



CITYWIDE PLAN
Topic Workshops
May 2018

tomorrow.norwalkct.org





CONNECTED AND COMPLETE NORWALK

Public Workshop | May 31, 2018

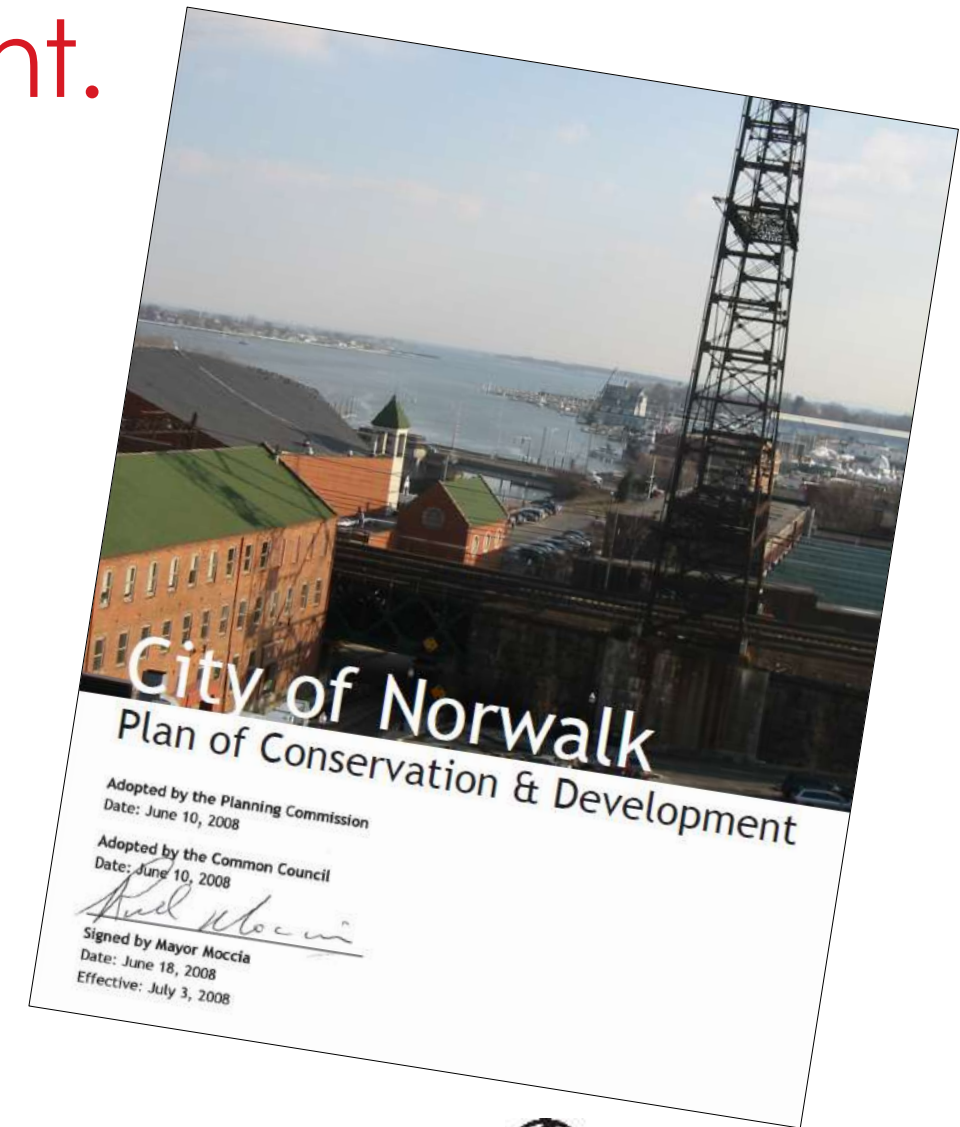
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Tonight's Agenda

- Plan process and context
- The Big Picture
- Complete community and competitive community
- Integrating Land Use and Transportation
 - Housing Choice
 - Transportation choice
- Discussion

The Citywide Plan is also called the Plan of Conservation & Development.

- The **only** plan that covers **the entire city**
- State-required update every ten years for eligibility for discretionary state funding
- Under the jurisdiction of the Planning Commission
- The last plan was adopted in 2008



