - Office – no demand in Fairfield County for the next 20 years
  - Retail – neighborhood retail potential, current retail under performing
  - Residential - strong demand, especially for apartment complex style housing
- **Residential Opportunities**
  - Strong demand for apartment complexes
  - Will support neighborhood retail
  - Strengthen land use connection to railroad station and transit use



# TOD Master Plan:

## *Development Opportunity Sites*

- The development opportunity sites identified in the following slides are representative of areas where future market demand and private redevelopment might result in renovation and construction to take advantage of the proximity to the South Norwalk Railroad Station.
- The following diagrams and illustrations are intended to serve as a basis for discussion of draft potential locations for study to help inform the community about the prospects for change, but not to propose specific public action or outcomes.



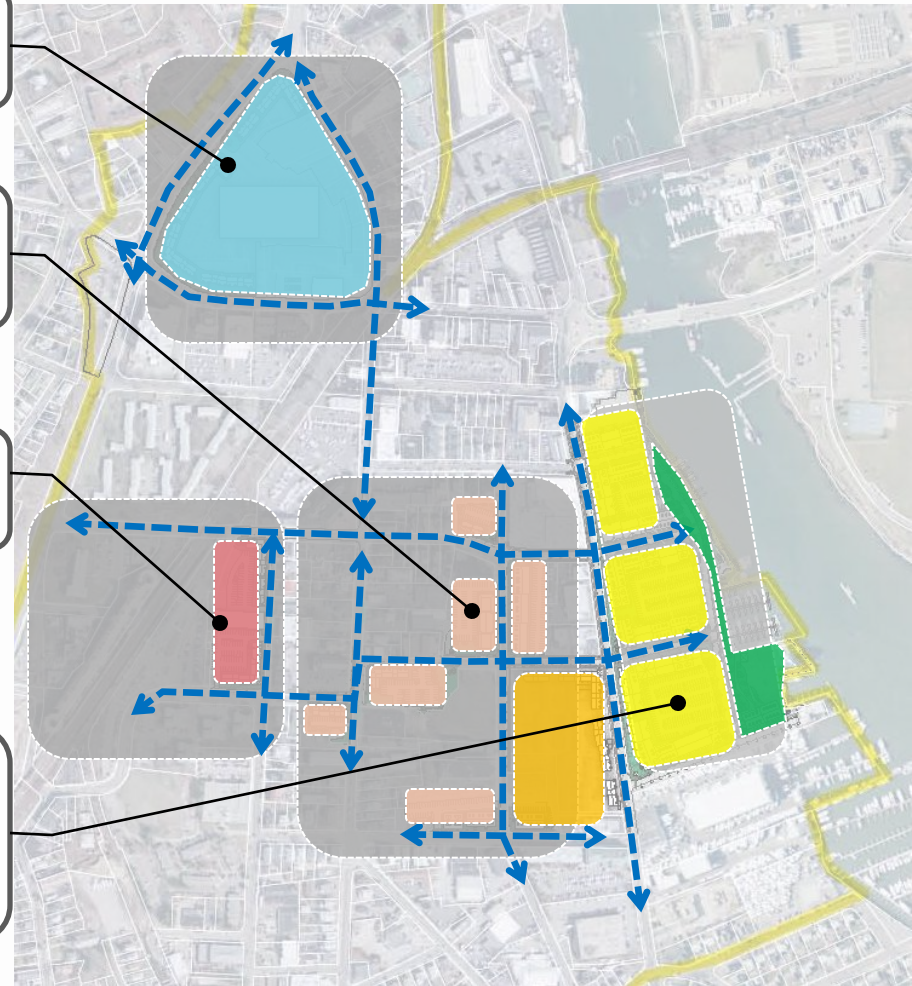
# TOD Master Plan: *Development Opportunity Concepts*

