



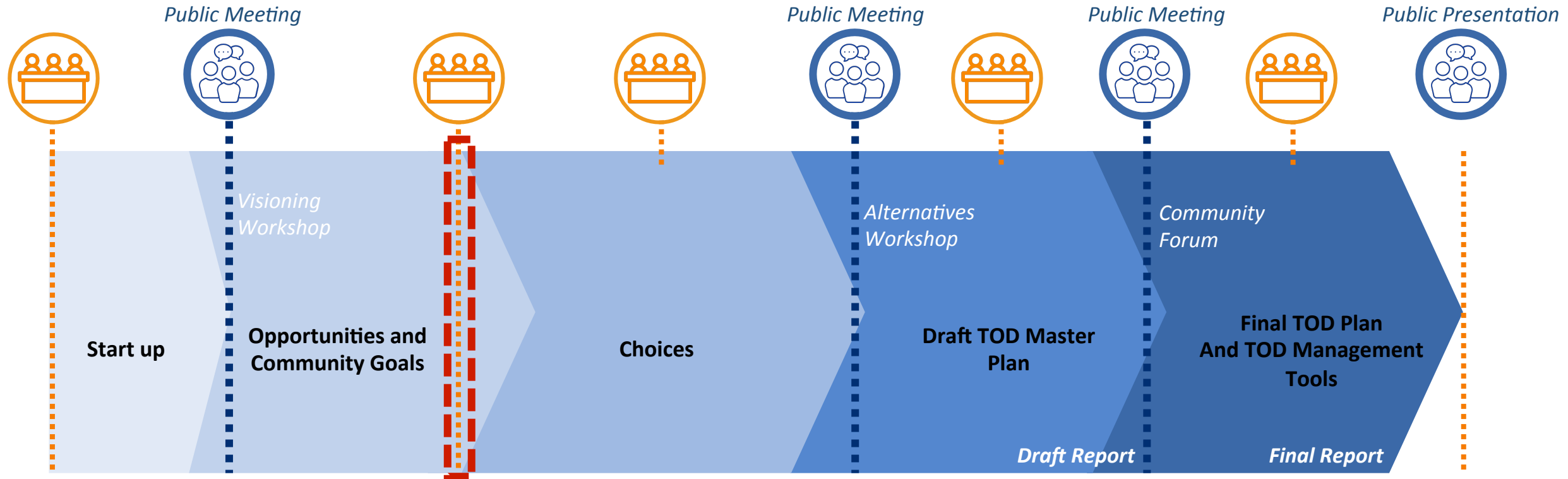
East Norwalk Transit Oriented Development (TOD) Plan

Oversight Committee Meeting #2

April 30, 2019

City of Norwalk | Harriman | NV5 | RKG Associates

Process



- Kick off meeting
- Previous planning studies
- Communication plan

- Stakeholder interviews
- Assess and identify existing conditions
- Opportunities and constraints
- Market analysis

- TOD scenario alternatives
- Cost benefit analysis

- Confirmation of choices
- Redevelopment and preservation potential
- Documentation

- Final TOD Master Plan
- Implementation tool kit
- Draft zoning changes
- Design guidelines