Citywide Visioning Forum

November 18, 2017



Neighborhood Meetings

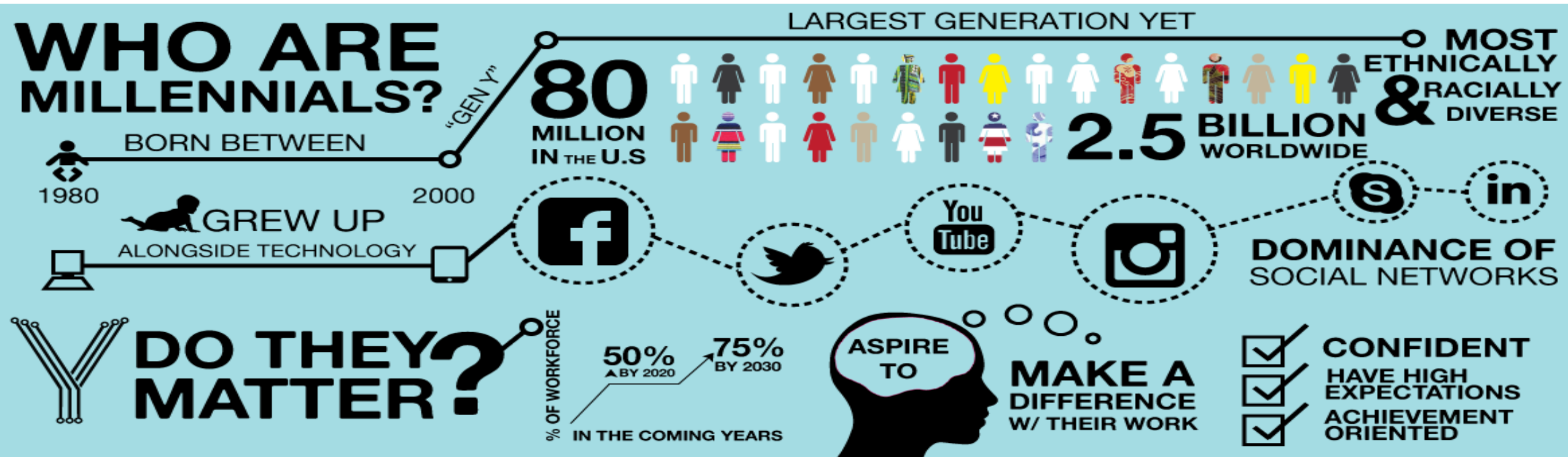
March 2018



Big Picture Trends

Millennials want choices in living, working, mobility, entertainment

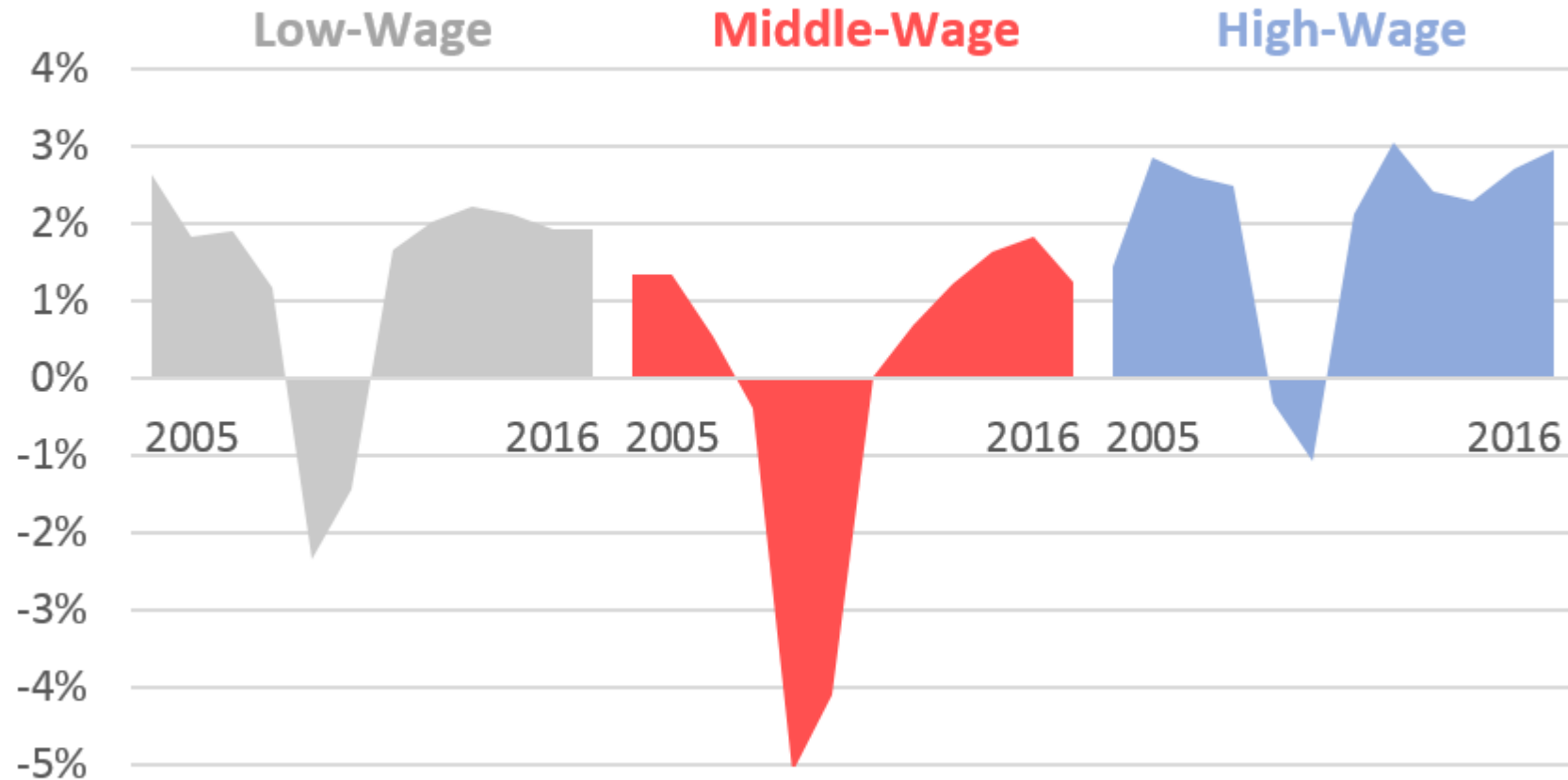
75% of the workforce in 2030



Decline in middle-wage jobs

U.S. Job Polarization

Job Growth by Year



Categories based on median wage for major occupational groups as US level
Source: BLS, Oregon Office of Economic Analysis

Transformation of retail

- Retail is in a mix of restaurants, entertainment, medical, civic, and residential uses
- Food is king - you *still* can't eat or drink on the internet...
- “Place” is the new anchor tenant



The suburban office model is becoming obsolete

Employees want amenities in the surrounding area.

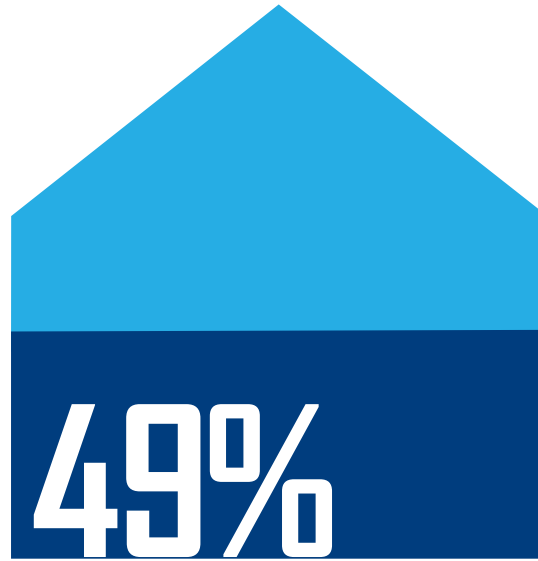
Yesterday's Office



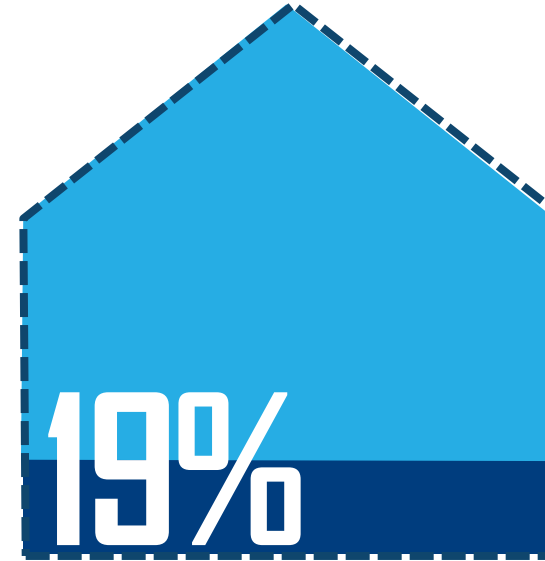
Tomorrow's Office



Generational transition in housing



OF NORWALK'S HOUSING
STOCK IS **SINGLE
FAMILY**



OF NORWALK'S
HOUSEHOLDS ARE
**MARRIED COUPLES
WITH CHILDREN**

Source: American Community Survey, 2011-2015

Will millennials be able to afford the Baby Boomers' houses? Can the Boomers age in place?

The future of shared and autonomous vehicles is underway



COMPLETE COMMUNITY
COMPETITIVE COMMUNITY

Complete community

A community where people can

- Live, work, and learn
- Shop to fulfill most needs
- Find recreation, culture and entertainment
- Experience parks and open spaces
- Honor community heritage through historic preservation
- Access community activities in multiple ways

Competitive community

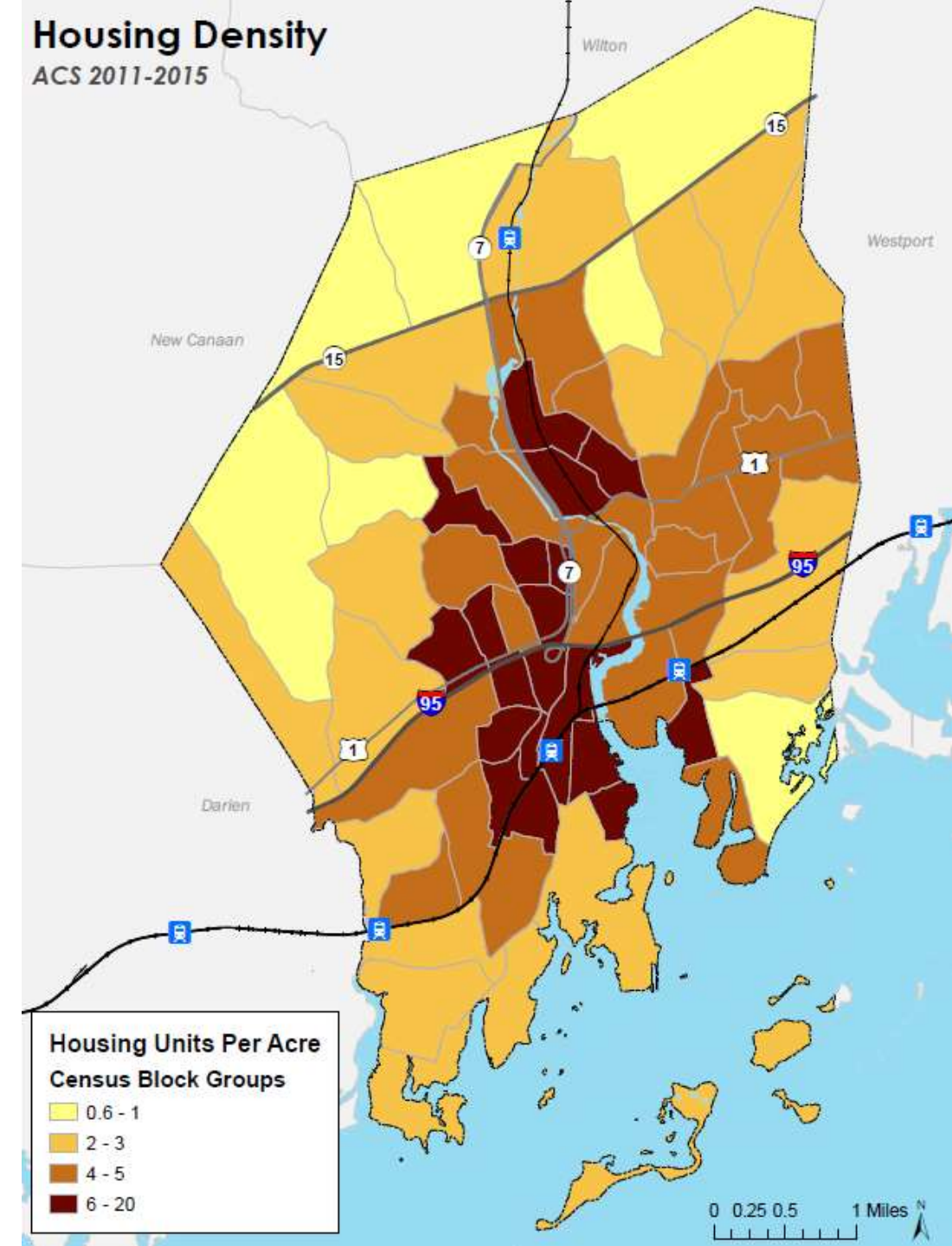
- Excellent delivery of municipal basic services
- High quality of life in all neighborhoods
- Diverse living choices for all kinds of households
- Transportation options balancing mobility and access
- Collaborative and proactive government plans for the future