Strengthen visual gateway site

Infill vacant parcels, improve street frontage

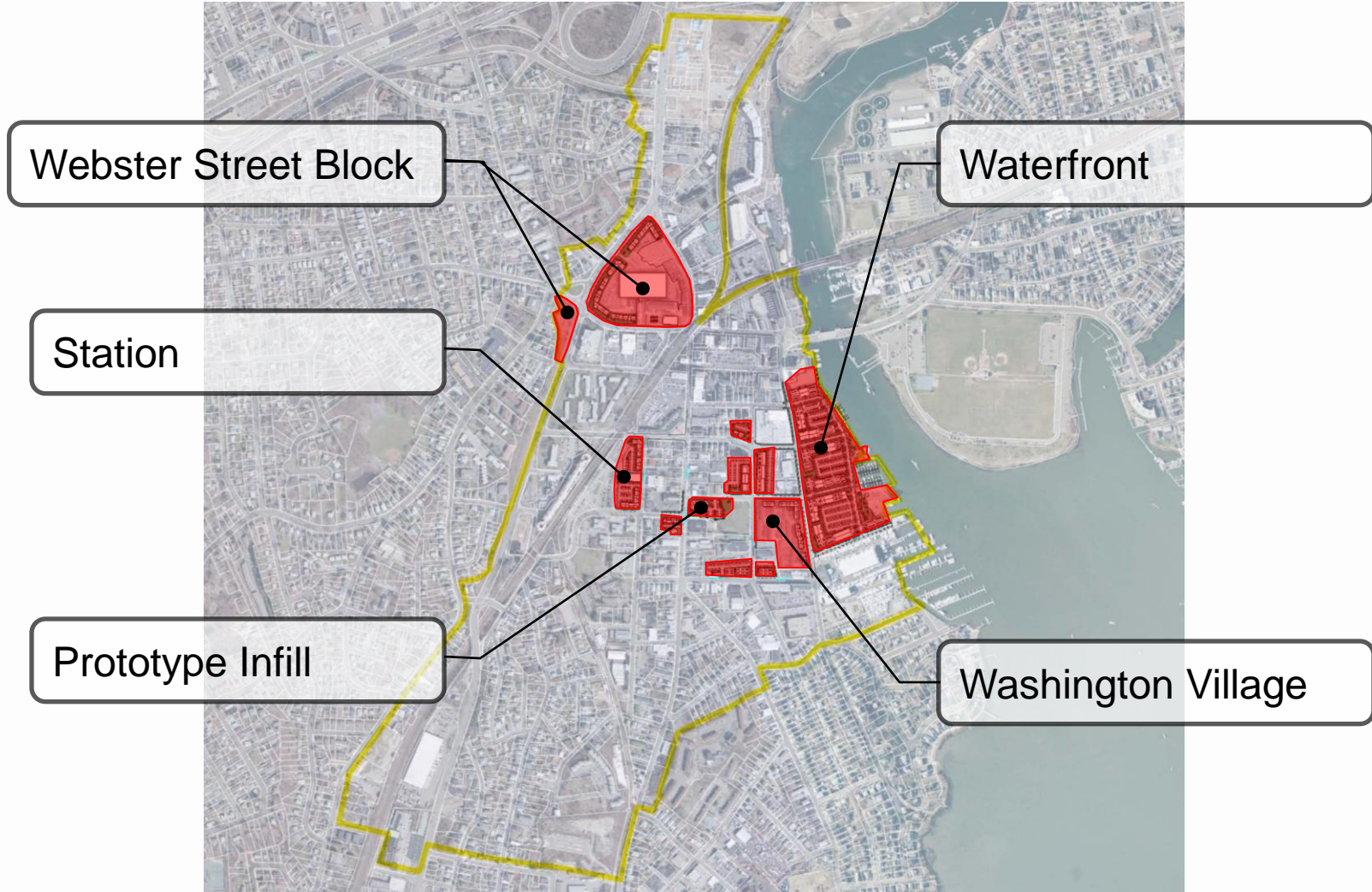
Strengthen immediate Station area

Utilize waterfront as catalyst for further development and improvement



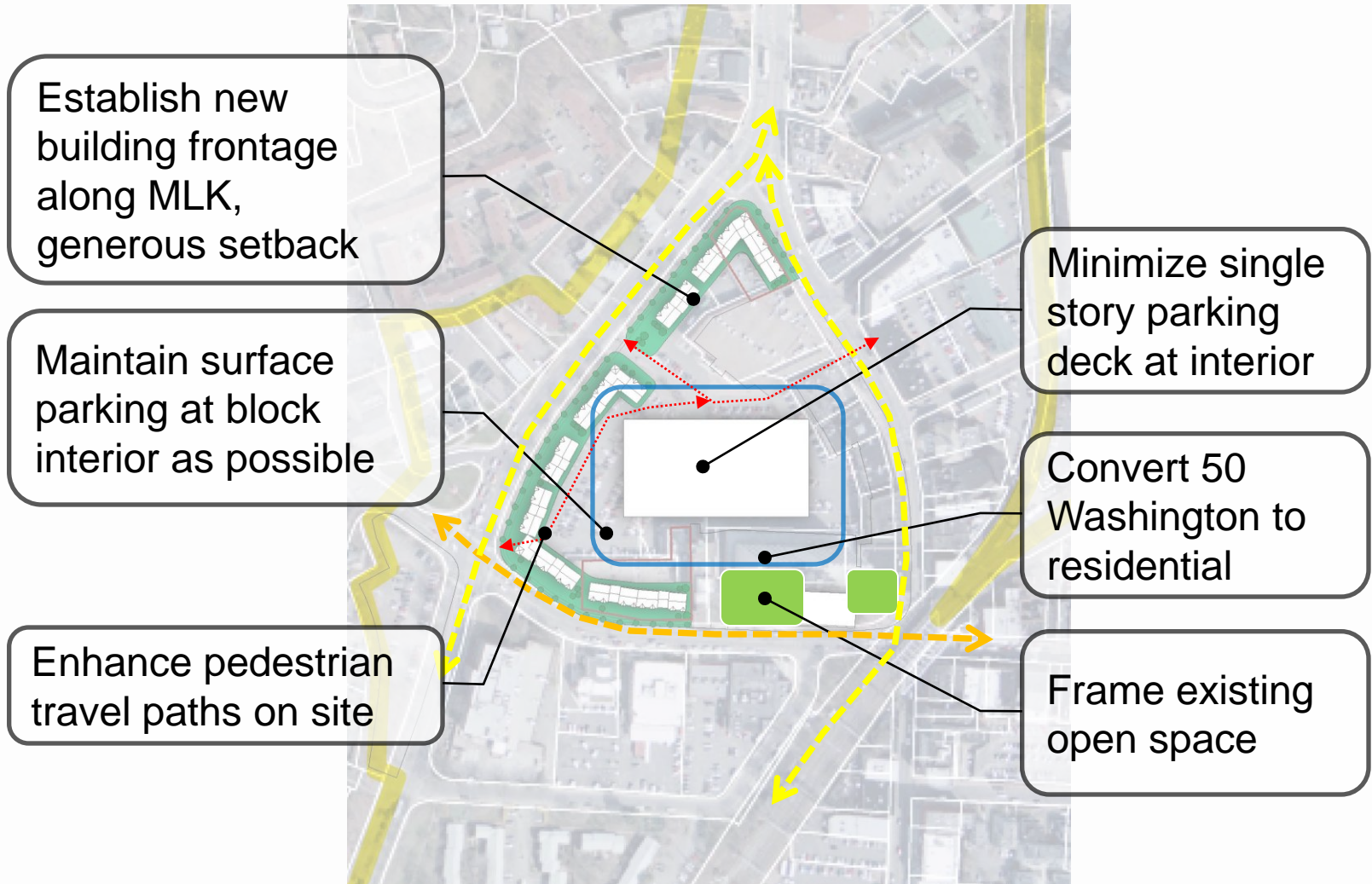


# TOD Master Plan: *Development Opportunity Sites*





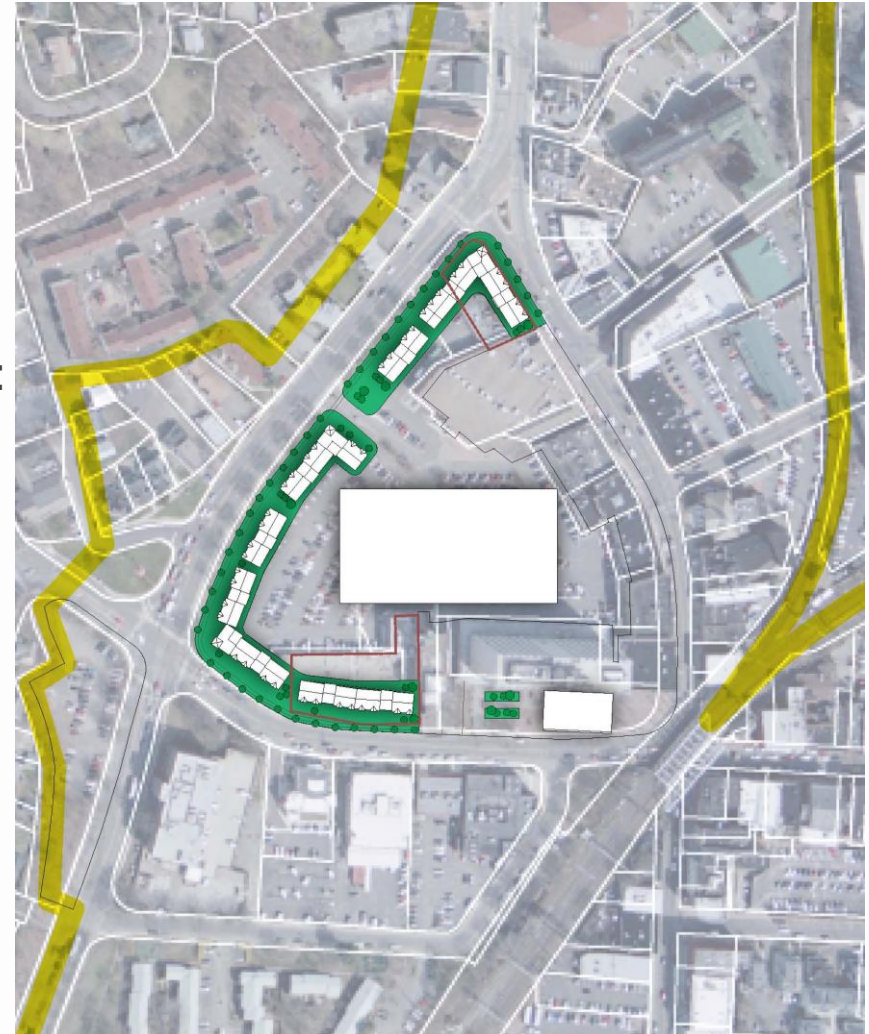
# TOD Master Plan: *Sites – Webster Street Block*





# TOD Master Plan: *Sites – Webster Street Block*

- Development Info
  - New SF: 50,000
  - Number of units: 185
  - Number of parking spaces: 905
  - 16 units/acre
  - Types of uses: Townhouse residential, retail
  - Primary new use: Residential
  - Affects: Increased pedestrian activity
  - Current property use: City-owned parking lots



# TOD Master Plan:

## *Sites – Webster Street Block*

### ■ Development Strategy

- Utilizes city-owned property and redevelopment of existing building
- Improves MLK Dr. and Washington St. edges
- Convert 50 Washington Street to residential uses
- Increases residential uses within 1/2 mile of train station