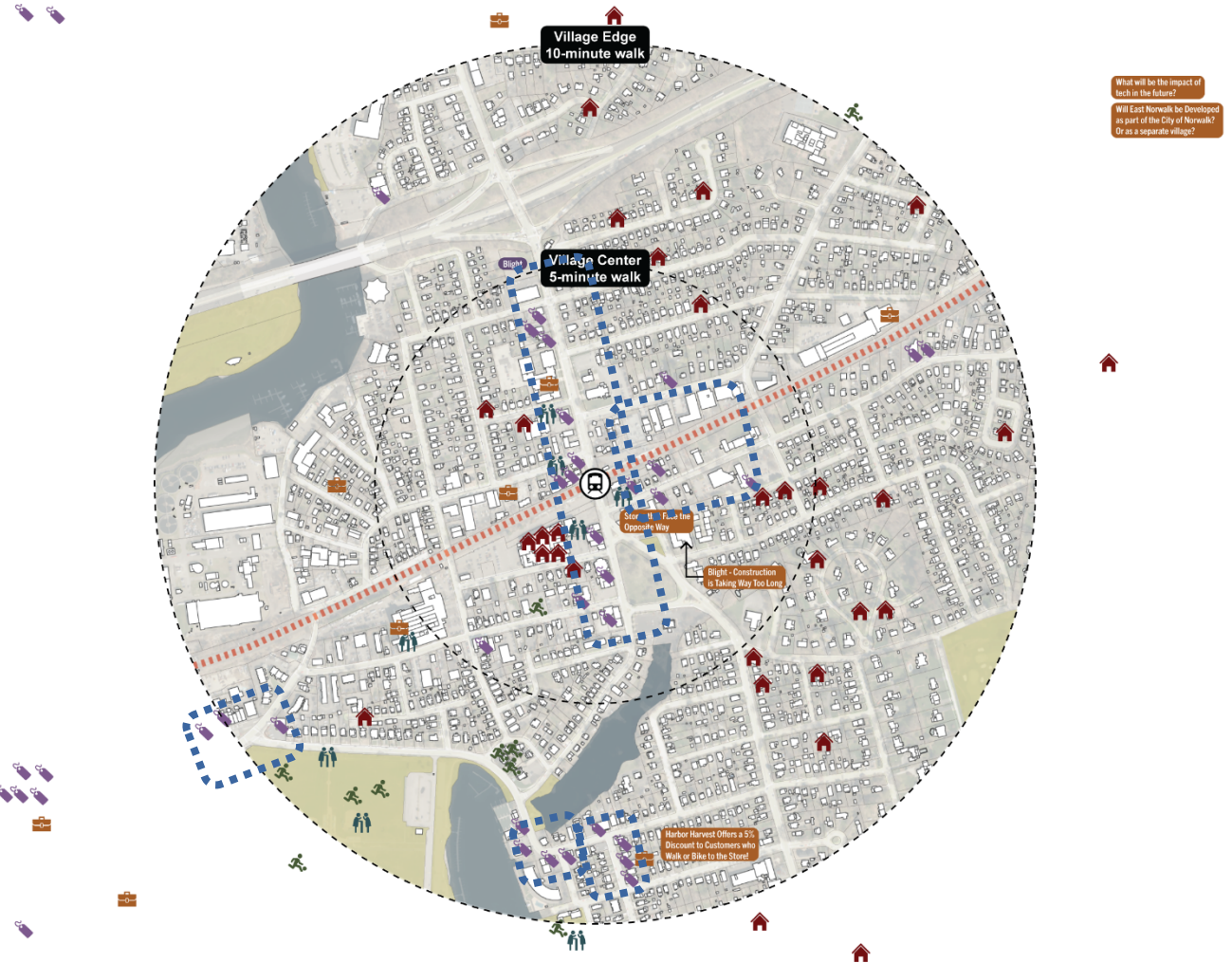
Agenda

- **Public Workshop feedback Analysis**
- **Stakeholder Interviews Summary**
- **Existing Condition Analysis**
- **Market Analysis**
- **Land Use and Regulatory Evaluations**
- **Transportation and Infrastructure Analysis**
- **Opportunities and Challenges**



Where Do You Go? and How Do you Get There?

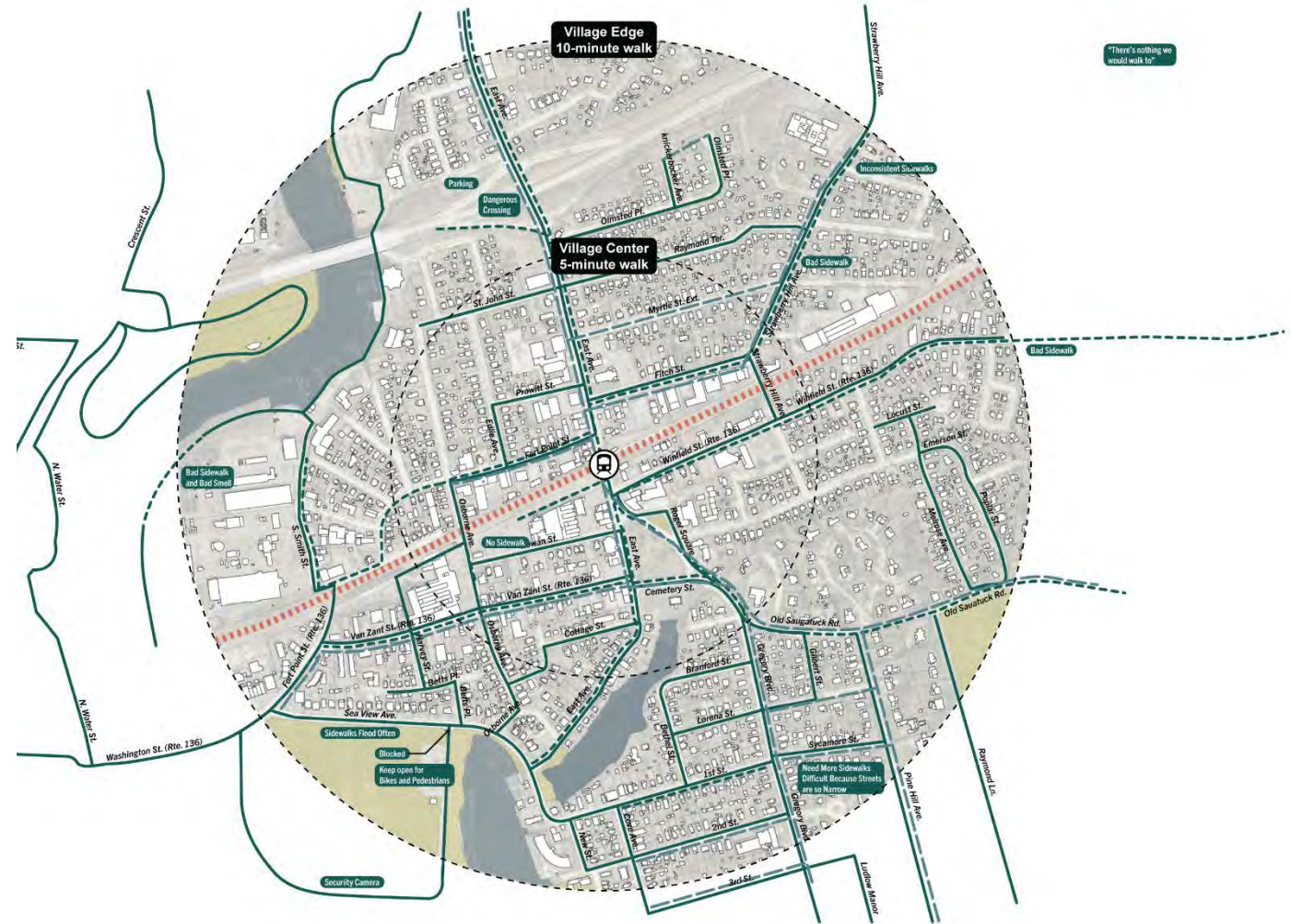
- Places where people most frequently shop and bump into their neighbors
 - East Avenue,
 - Commercial Areas around Station,
 - Liberty Square and
 - Mill Pond/Cove Avenue Commercial Area



Where Do You Go? and How Do you Get There?