HOUSING

Housing density in Norwalk

Housing density higher in center and lower at edges

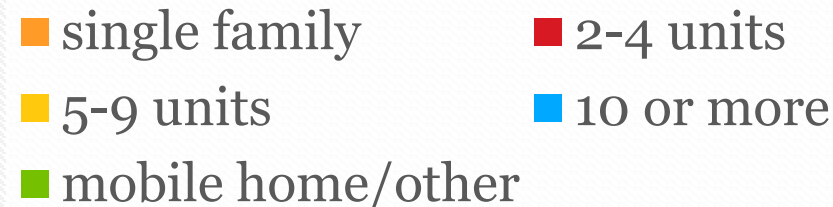
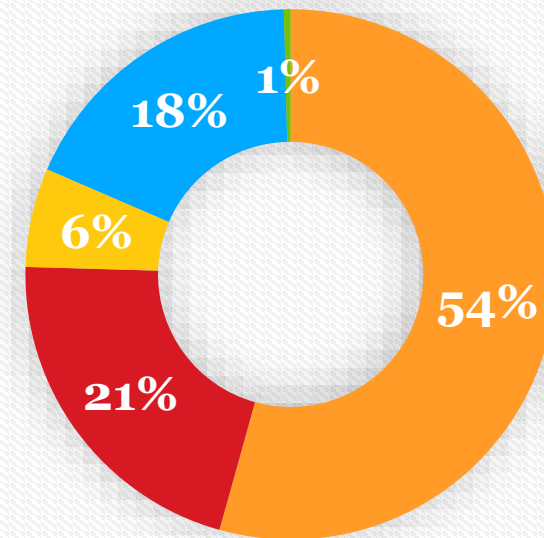
- Older homes, often smaller lots
- Newer homes, often larger lots



Nearly half of housing units are single family houses

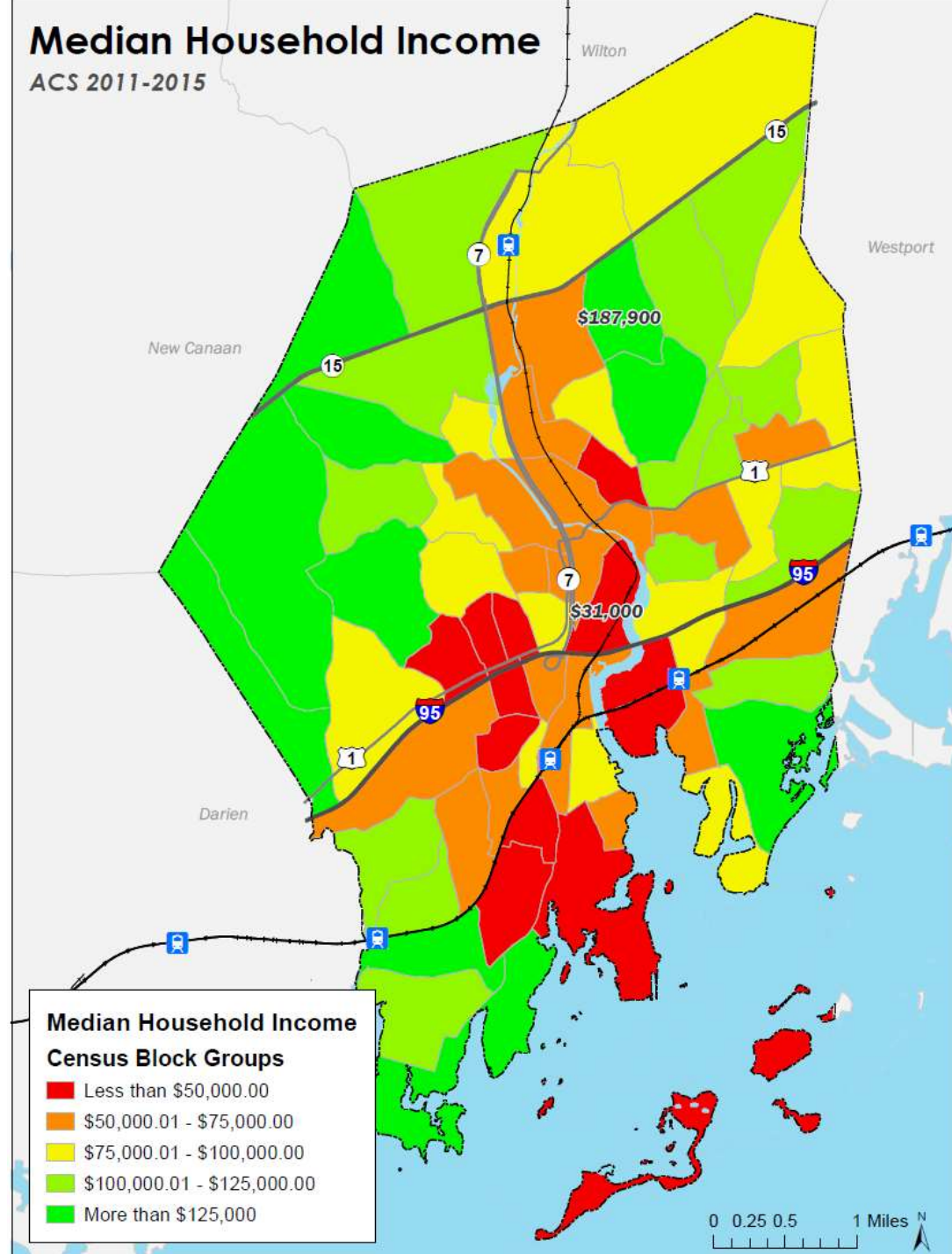
- 62% of all units are owner occupied
- 38% of all units are renter-occupied