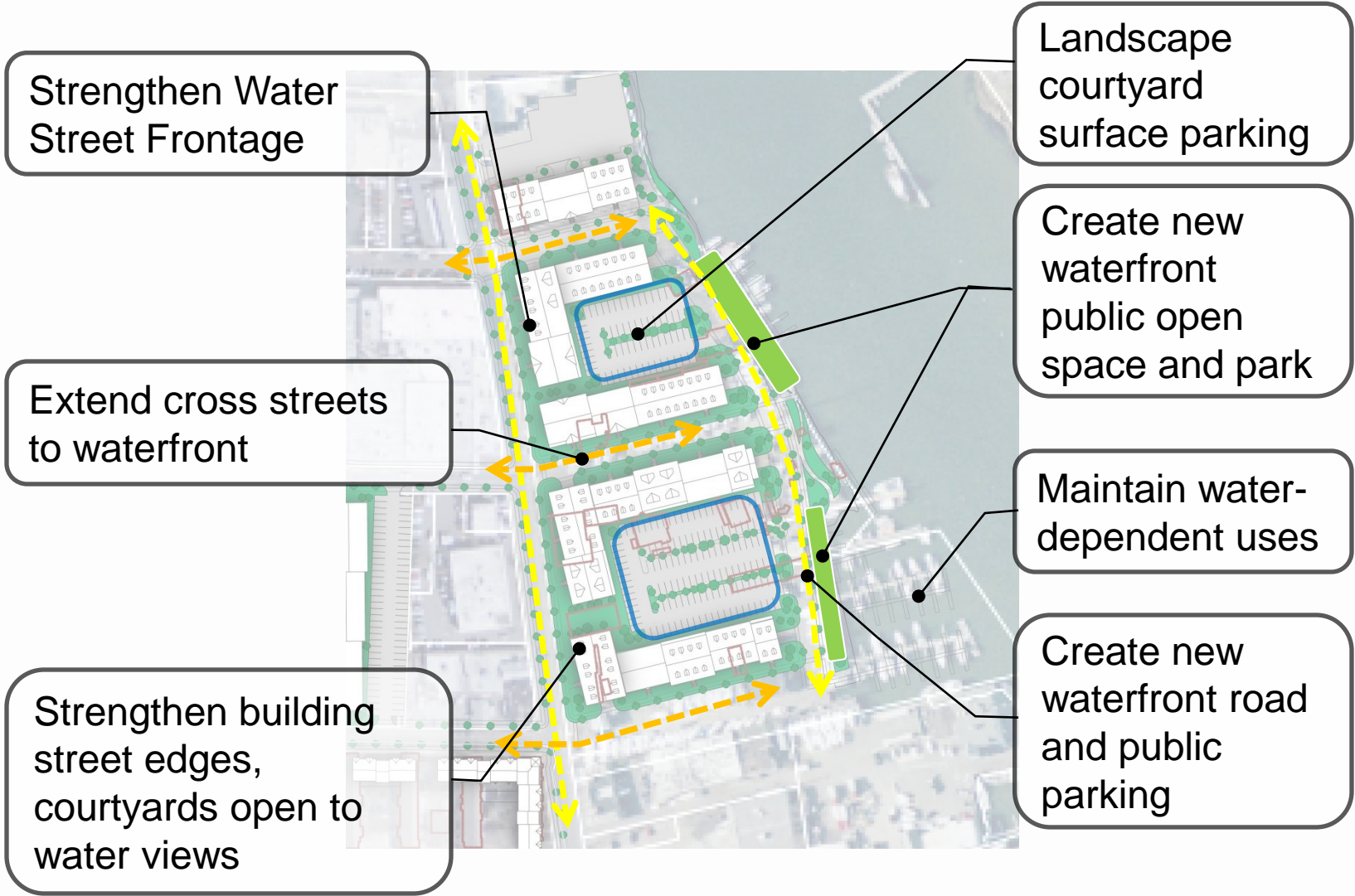
### ■ Precedents

- 100 Cambridge Street, Boston MA
- Pearl District, Portland OR





# TOD Master Plan: *Sites – Waterfront*



# TOD Master Plan: *Sites – Waterfront*

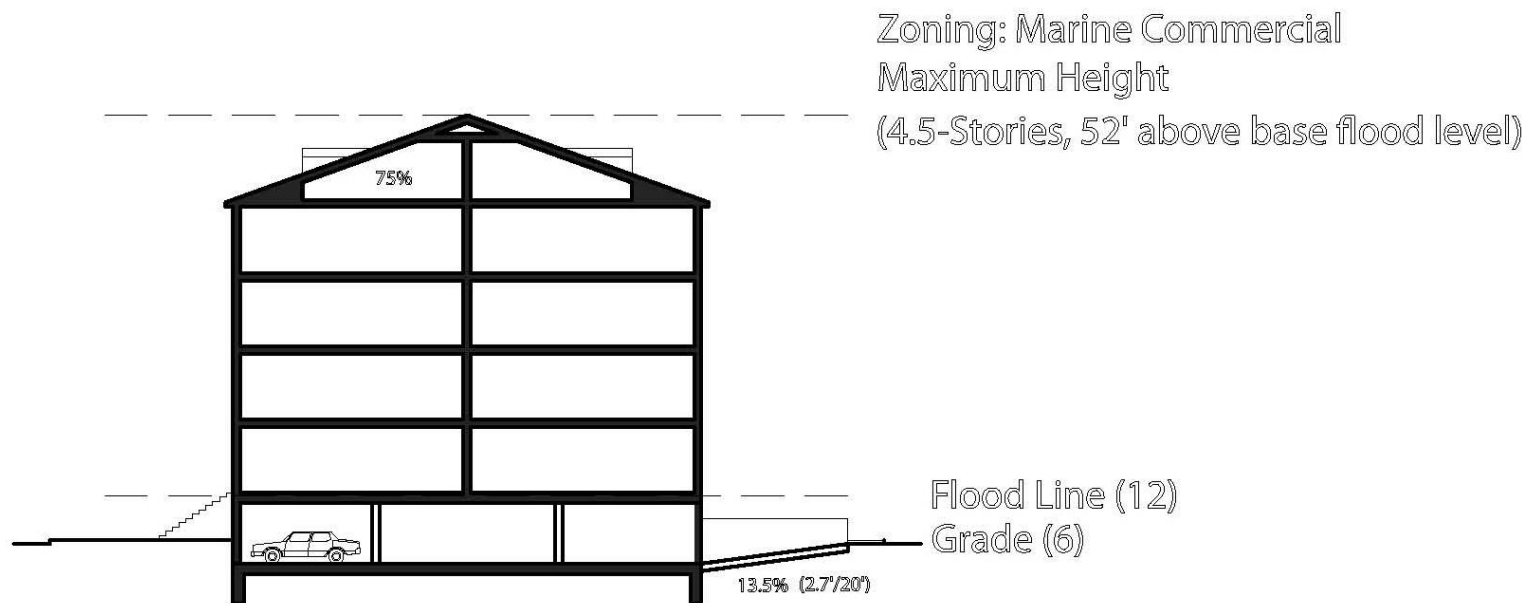
- Development Info
  - New SF: 800,000
  - Number of units: 600
  - Number of parking spaces: 941
  - 39 units/acre
  - Types of uses: multi-family and luxury residential
  - Affects: Increased pedestrian activity, increased access to waterfront
  - Current property use: vacant lots, parking lots, maritime uses





# TOD Master Plan: *Sites – Waterfront*

- Development Strategy
  - Building types must be designed for flood elevations
  - Parking underneath buildings takes advantage of elevated first floor



# TOD Master Plan: *Sites – Waterfront*

## ■ Development Strategy

- Located on vacant lots and under utilized waterfront properties
- Capitalizes on under developed area asset
- Increases residential uses within ½ mile of train station