Walking

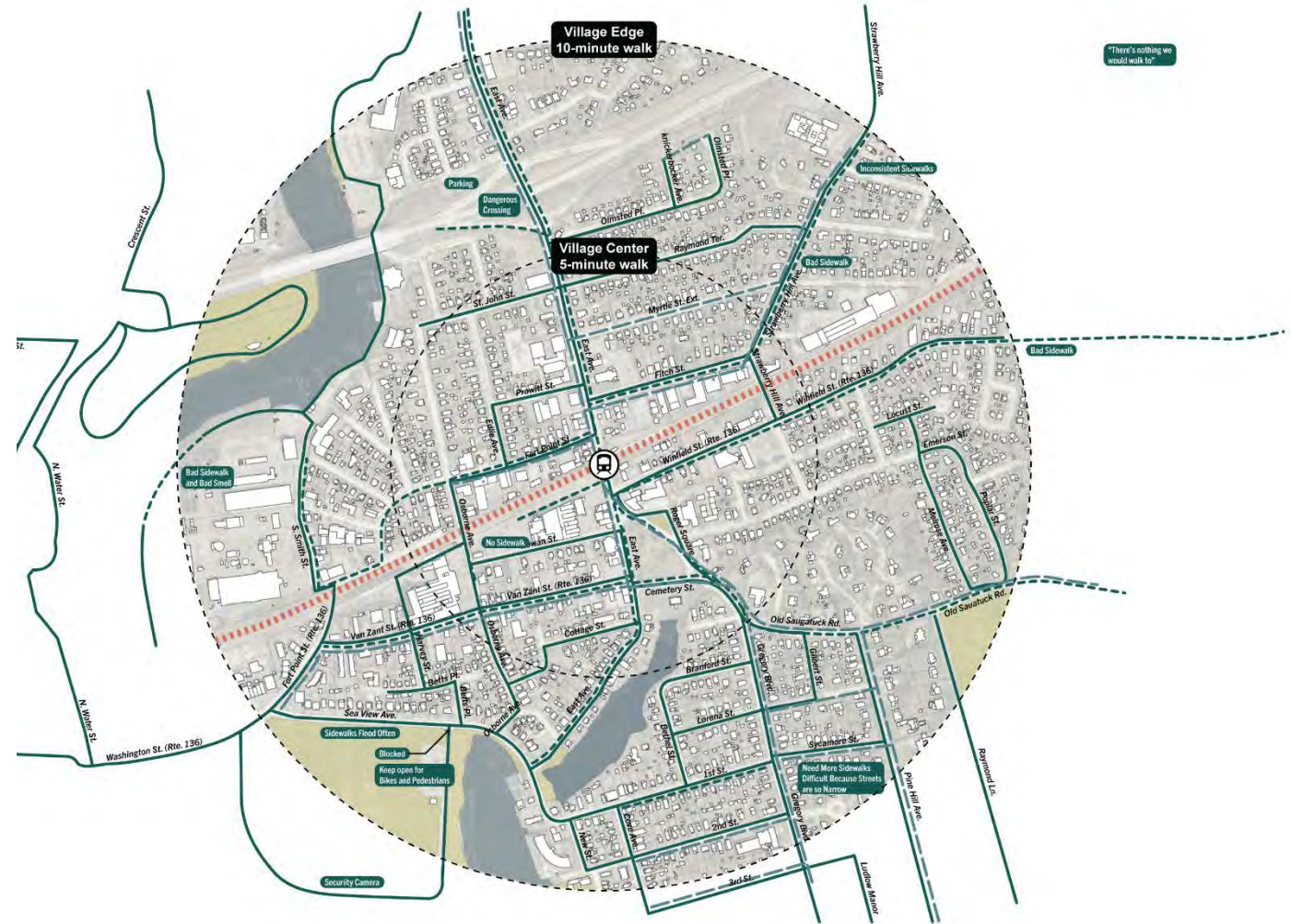
- Residents use majority of street network for walking despite its conditions
- Desire for major corridors to beach, to the train station and with commercial activity to be walkable
- Streets with heavy vehicular activity and without proper sidewalks feel unsafe
- Streets with underutilized buildings, lack of activity and with parking uses along the streets are undesirable for walking
- Streets that have “eyes on the street” are desirable and feel safe



Where Do You Go? and How Do you Get There?