Housing Unit Types - Percent



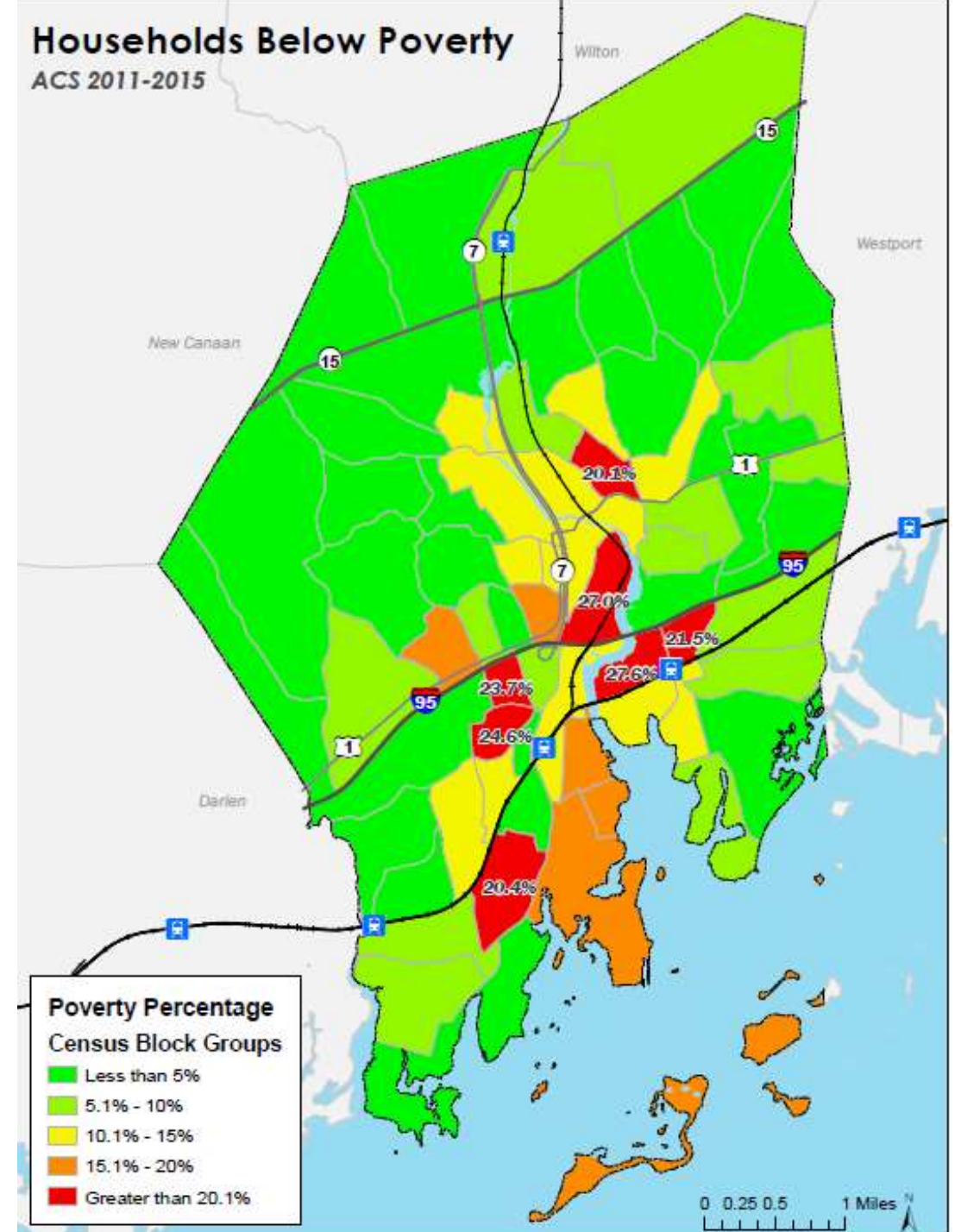
Median Household Income

ACS 2011-2015



Households Below Poverty

ACS 2011-2015



Housing diversity and choice supports the economy and houses the new workforce



MissingMiddleHousing.com is powered by Opticos Design.
Illustration © Opticos Design, Inc.

Affordable housing

- 22% of Norwalk households pay more than 50% of income in housing costs
- 12% of all housing units are below-market-rate (4,363 units) – Norwalk meets the state's 10% goal



Affordable housing in Norwalk today

- Housing Authority: 18 *public housing developments* with 853 units for families and the elderly
- Housing Authority: 1035 *Housing Choice Vouchers (Section 8)* – closed wait list; average wait on the list is 4-1/2 years
- *Low Income Housing Tax Credit units*: 366 units
- Workforce Housing ordinance: *inclusionary zoning units (10%)*
- *Redevelopment Authority* programs



Barriers to affordable housing production in Norwalk

- High cost of real estate
- Limited availability of land in general and potentially available city owned land
- Decline in federal and state funding for housing affordability
- Expected decline in attractiveness of Low Income Housing Tax Credits because of recent federal tax cuts

Opportunities to explore: there is no one solution

- City donates appropriate *tax title properties* to nonprofit housing developers rather than taking to auction
- City creates a *security deposit guarantee program* for income-eligible households
- City permits more *accessory units*
- *Community land trust* model where land is owned by the trust, households rent or own structure only
- City creates an *Affordable Housing Trust Fund* – capitalized from a dedicated revenue source

Opportunities to explore: there is no one solution

- *Expand first time homebuyer programs* focusing on 2-4 family homes
- *Expand programs for credit curing* to help first time home buyers
- *Partner with banks to create downpayment and closing cost assistance* programs
- *Move affordable housing planning and HUD funds to proposed office of economic and community development*

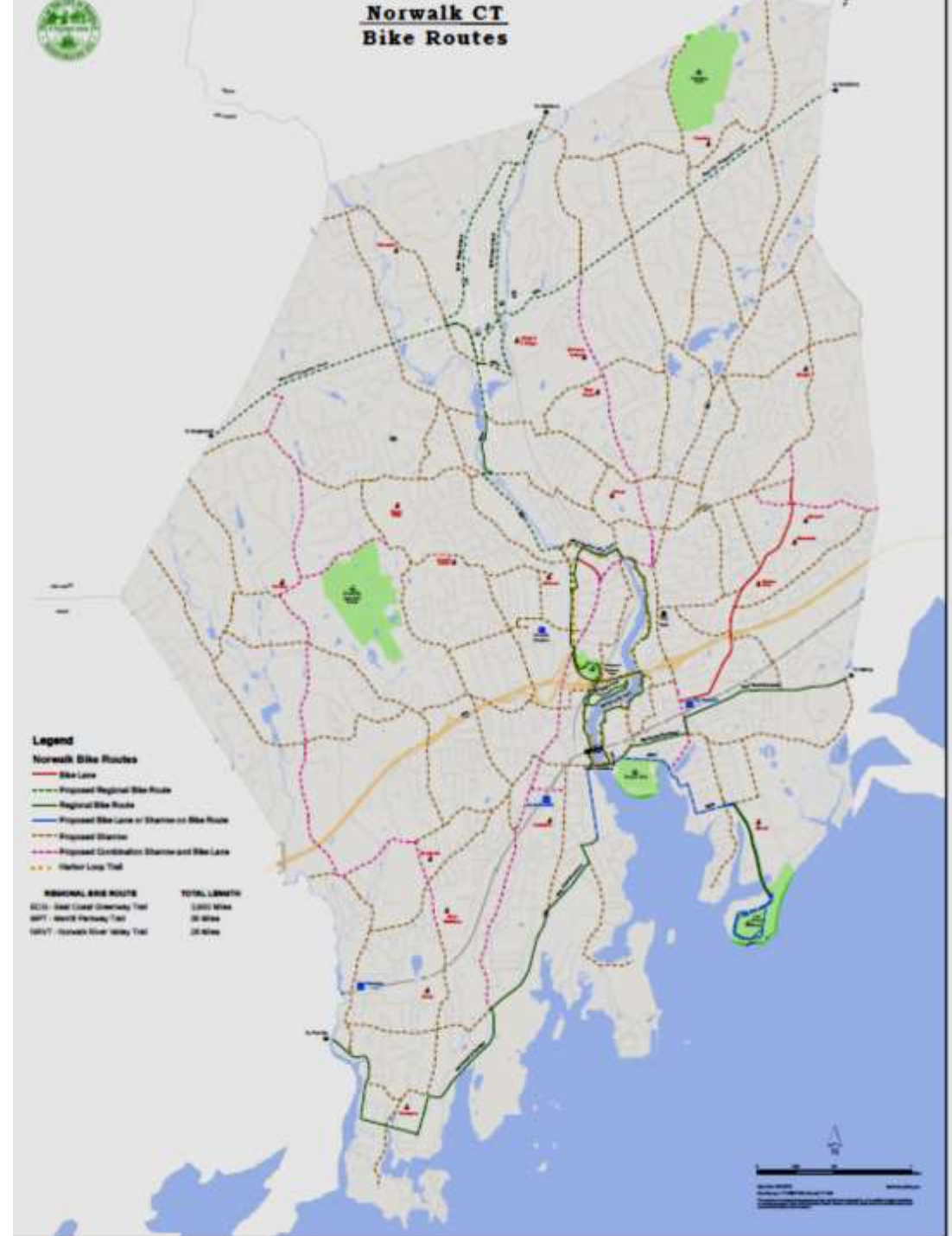
INTEGRATING LAND USE AND TRANSPORTATION

The purpose of transportation in a city is to provide access to different land uses.