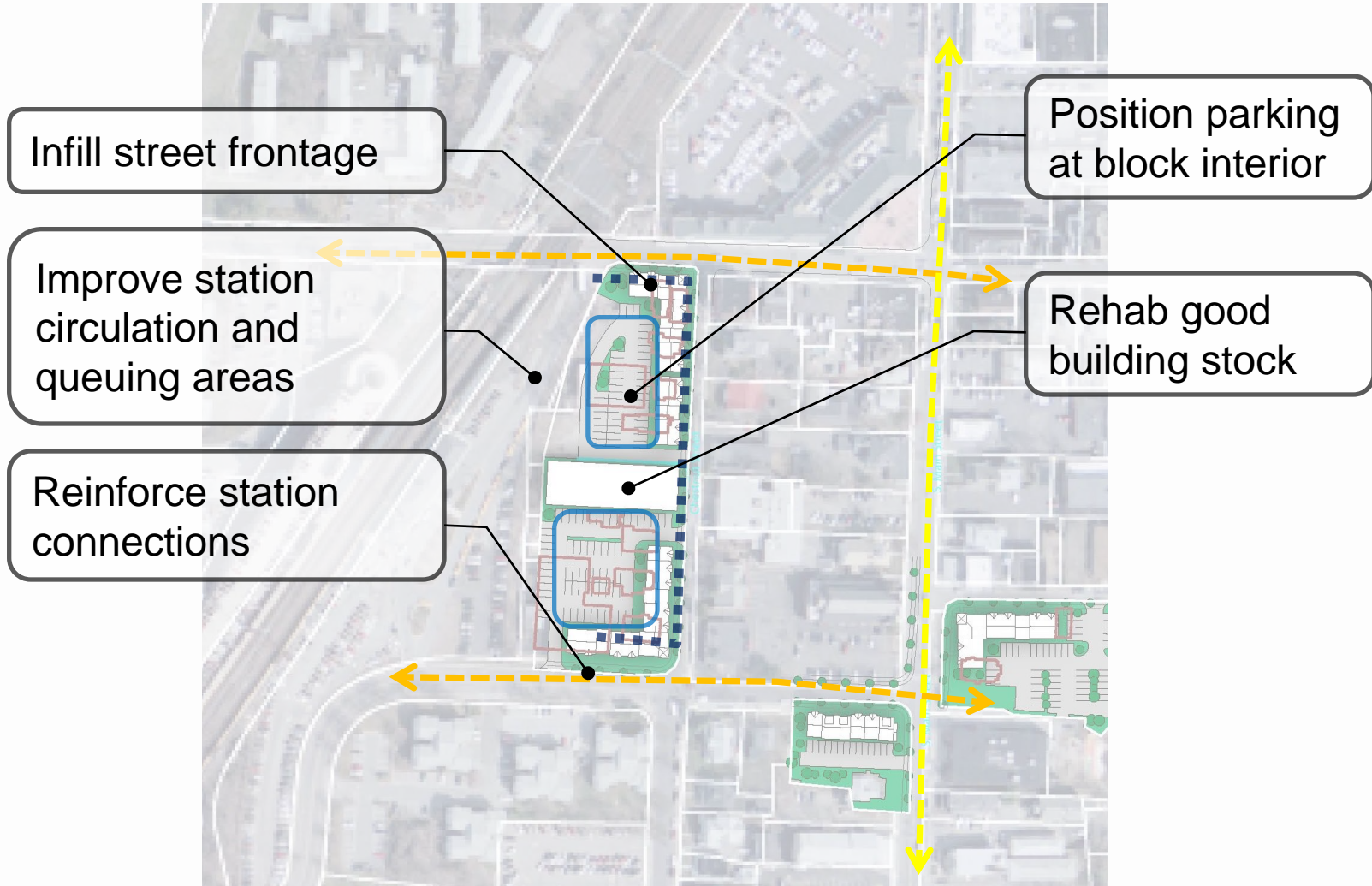
## ■ Precedents

- Mill Wharf Plaza, Scituate MA
- Avalon Bay, Norwalk CT
- Union Wharf, North End Boston MA





# TOD Master Plan: *Sites – Station*



# TOD Master Plan: *Sites – Station*

- Development Info
  - New SF: 105,000
  - Number of units: 60
  - Number of parking spaces: 109
  - 24 units/acre
  - Primary new use: Townhouse residential, live/work loft
  - Affects: Increased pedestrian activity, improves access to transit
  - Current property use: Residential and industrial uses





# TOD Master Plan: *Sites – Station*

## ■ Development Strategy

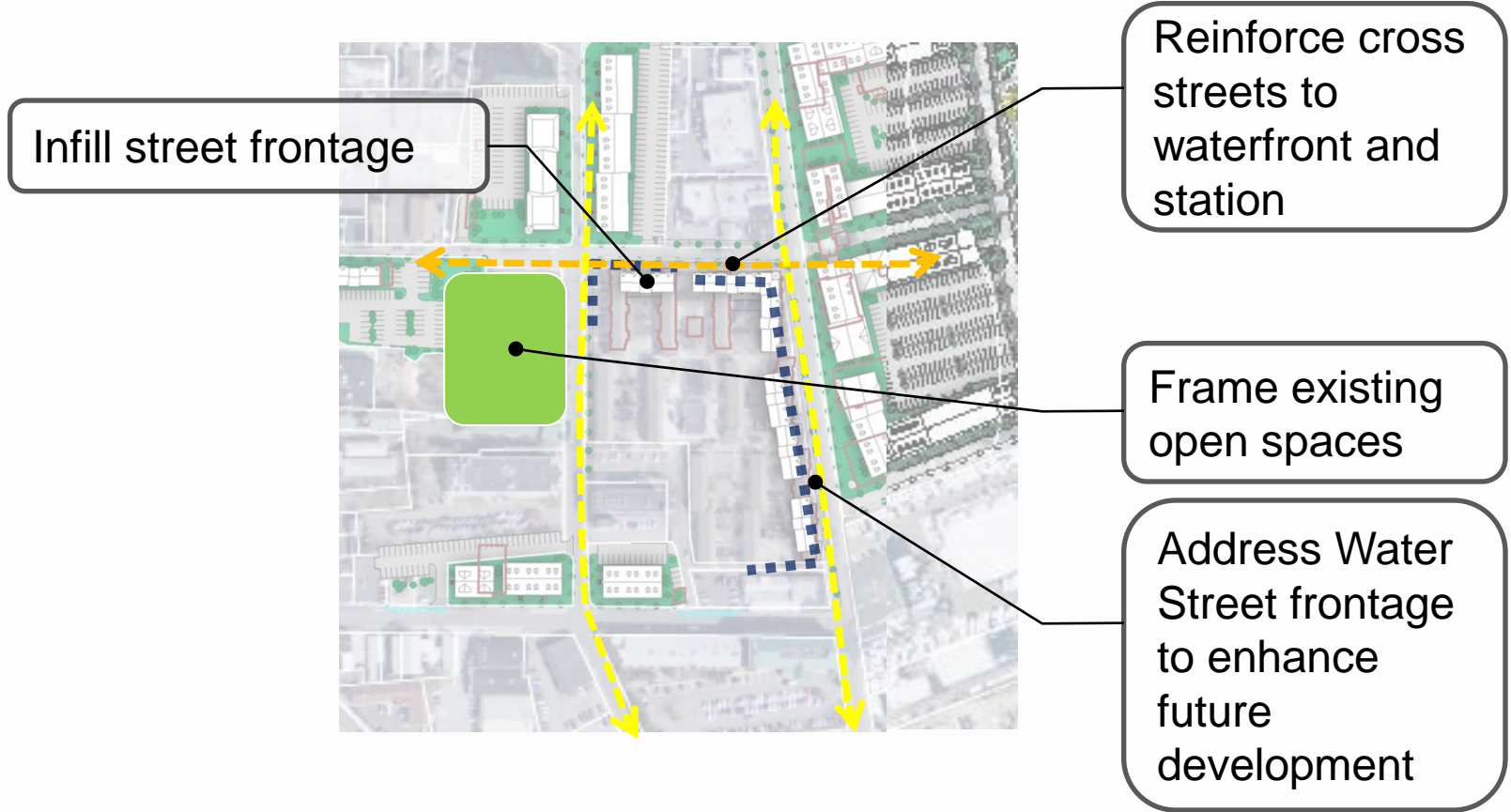
- Joint development opportunity between the City and private property owners
- Improves transit station access and operations
- Increases residential uses within 1/2 mile of train station

## ■ Precedents

- Oak Grove Village, Malden-Melrose MA
- Norwood Depot, Norwood MA



# TOD Master Plan: *Sites – Washington Village*

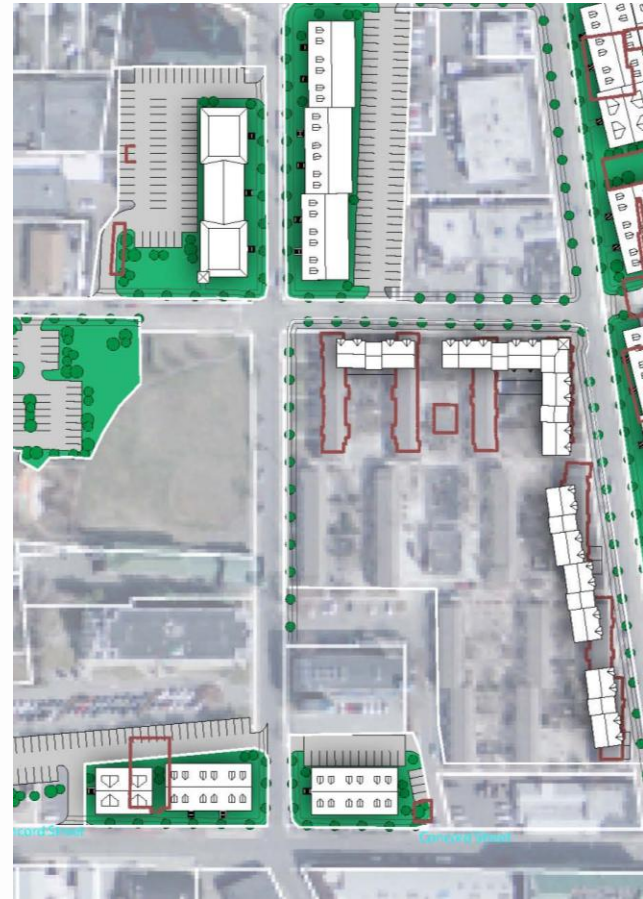




# TOD Master Plan: *Sites – Washington Village*

## ■ Development Info

- New SF: Replace existing
- Number of units: Replace existing
- Primary new use: residential (public housing units)
- Affects: improves public housing stock, improves Water St. building fabric
- Current property use: public housing units



# TOD Master Plan: *Sites – Washington Village*

## ■ Development Strategy

- Improves city-owned public housing facilities
- Improves property adjacent to potential waterfront development
- Establishes revitalized neighborhood building fabric