Potential Streets for pedestrian infrastructure improvements

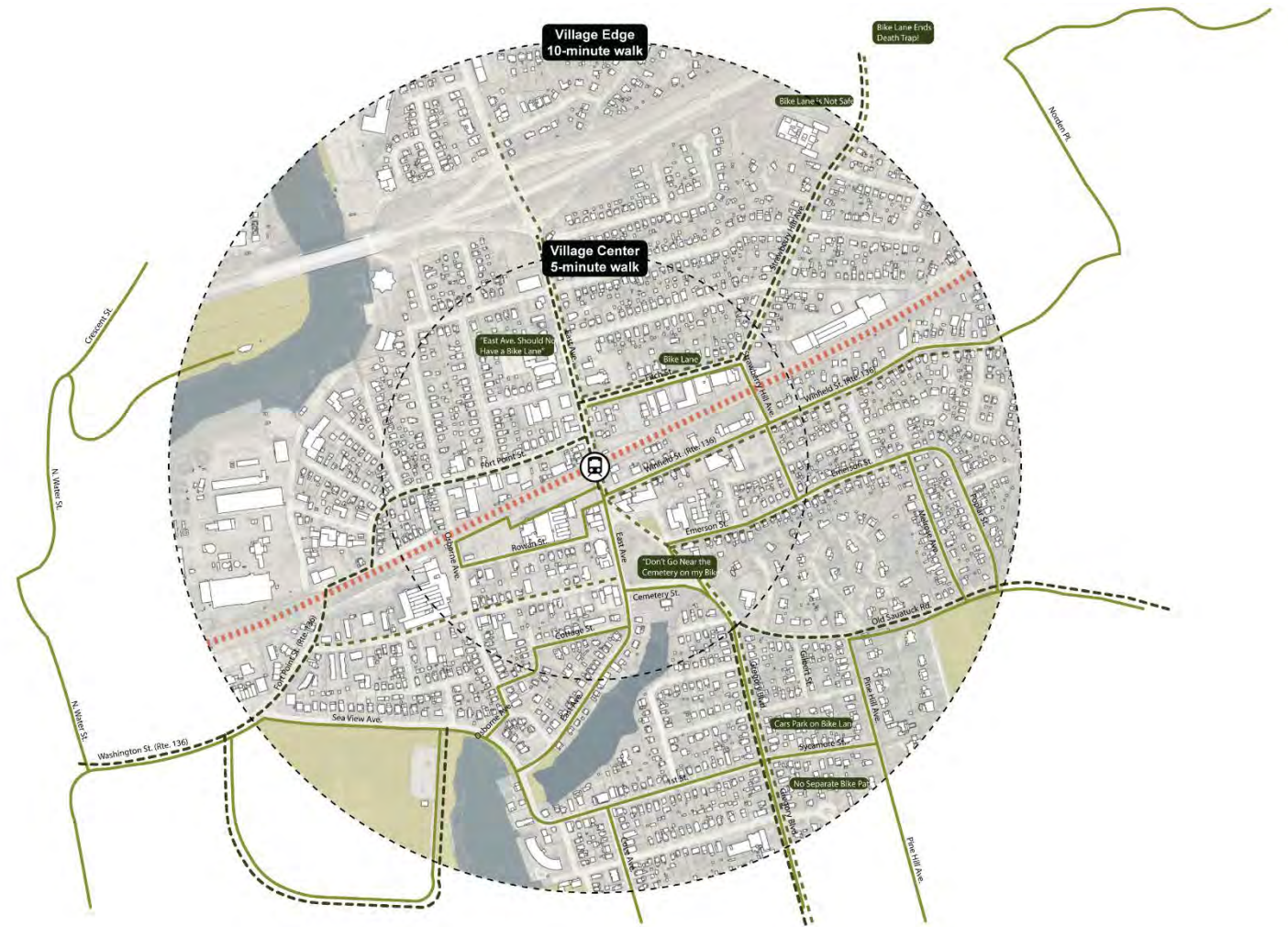
- East Avenue
- Fitch Street
- Van Zant Street
- Winfield Street
- Strawberry Hill Avenue
- Old Saugatuck Road
- S Smith Street
- Gregory Boulevard



Where Do You Go? and How Do you Get There?

Biking

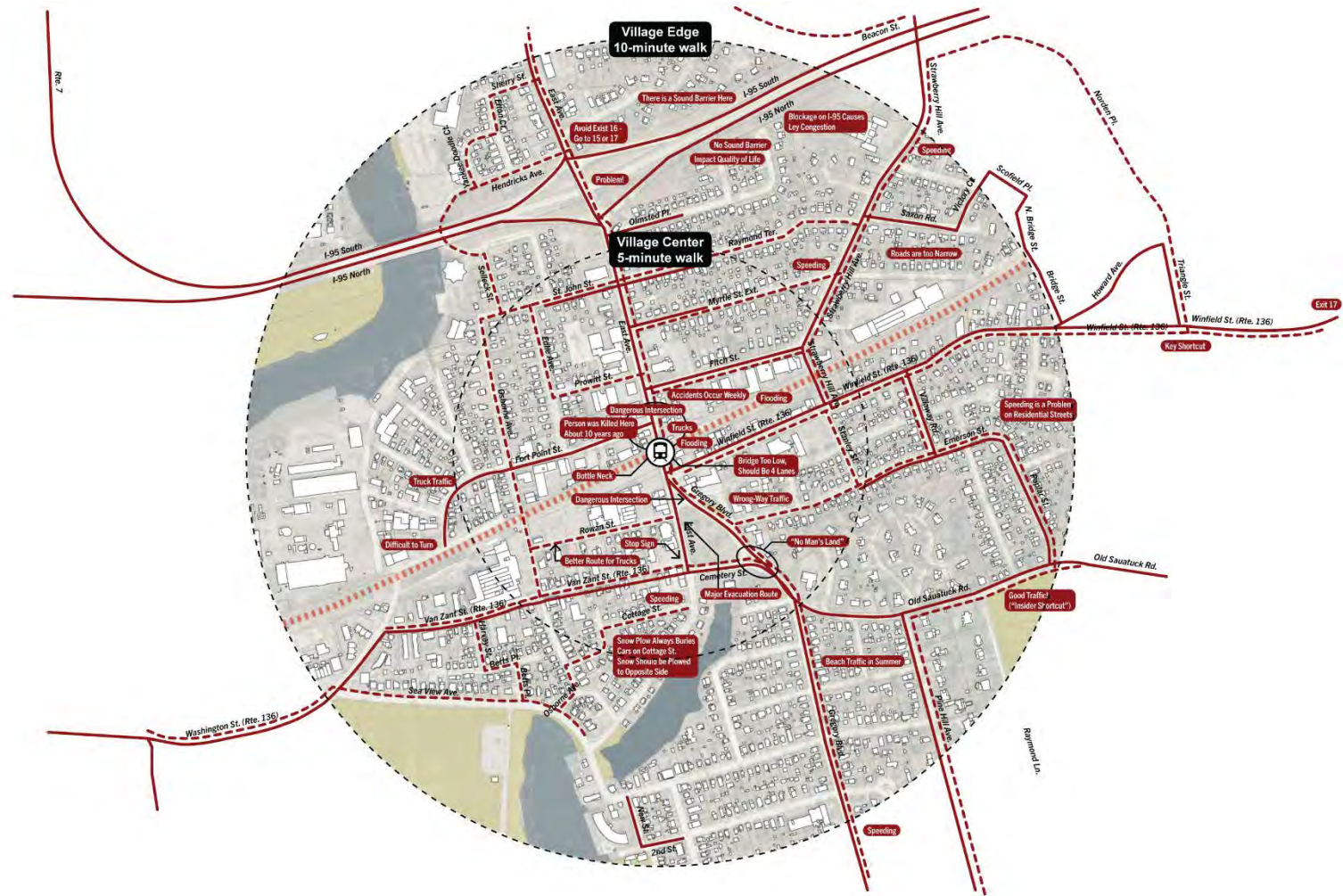
- Street south of the tracks are well utilized for biking
- Beaches, parks and train station as biking destinations
- Bicyclists feel unsafe along the major corridors with traffic due to speeding, narrow bike lanes, traffic configuration