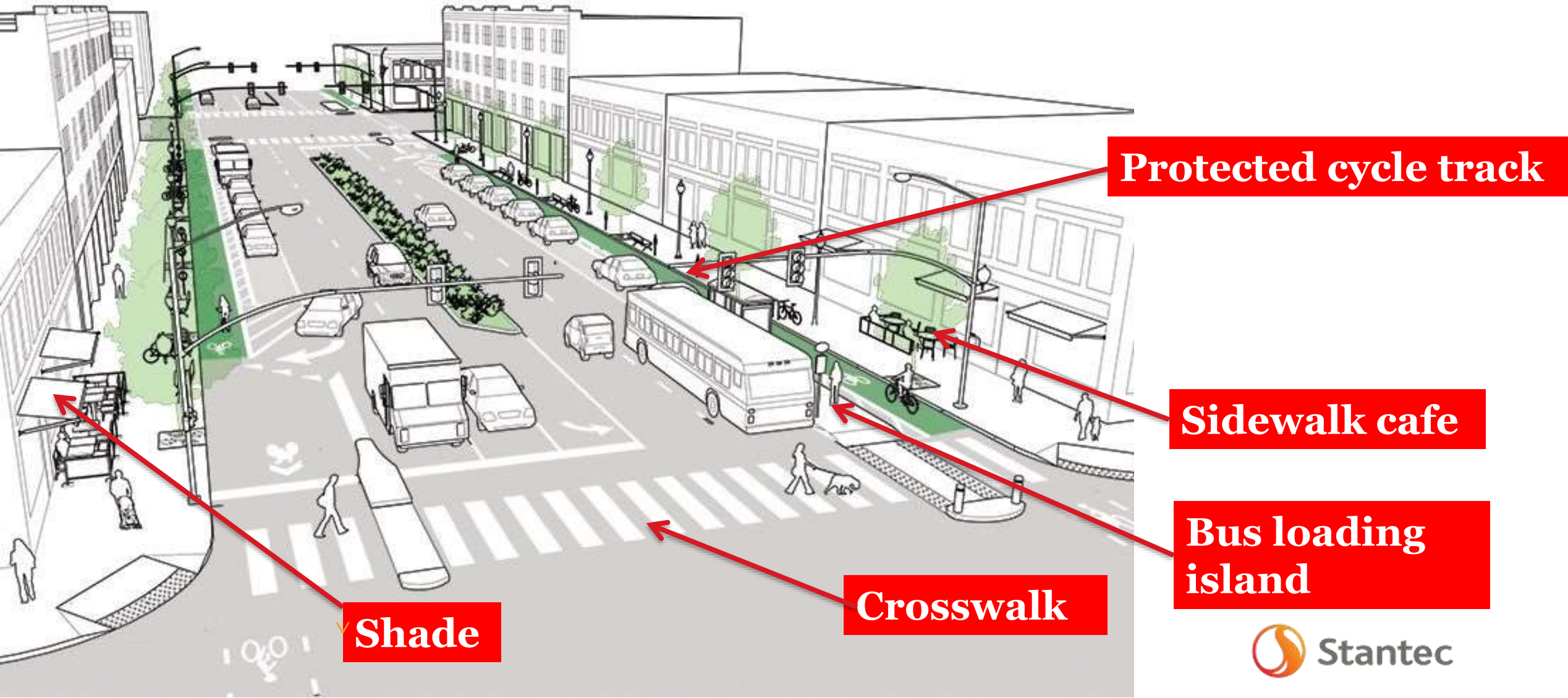
- *Mobility* is how far you can go in a given time.
- Access is how many useful or valuable things you can do.
- *Transportation choice* (multi-modal transportation) provides options for getting around the neighborhood and the city.
- Residents make many small, local trips that are not job-commuting trips.

Complete networks connect community destinations

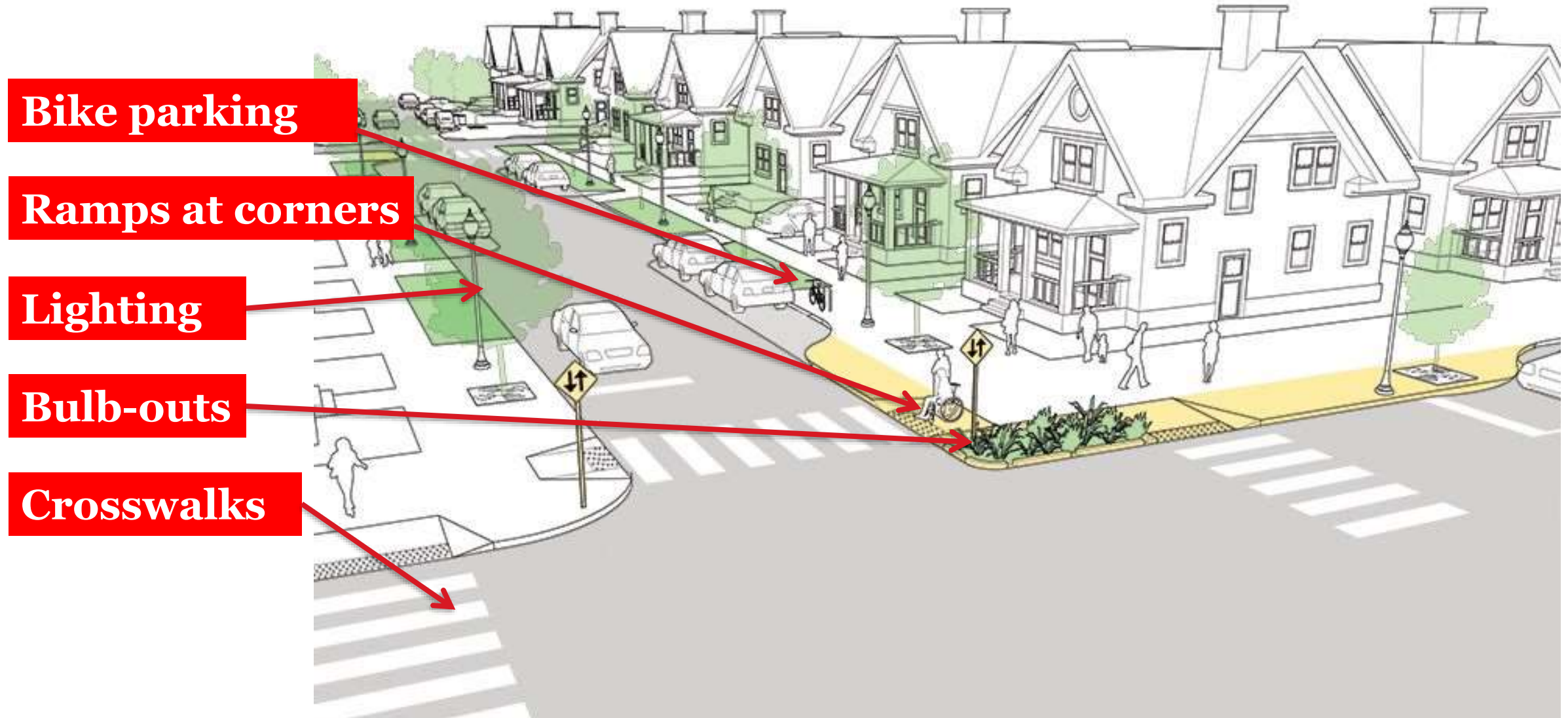
- Norwalk Bike/Walk Commission map of existing and proposed routes