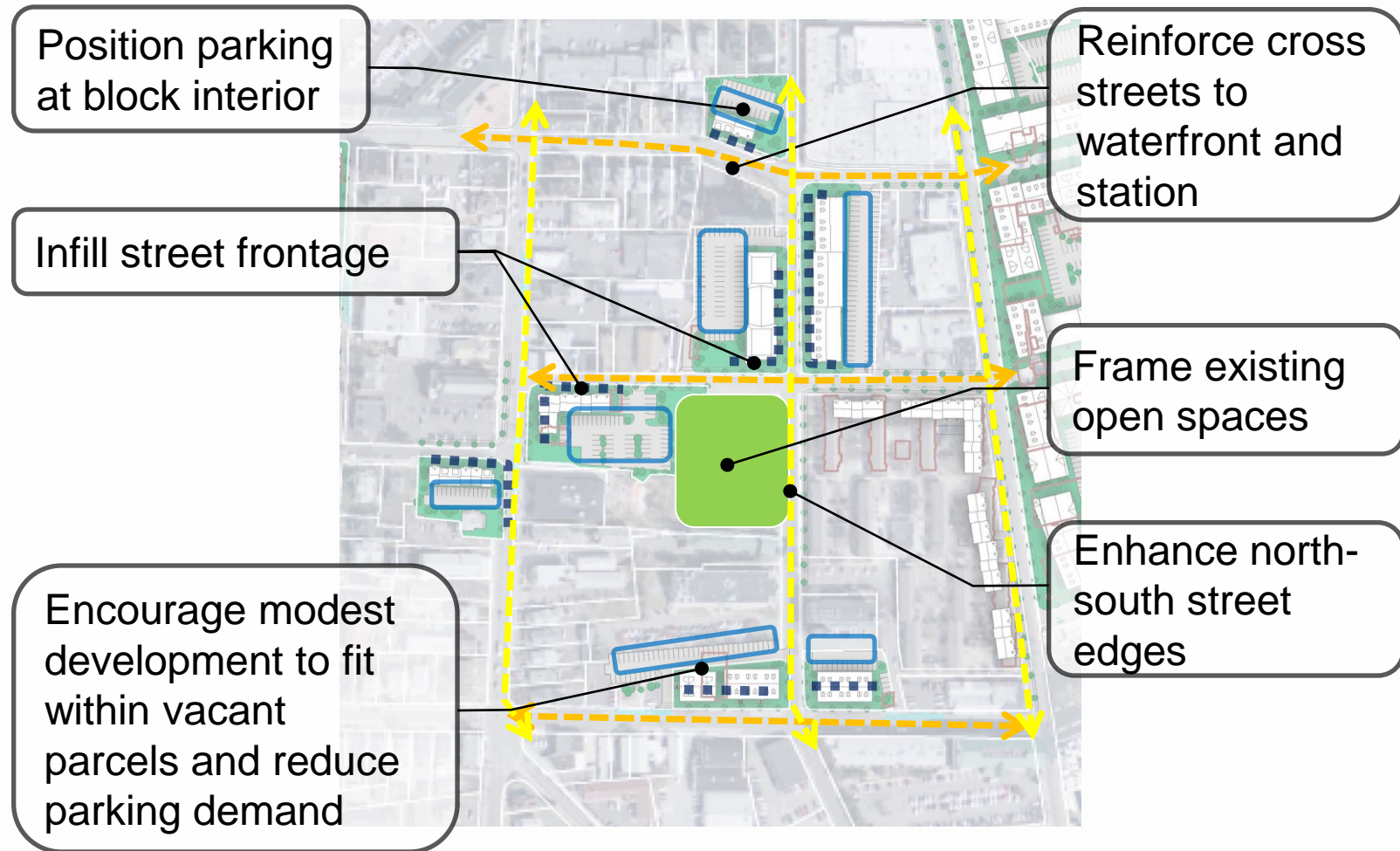
## ■ Precedents

- Fairfield Court, Stamford CT
- Newport KY
- Henson Ridge, Washington DC



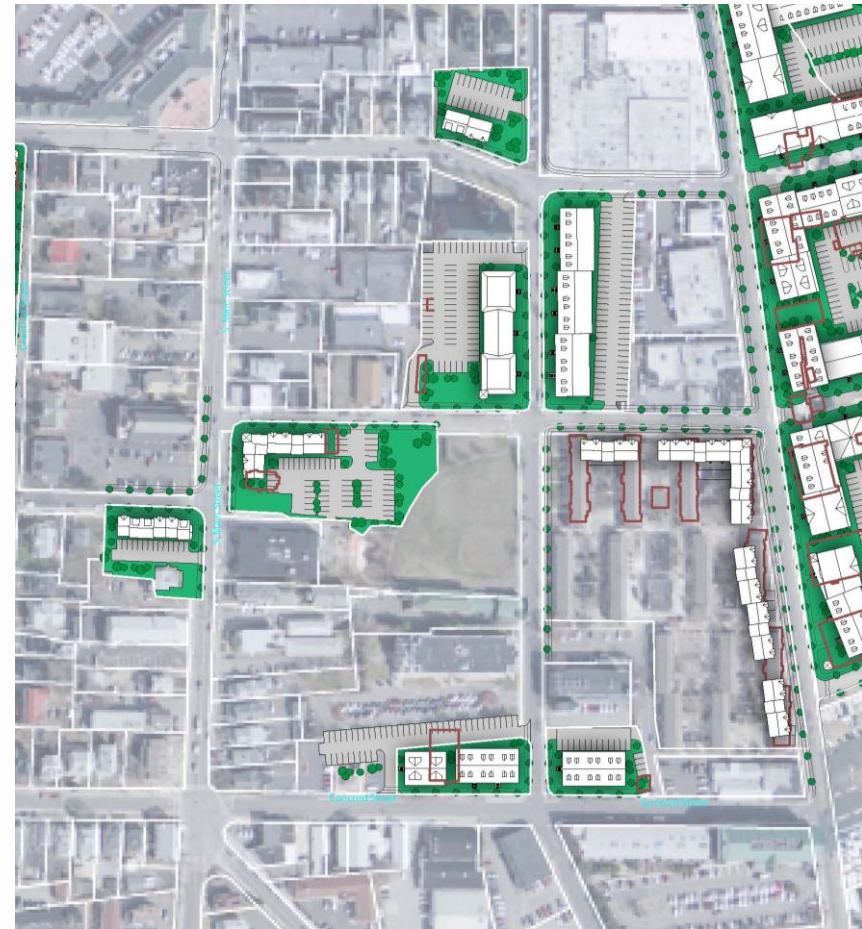


# TOD Master Plan: *Sites – Prototype Infill Development*



# TOD Master Plan: *Sites – Prototype Infill Development*

- Development Info
  - New SF: 200,000
  - Number of units 160
  - Number of parking spaces: 245
  - Primary new use: Residential
  - Affects: Improves neighborhood building fabric, increases residential use
  - Current property use: parking lot, vacant lots and under utilized properties





# TOD Master Plan:

## *Sites – Prototype Infill Development*

### ■ Development Strategy

- Increases residential uses within 1/2 mile of train station
- Limited displacement of residents and businesses
- Improves physical and social neighborhood fabric
- Market driven private development

### ■ Precedents

- Davis Square, Somerville MA
  - *Former contractor's lot*
  - *Former mechanics garage*
  - *Former two-family house*



# TOD Master Plan: *Land Use*

## ■ Land Use Strategy

- Strengthens neighborhood fabric
- New developments support existing uses – residential and neighborhood businesses
- Reinforces new corridors between the railroad station and the waterfront
- Emphasizes connections to railroad station and supports transit use
- New developments target city owned and underutilized properties