Vehicular Access and Traffic

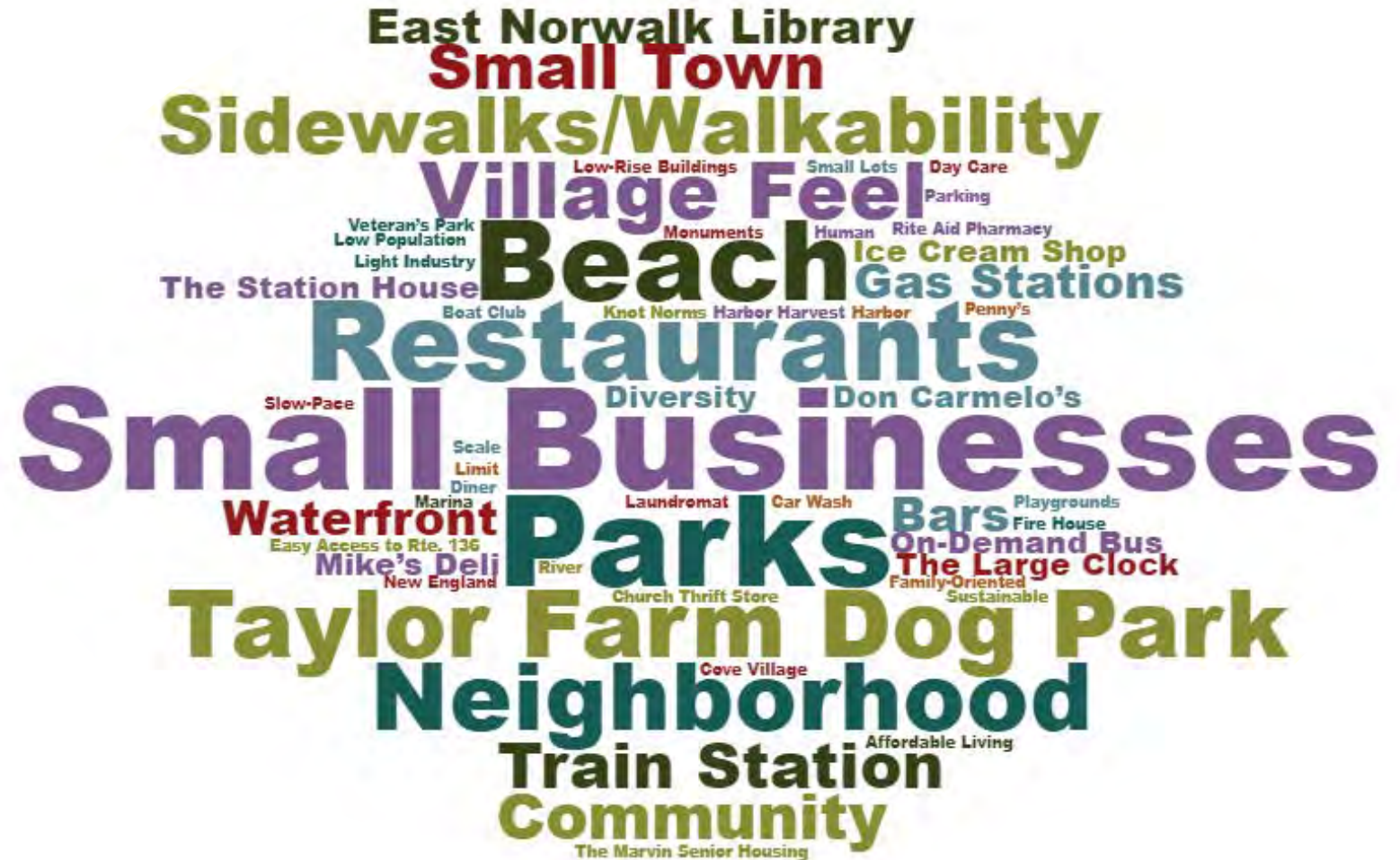
Vehicular Circulation

- East Avenue Challenges
 - Exit 16
 - Multiple challenges on East Avenue from Exit 16 to Mill Pond
- Speeding along major corridors and on residential streets
- Transient and residents using major corridors and neighborhood streets to bypass the gridlock on Exit 16
- Concerns with truck traffic through the area
- Flooding in the underpasses
- Seasonal traffic on Gregory Boulevard
- Narrow Streets



What does the area have now that you want to keep?