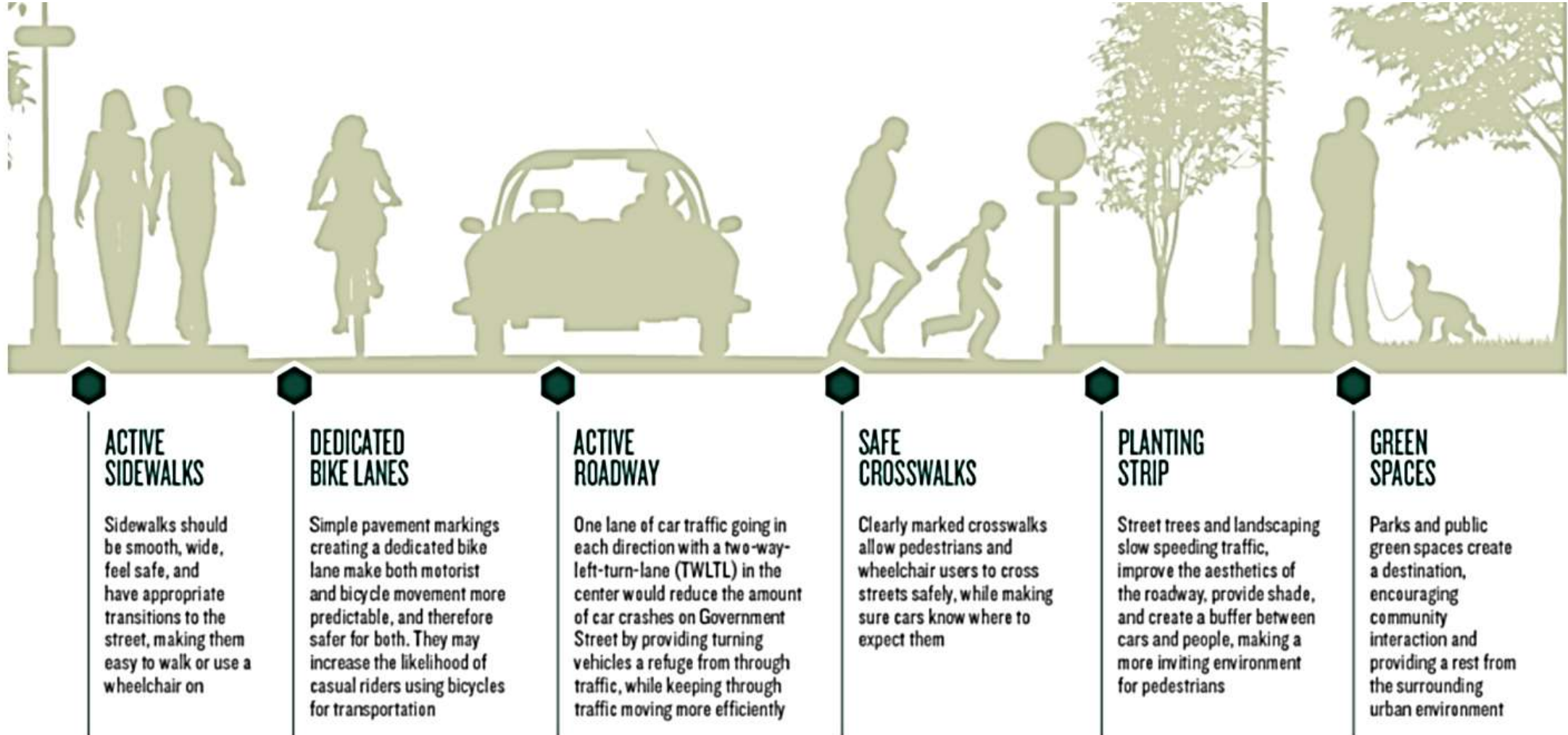
Mixed use centers on corridors can provide transportation choice and access



Village centers can be designed to connect residents by short pedestrian/bike trips



Elements of a “Complete Street”

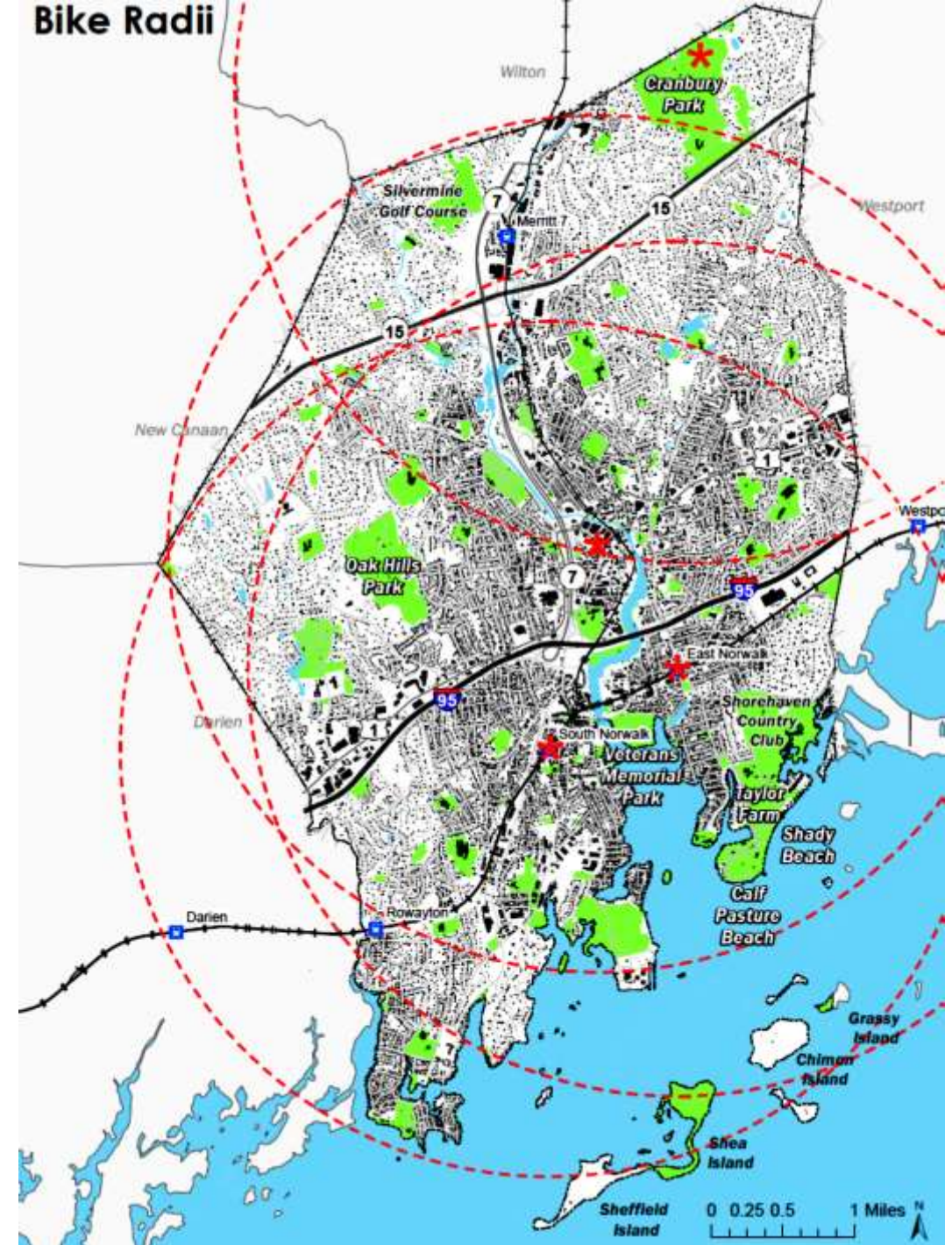


Transportation choice: bicycle access

Typical 15-minute bike ride = 3 miles

Most Norwalk destinations can be accessed in a 3-mile bike ride

- Rail, highway, and water barriers can restrict access



Bicycle route options – bike boulevards

- Low-/slow-traffic streets with traffic calming
- Optimized and marked for safe bicycling