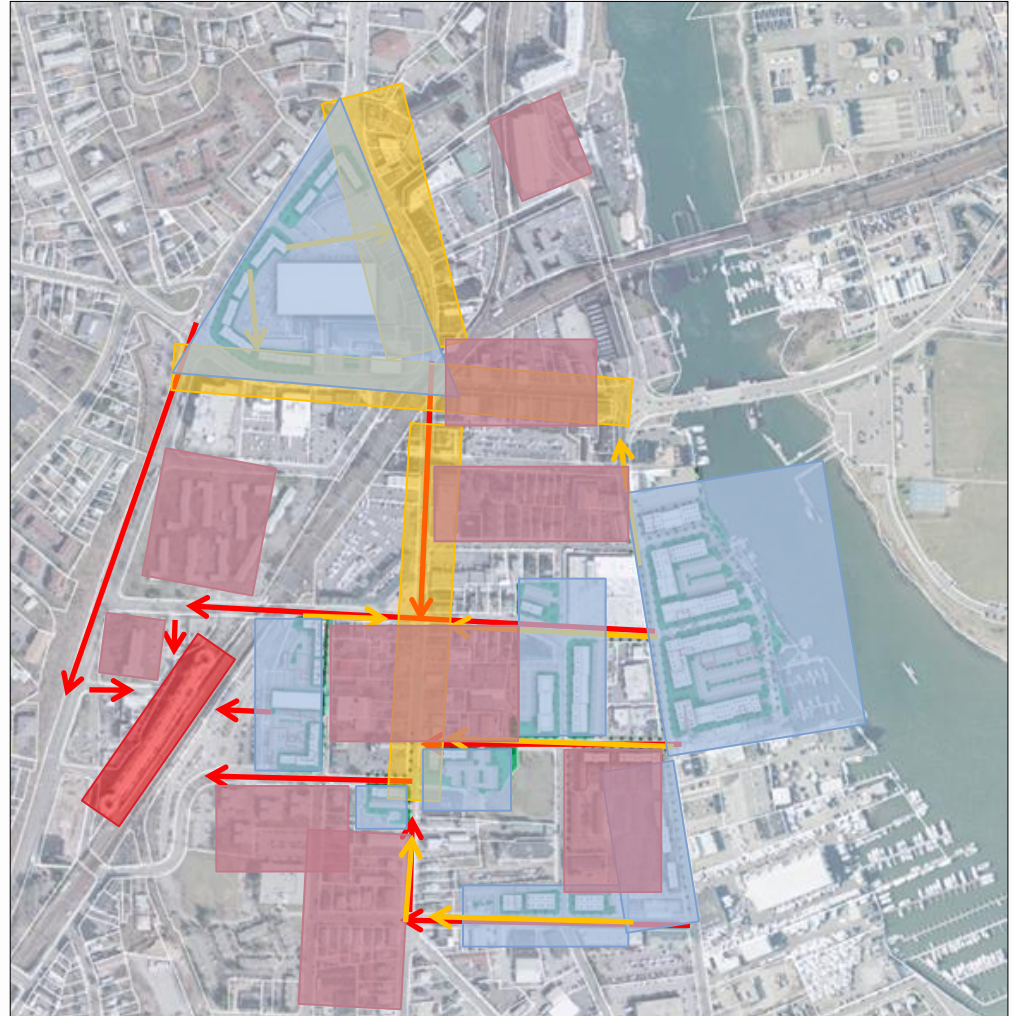




# TOD Master Plan: *Land Use*

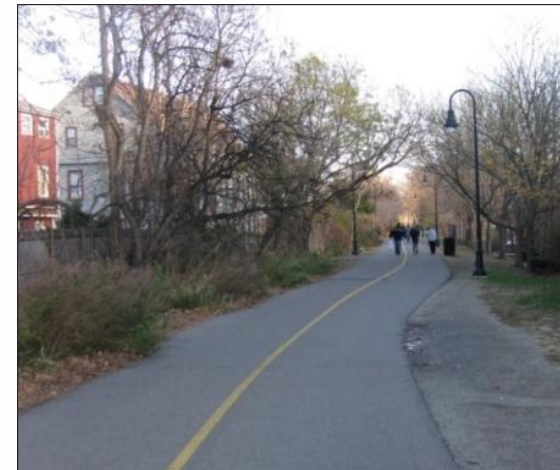
## ■ Land Use Strategy

- Strengthens connection to railroad station through new corridors
- Supports existing neighborhood retail and small businesses
- Reinforces existing residential fabric of South Norwalk



# TOD Master Plan: *Land Use*

- Circulation and design strategies reinforce land uses
  - Neighborhood streets
  - Improves pedestrian environments for residents, businesses and commuters
  - Public open space create activity centers
  - Emphasizes connections and access to railroad station and support transit use
  - Improved transit access and service coordinates with improved sidewalks and increased housing
  - Improved bicycle routes and bicycle resources





# TOD Master Plan: *Design Elements*

- Define gateways
- Enhance pedestrian corridors
- Expand existing streetscapes
- Increase safety
- Links to surroundings
- ‘Sense of Place’

	Existing Streetscape
	Enhance Pedestrian Corridor/Link
	Proposed Streetscape
	Open Park Space
	Potential Gateway
	Stairway Improvements
	Crosswalk Improvements
	Bridge Improvements





# TOD Master Plan:

## *Design Elements – Pedestrian Improvements*

- Walkway improvements (MLK Dr., Monroe St., Henry St.)
- Widen walkways
- ADA accessibility throughout
- Create refuge islands (On MLK Dr.)
- Bollards
- Add lighting (Dark Sky)
- Extend banner theme
- Signage/Wayfinding
- Add walks at 'Desire Lines'





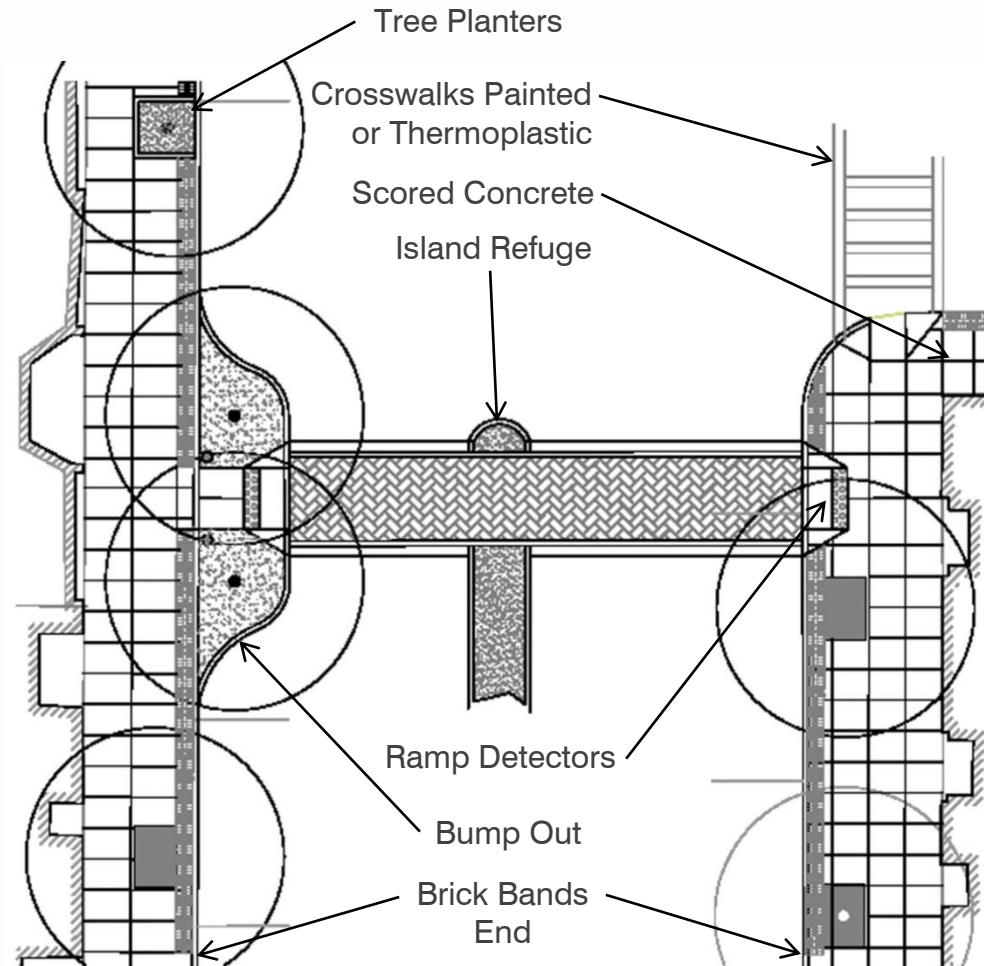
# TOD Master Plan: *Design Elements – Central Corridor Intersections*

- Maximum improvements
- Continue theme (From SoNo)
- Traffic calming
- Aesthetics



# TOD Master Plan: *Streetscape – Perimeter Treatments*

- Moderate to minimum improvements
- Terminate brick bands
- Scored concrete
- Refuge islands where needed
- ADA ramps to code
- Bump outs at appropriate crossings