- Small community / village feel
- Small Businesses
- Restaurants,
- Open Spaces (Veteran's Park, Taylor Farm Dog Park, Beach, marina)
- Sidewalks/Walkability, Bike Paths
- Train Station



What does the area have now that you don't want to keep?

- Blight / Undeveloped Properties
- Broken Infrastructure, sidewalks
- Gas Stations (too many)
- Traffic
- Litter
- Trucks



What would you add to the area that it doesn't have now?

- Better Drainage / storm-water management
- Grocery Store
- Open Spaces / Parks
- Sidewalks
- Pedestrian-friendly Access to Train Station
- Bike Lanes/paths
- Traffic Control
- Parking



What would you not add to the area that it doesn't have now?

- Big Box Stores / Chain Retail
- Grocery Store
- High-rises/dense housing similar to West Ave
- More Traffic and Congestion



Perceptions Mapping

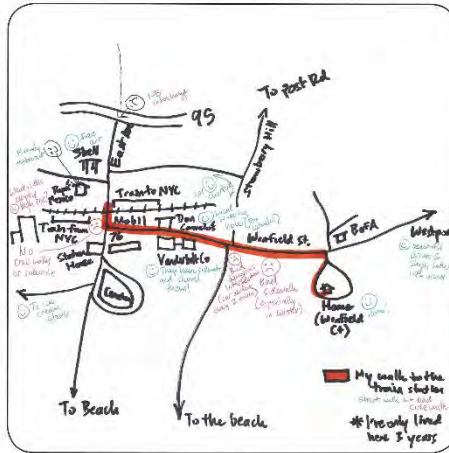
*How do you perceive
your neighborhood?
Draw a map from
memory!*

You have 10 minutes for this exercise. Draw your neighborhood and the daily routes you travel from memory. Draw any landmarks or defining features that stand out or help you find your way (it doesn't have to be pretty or accurate!) Please add any street names that will help us identify your route.

See the back of this worksheet for an example.



East Norwalk Transit Oriented Development (TOD) Plan
March 23, 2019 Visioning Workshop



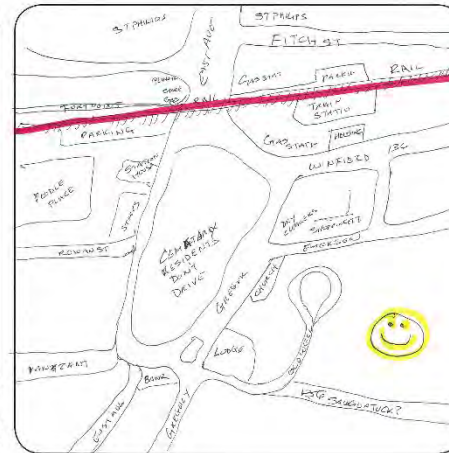
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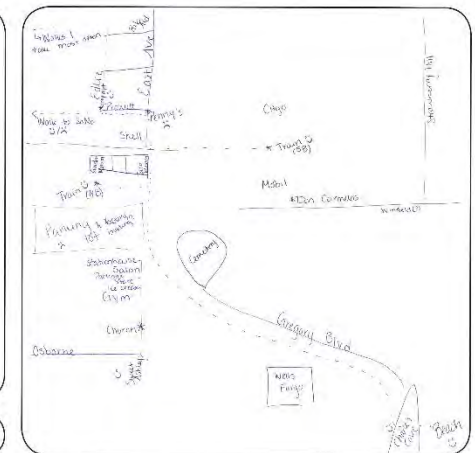
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See the back of this worksheet for 50 examples.



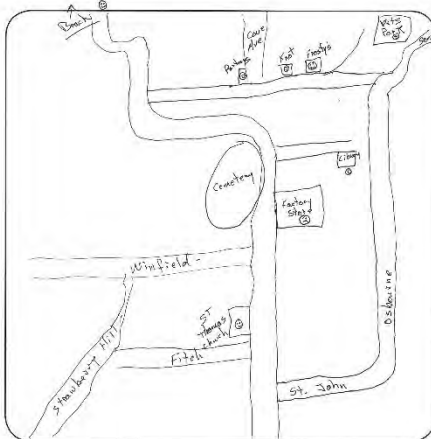
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Summary: [Link to this solution for an example](#)

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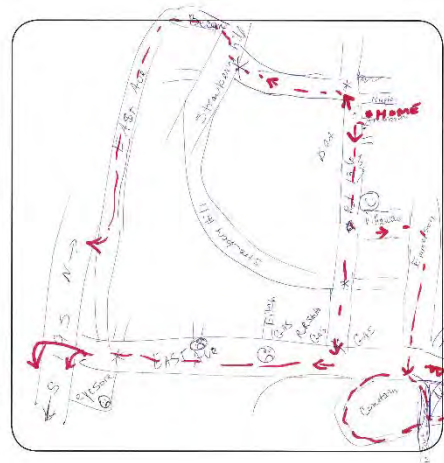
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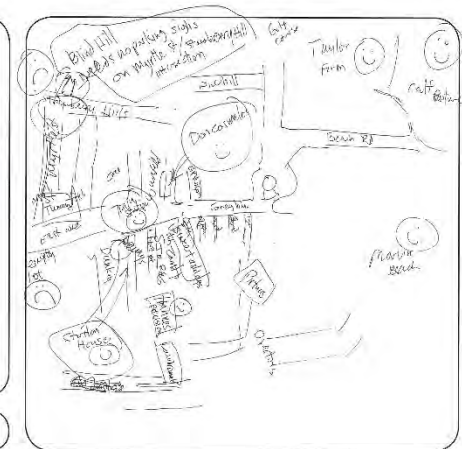
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and training of the workforce / *Formazione e sviluppo*