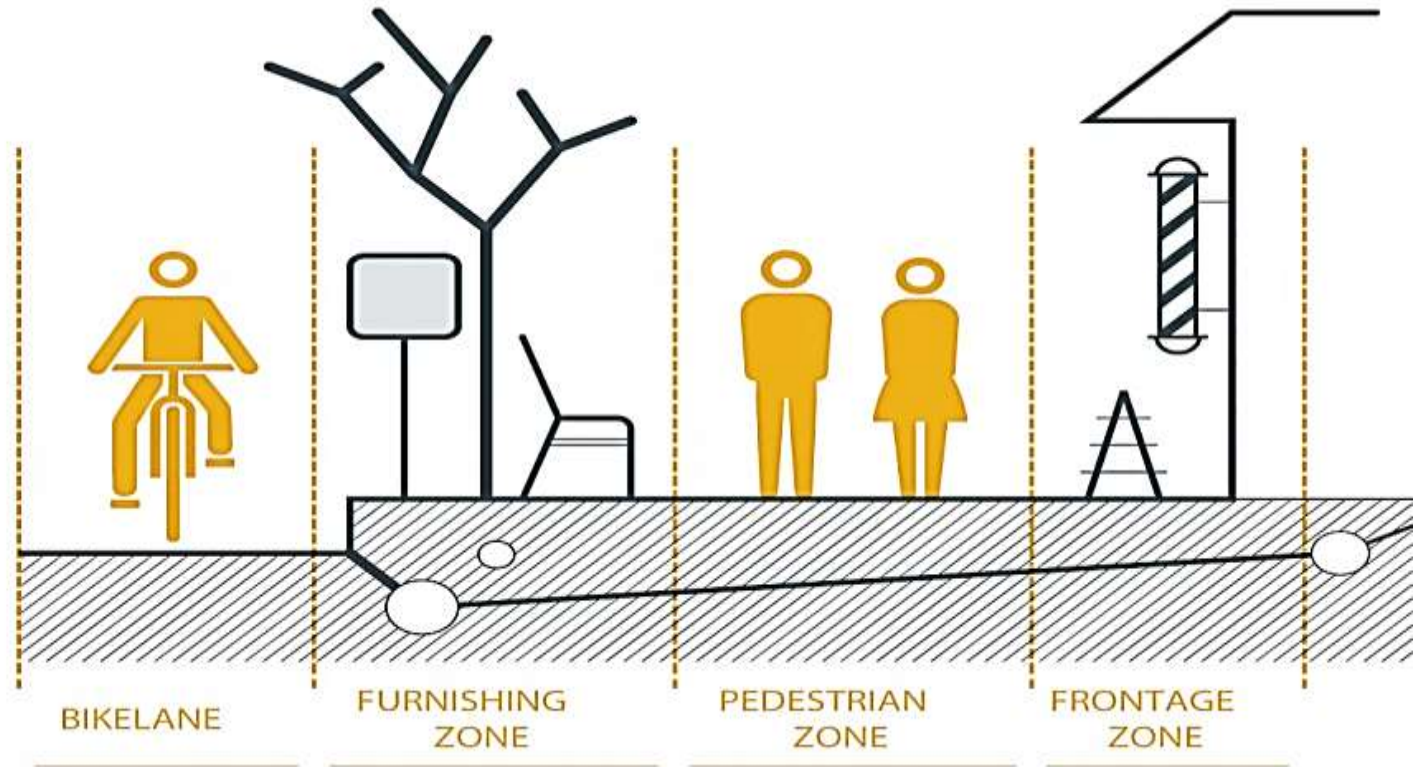
Pedestrian facilities designed to be safe and comfortable



Sidewalk width
appropriate to context
Continuous sidewalk
network

Pedestrian crossings:

- Right location and design
- Pedestrian activated and countdown signals
- Comfort: shade, buffering from traffic
- ADA facilities



Transportation choice supports housing diversity and economic development

- Pedestrian- and bike-friendly downtowns and commercial areas support clusters of retail, restaurant, and business activity
- Bicyclists and pedestrians shop locally



CONNECTING NORWALK

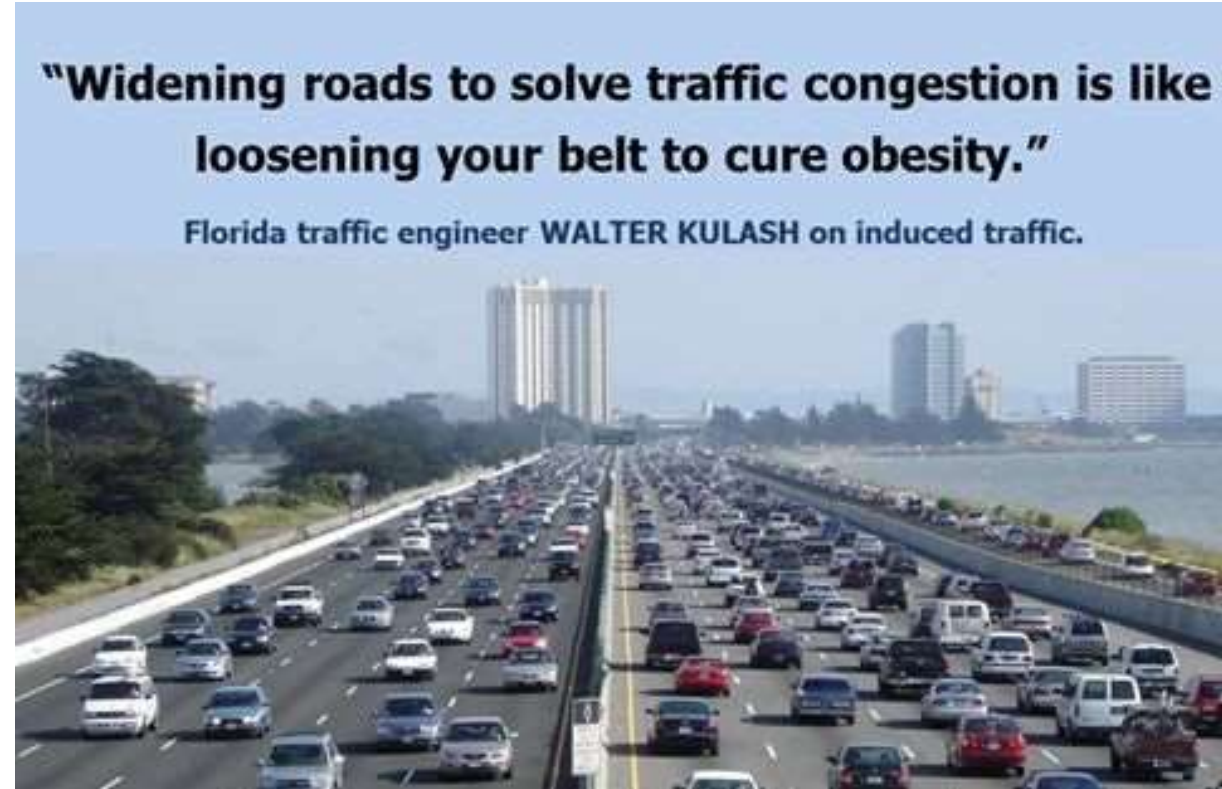
TRANSPORTATION QUIZ!

Widening a road to create more lanes will reduce traffic congestion.

1. True
2. False

False! Wider streets are not always better.

- Four lanes with a roundabout can carry as much traffic as a six-lane road with a traffic signal
- Slower traffic accommodates more cars
- Alternate routes distribute traffic



Traffic signals are the most efficient way to move traffic through intersections.

1. True
2. False

False! Traditional signals are for moving cars through intersections.

- A new measure of performance by the Federal Highway Administration:
 - **How many *people* get moved, not just cars, giving more priority to transit vehicles, pedestrians, and cyclists.**
- Alternative intersection treatments to accommodate all transportation modes: example - roundabouts

Narrow roads are safer.

1. True
2. False

True! Nine to 10 foot lanes (2.8-3.25 meters)
are safer than 11 to 12 foot lanes

				
Lane Width in Meters	2.60 - 2.80	2.80 - 3.25	3.25 - 3.60	3.60 and higher
City	Jakarta, Singapore	Amsterdam, Berlin, Copenhagen, Paris, Tokyo, Toronto	New Delhi, Mumbai, Knoxville, Greensboro, New York, Sao Paulo	Beijing, Chennai, Fortaleza
Fatality Rate per 100,000 population	3.6 - 6.4	1.3 - 3.2	6.1 - 11.8	20.0 - 27.2
Safety Index	Less safe	Safe	Unsafe	Very unsafe

Source: Fatality rate data from WRI Cities Safer By Design, Qiu J et. al. (2014), Sivak and Schoettle (2015); Lane width data from Masud Karim (2015), Mohan D et. al. (2015)