# TOD Master Plan: *Design Elements – Open Space*

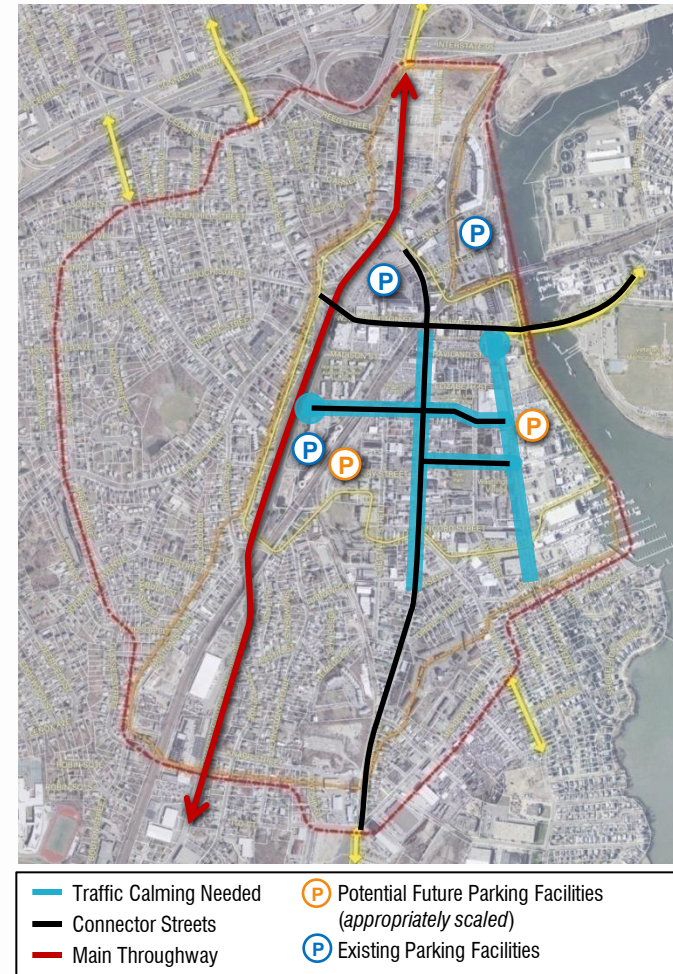
- Define and enhance uses
- Links to overall fabric
- Potential new waterfront program
  - Harborwalk
  - Increased park space
  - Compliments new development
  - Enhanced activities / attractions



- Links to Enhanced Corridors 
- Proposed Open Space 
- Potential Harborwalk 

# TOD Master Plan: *Vehicular Circulation Plan*

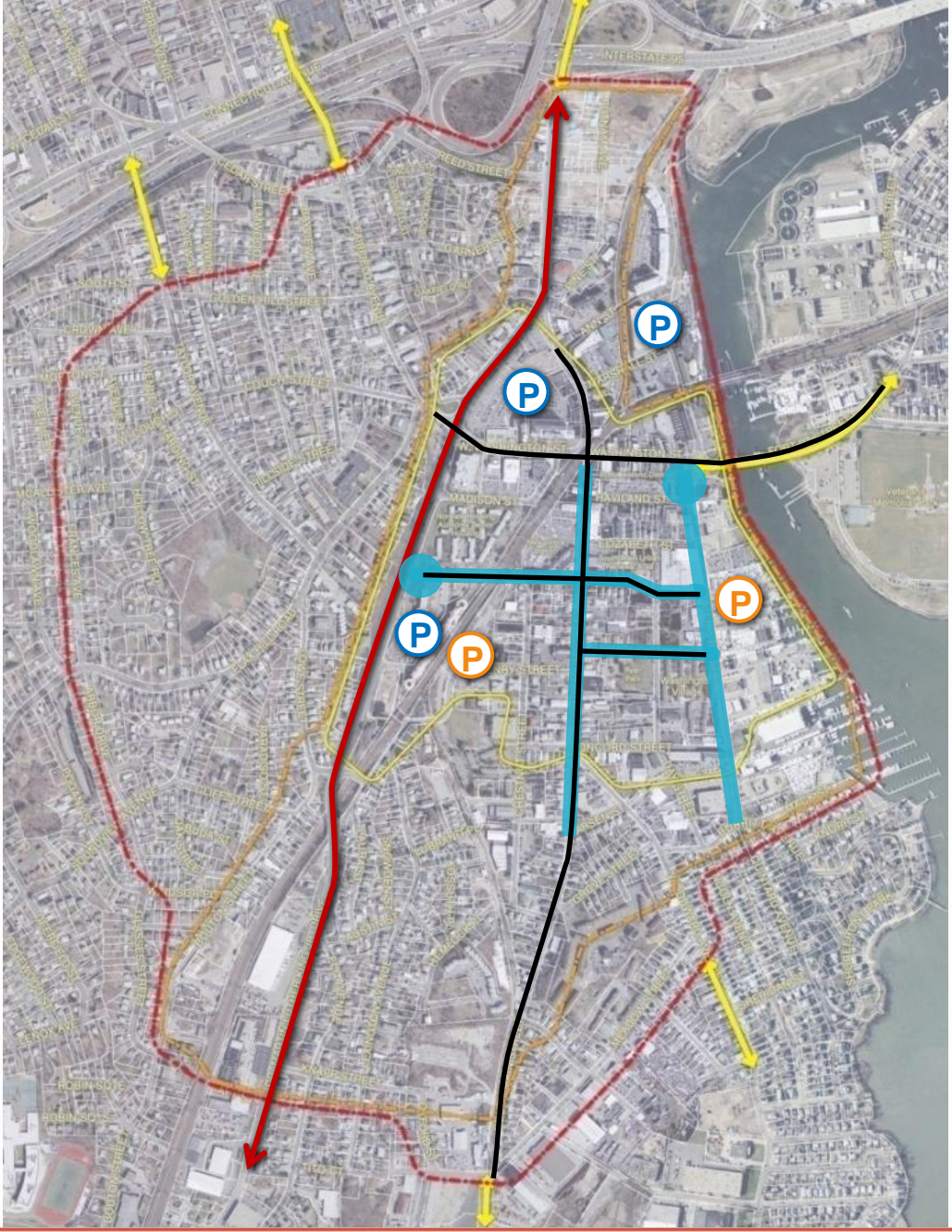
- Circulation Strategy:  
Planning Area
  - Provide pedestrian access along MLK Dr.
  - Traffic calming along Water St.
  - Sidewalk bump-outs on neighborhood streets
  - Improve wayfinding signage
  - Increase on-street parking
  - Future potential parking structures to be neighborhood sized







-  Traffic Calming Needed
-  Connector Streets
-  Main Throughway
-  Potential Future Parking Facilities  
*(appropriately scaled)*
-  Existing Parking Facilities



Transit Oriented Development Master Plan for South Norwalk  
The Cecil Group – Language Link Consortium – Milone & MacBroom – TR Advisors



# TOD Master Plan:

## *Circulation – Vehicular Network*

- Provide better traffic circulation and pedestrian access to EB Station
  - Create reserved bus stop area
  - Establish taxi stand area
  - Establish Kiss n' Ride area
  - Rebuild access driveway and parking area
  - Install sidewalks and crosswalks on access driveway





# TOD Master Plan: *Circulation – Parking*

- Provide for more efficient use of existing facilities
  - Improve pedestrian connections and safety
  - Review on-street parking utilization by hour of day
  - Provide for increased utilization of off-street facilities
  - Analyze existing residential parking demand
  - Revise minimum parking requirements



# TOD Master Plan: *Circulation - Transit*

- Improve bus access to S. Norwalk Station
  - Provide reserved bus stop at EB station
  - Provide real-time info on bus system
  - Reduce travel time on Route 10
- Improve bus stop amenities
  - Provide route maps and schedules at all stops
  - Provide seating and bus shelters where feasible
  - Upgrade existing bus shelters



Photo Provided by Routefriend -[www.routefriend.com](http://www.routefriend.com)