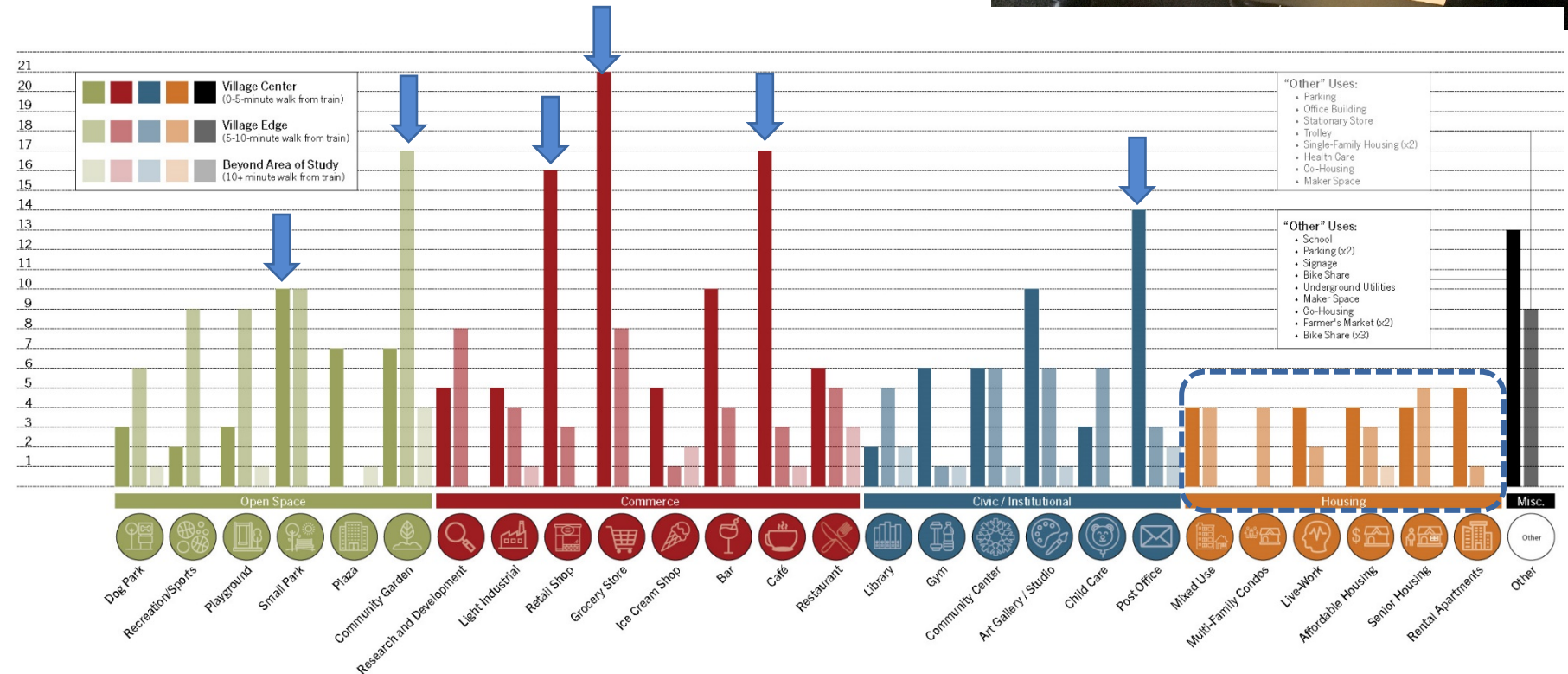


East Norwalk Transit Oriented Development (TOD) Plan
March 23, 2019 Visioning Workshop



What's missing here?

- Grocery Store, Retail Shops and Café, Post Office as most desirable uses.
- Community Garden is the most desirable amenity within the Village Edge
- Housing is less desirable, particularly anything taller than 3-4 stories



Stakeholder and Community Feedback

- *East Norwalk Neighborhood Association (ENNA)*
- *East Norwalk Business Association (ENBA)*
- *Churches*
 - *St. Thomas Church*
 - *Seventh-Day Adventist Church*
- *Norwalk Bike/Walk Commission*
- *Third Taxing District*
- *Norwalk Transit District*
- *Norwalk Parking Authority*
- *Norwalk Chamber of Commerce*
- *Real Estate Brokers - Raveis*
- *Developers/Property Owners*
 - *Spinnaker Real Estate Partners*
 - *WEB Realty Company*
 - *M.F. DiScala & Company*
- *Potential Additional Outreach*
 - *Seniors (Stakeholder group needs to be identified)*
 - *PTA/Parents Association (Stakeholder group needs to be identified)*
 - *East Norwalk Association Library (Stakeholder group needs to be identified)*
 - *Hispanic Community (Stakeholder group needs to be identified)*



March 23, 2019 Visioning Workshop

Stakeholder and Community Feedback

Future Development

- East Norwalk as a Coastal Village
- Promote economic development that brings in customers
- Address blight conditions
- Concerns with overdevelopment
- Promote business friendly zoning
- Enhance tourism with events like Taste of East Norwalk
- Current market conditions in East Norwalk for retail and other uses
- Port Jefferson, Port Chester, Old Greenwich