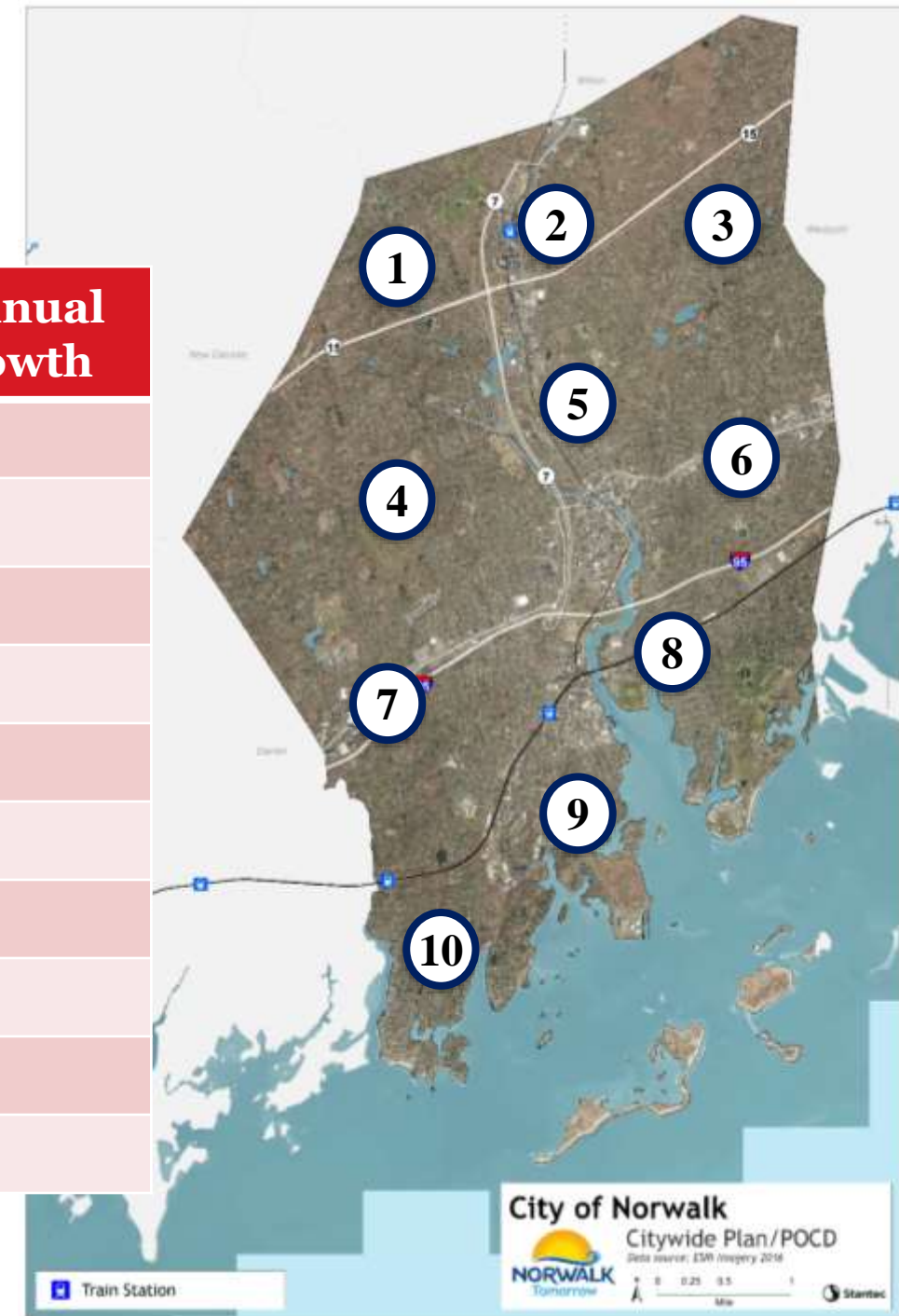
Where has traffic grown the most in Norwalk in the last ten years?

1. East Norwalk
2. Central Norwalk (Wall Street/Hospital Hill)
3. South Norwalk
4. West Norwalk (Richards Avenue)
5. Northern Norwalk

South and East Norwalk

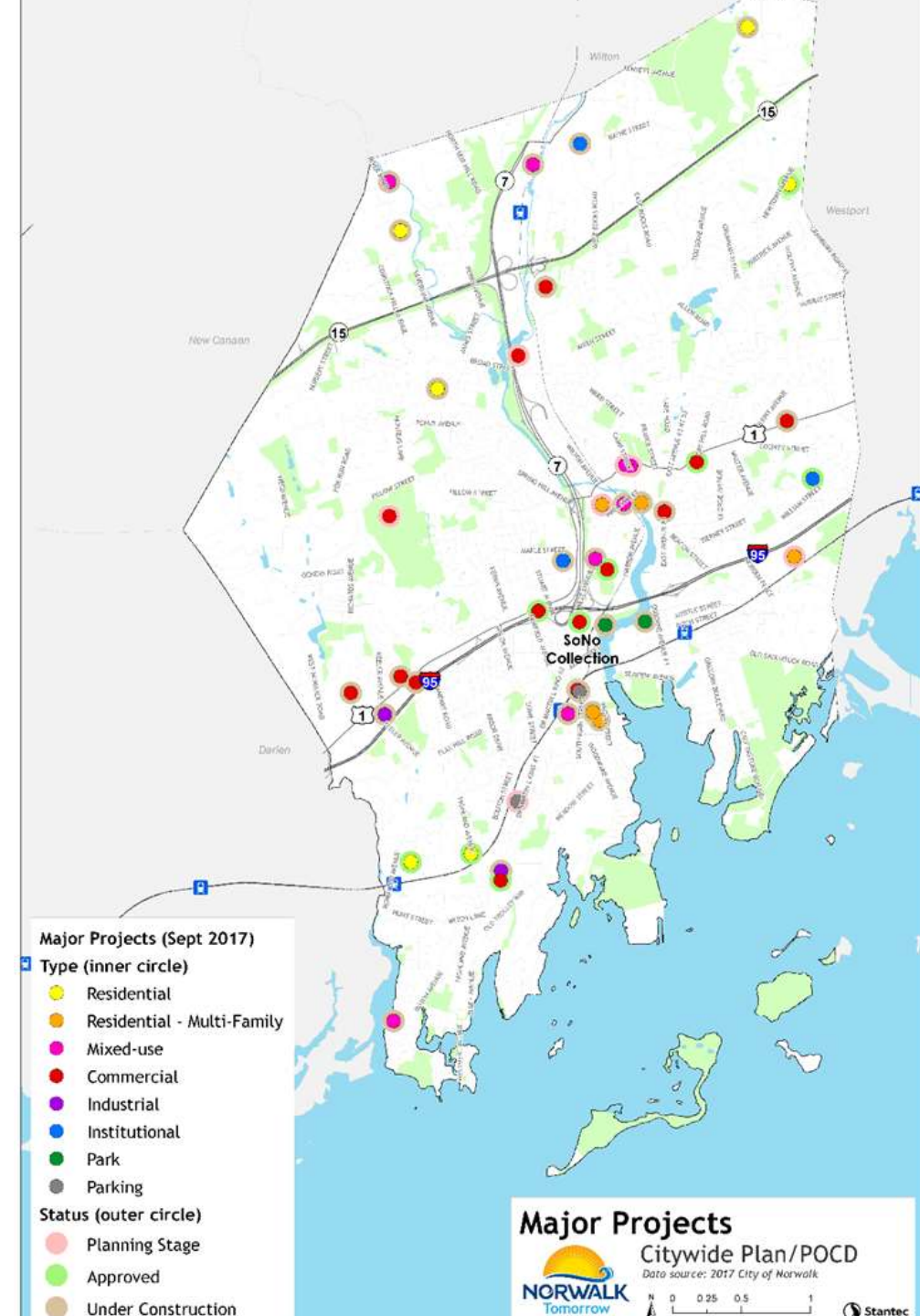
- Changes in daily traffic vary around Norwalk
- Traffic studies continue to assume +/- one percent growth in traffic annually

Area	Average Annual Traffic Growth
1	-1.7%
2	0.4%
3	-0.9%
4	-2.4%
5	-0.9%
6	0.5%
7	1.0%
8	1.1%
9	1.4%
10	0.2%



What will drive transportation changes?

- New development patterns
- Additional bike and pedestrian facilities
- Changes in modes, such as microtransit
- New modes – shared autonomous vehicles
- Changes in traffic study requirements and assumptions



Use multimodal level of service to evaluate transportation improvements and projects

- The Federal Highway Administration supports complete streets and multimodal level service analysis
- Old method: evaluate the effects of bicycles and pedestrians on vehicles.
- New method: Evaluate the effects of vehicles on bicycles and pedestrians

Consider applying for an autonomous vehicle pilot program



STATE OF CONNECTICUT
GOVERNOR DANIEL P. MALLOY

04/17/2018

Gov. Malloy Announces Launch of State's Fully Autonomous Vehicle Testing Pilot Program

Interested Municipalities Must Submit Application to Participate in the Innovative Testing Initiative

(HARTFORD, CT) – Governor Daniel P. Malloy today announced the launch of Connecticut's Fully Autonomous Vehicle Testing Pilot Program (FAVTPP) – an initiative created by legislation that the Governor [signed into law](#) last year that will help bring Connecticut to the forefront of the innovative and burgeoning autonomous vehicle industry. Under the terms of the program, towns and cities that are interested in participating and allowing the testing of fully autonomous vehicles on their roadways must submit an application to the state. Upon review, up to four municipalities will be selected for participation.



Questions, Exercises and Comments



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