# TOD Master Plan: *Pedestrian and Bicycle Circulation Plan*

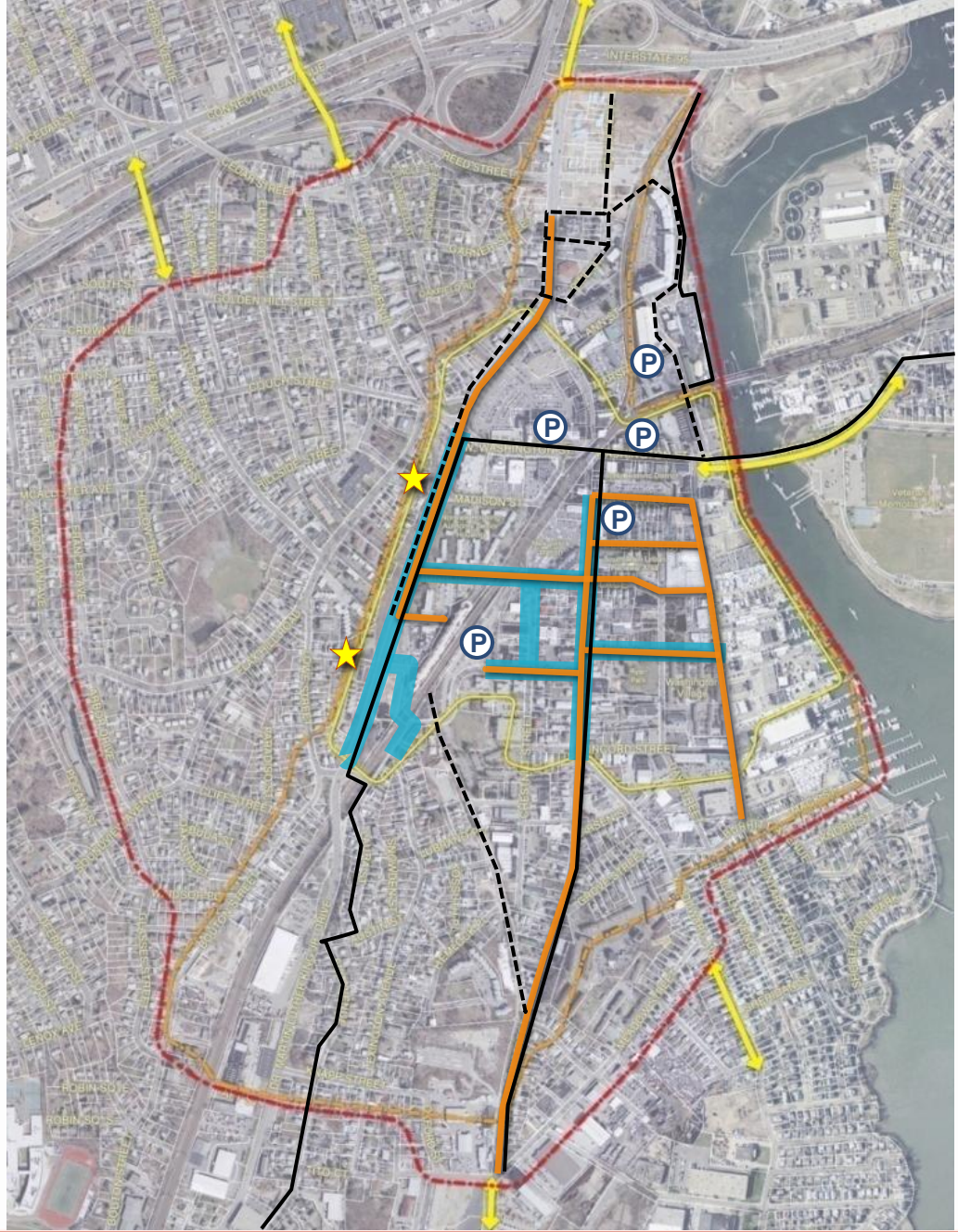
- Pedestrian and Bicycle Circulation: Planning Area
  - Pedestrian improvements along key corridors
    - Stairways
    - Underpasses
    - Sidewalks
    - ADA accessibility
  - Bicycle resource improvements
    - Dedicated paths
    - Share lanes
    - Bicycle storage resources







- ★ Stairs
- Sidewalk Improvements
- Existing Bike Route
- - - Possible Bike Route
- Ⓟ Possible Bike Parking Facilities
- Bike Improvements



Transit Oriented Development Master Plan for South Norwalk  
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# TOD Master Plan: *Circulation – Pedestrian Network*

- Fill in critical gaps
  - Monroe St.
  - Martin Luther King Dr. (West Side)
  - Eastbound station access

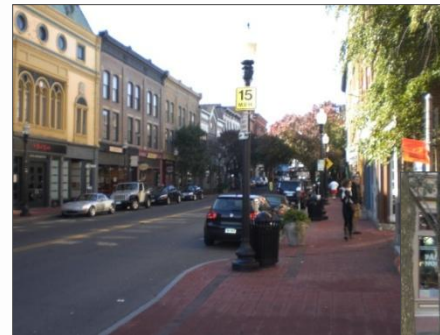


*Sidewalk in Poor Condition on S. Side of Monroe Street*



*Lack of sidewalk connection EB Station to Monroe Street*

- Sidewalks
  - Physical improvements
  - Aesthetic improvements



*Bump-Outs Washington Street*

- Intersections
  - New curb ramps
  - Tactile warning strips
  - Curb-cuts
  - Bump-outs
  - Raised or textured crosswalks



*Textured Crosswalk Washington Street*

# TOD Master Plan: *Circulation – Bicycle Network*

- Create a bicycle network in S. Norwalk
  - Bike lanes on MLK Dr.
  - Shared lane markings and signage
    - Washington St
    - South Main St
    - Monroe St/Hanford Pl
- Improve bicycle parking
  - Covered bike parking – EB Station
  - Increased bicycle parking at key locations
    - Retail/restaurants
    - Bus stops
    - Institutional uses



Photo Provided by City of New Haven



Photo by Thomas MacMillan, New Haven Independent



# TOD Master Plan Implementation Implications

## *New Development Building Program*

Sites	Use	GSF	Units	Parking Provided
Webster*	Residential	16,800	186	830
	Retail	33,030		76
Waterfront	Residential	481,588	361	578
Station	Residential	105,344	63	109
Infill Building Prototype	Residential	203,649	159	246
<b>Totals</b>		<b>840,411</b>	<b>769</b>	<b>1,839</b>

\* Includes the 150 new units that would be created by converting 50 Washington Street to residential uses, but not the existing gsf that would comprise these new units

# TOD Master Plan Implementation Implications

## *Building Program Implications for South Norwalk*

Sites	Existing	Net New Development Program	Change
Residential	4,541,021	542,332	12%
Affordable Residential	379,596	45,339	8.36%
Non-Residential	3,843,080	-70,208	-3%
<b>Totals</b>	<b>8,384,101</b>	<b>472,124</b>	<b>6%</b>





# TOD Master Plan Implementation Implications

## ■ New Development Building Program

- Maintenance of affordable housing mix (per gsf)
- 12% increase in gsf of residential use
- Specific uses that have been removed – parking lots, contractor lots, residential properties, industrial uses
- 15 – 20 year development horizon

## ■ Community goals

- Limits resident and business displacement
- Complete sidewalk network
- Improves pedestrian safety
- Reinforces neighborhood fabric
- Supports existing businesses
- Maintains existing economic diversity

# TOD Master Plan Implementation Implications

- Implementation discussion topics:
  - Distribution of affordable housing units
  - Locations and types of public open space
  - Locations and types of development
  - Circulation improvements
- Community benefits
  - Affordable housing units
  - Public open space
  - Specialty uses





# Next Steps

- Public Workshops
  - January 19<sup>th</sup>
  - March 1<sup>st</sup>
- Stakeholder Committee Meetings
  - February 15<sup>th</sup>
- Planning Coordination Meetings
  - February 15<sup>th</sup>

## Community Conversation on the **SOUTH NORWALK RAILROAD STATION NEIGHBORHOODS**

Are the neighborhoods around the South Norwalk Railroad Station important to you? Are there some things you wish would change? Or, hope never change? Then...

### Please Join Us!

**Topic:**

A conversation about the possible types and locations of change in the South Norwalk Railroad Station neighborhoods

**Sponsored by:**

Norwalk Redevelopment Agency

**Date and Time:**

January 19, 2011 at 6:30 – 8:30 PM

**Place:**

NEON [Norwalk Economic Opportunity Now] at 98 South Main Street

This is the third in a series of four community conversations to discuss and define the future for the neighborhoods around the South Norwalk Railroad Station.

We would like to hear your thoughts on what types of improvement projects the area around the rail station needs, where they should be located and how they would make your neighborhoods better.

The South Norwalk Railroad Station Neighborhood conversations are being led by the City's Redevelopment Agency as part of a Transit-Oriented Development Plan to be developed with the assistance of The Cecil Group, Inc., an urban planning and design firm.

*For more information contact:*

Susan Sweitzer  
Senior Project Manager  
Norwalk Redevelopment Agency  
ssweitzer@norwalkct.org  
203-854-7810





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