Old Greenwich, CT

Stakeholder and Community Feedback

Pedestrian and Bicycle Infrastructure

- Lack of proper sidewalks to bring residents to the station
- Crossing East Avenue near the station and at other locations is a challenge for commuters, pedestrians and bicyclists.
- Narrow streets to incorporate separate bike lanes or bike paths,
- Bicyclists concerns with speeding traffic on major corridors
- Norwalk Bike/Walk Commission Strategic Plan to connect East Norwalk to regional bike routes, Norwalk River Valley Trail and Harbor Loop Trail
- Majority of the streets have been marked with sharrows and bike lanes
- Bikeshare program in implementation phase



Stakeholder and Community Feedback

Traffic

- Concerns with traffic in East Norwalk
 - Cut-through traffic on East Avenue and through the neighborhoods
 - Truck traffic
 - SONO Mall traffic
- Need to maintain truck access for some of the businesses
- Speeding on major corridors
- Car as predominant mode of transport to the train station



Stakeholder and Community Feedback

Parking

- Train station parking on wait list
- Current commuter parking is mixture of spaces of state and private land.
- Possible disruption in parking during the Walk Bridge Program construction
- Commuters park on neighborhood streets creates challenges for residents and business owners
- Need for stronger parking enforcement
- Need for a one gateway for parking payment



Stakeholder and Community Feedback

Communications

- Need for coordinated communication between the businesses and different agencies about current and future construction projects
- Road closures and diversions need to be coordinated and communicated in advance
- Advance coordination with area businesses for future construction work – potential 5 year construction schedule



Market Study Overview

Components

- ~~Demographics Review~~
- Retail Market
- Housing Market
- Office Market (with condensed jobs & wages)
- Industrial Market

Analysis Review Retail

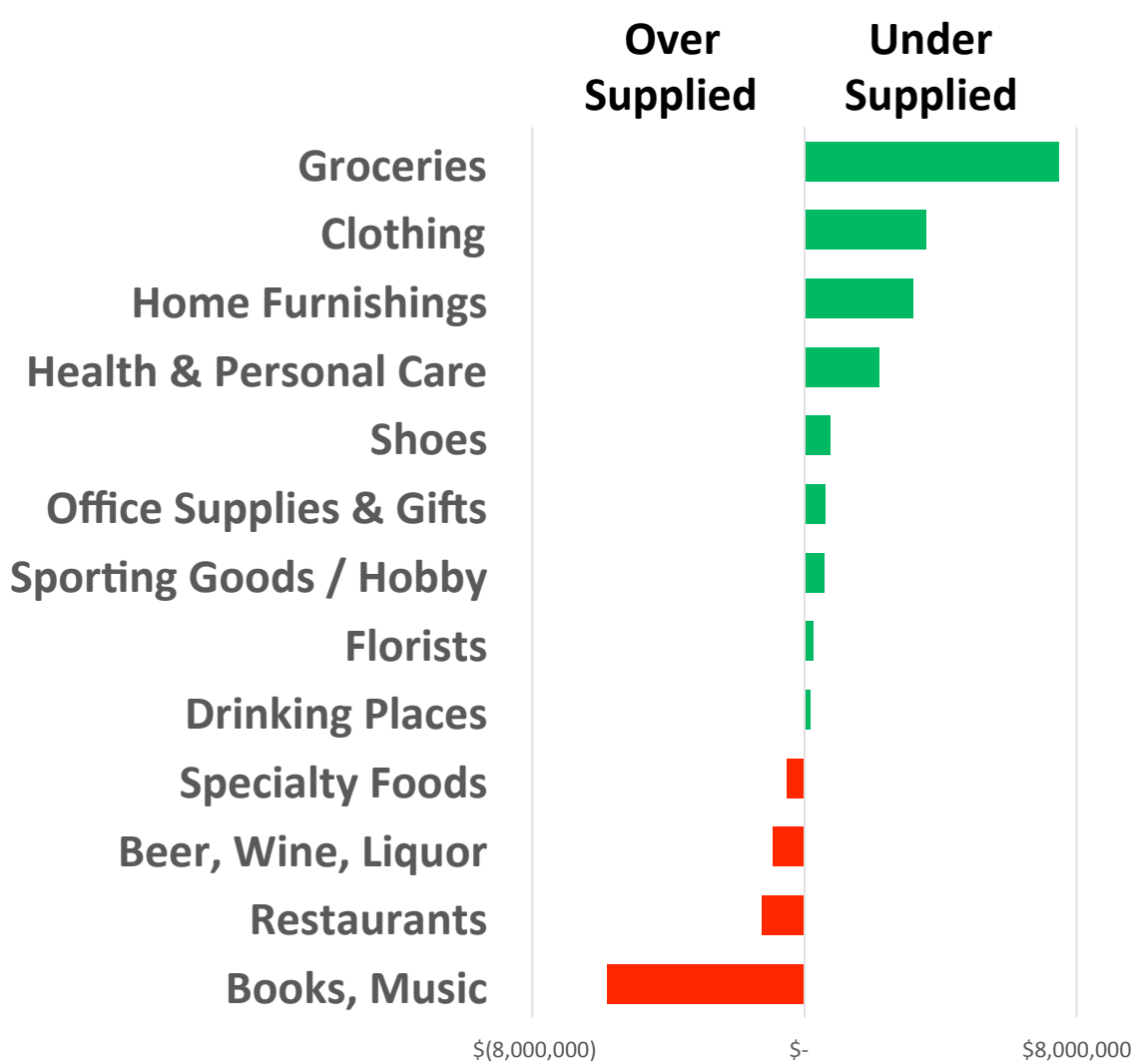
- East Norwalk's access to amenities is part of what makes it a competitive and desirable neighborhood



Analysis Review Retail

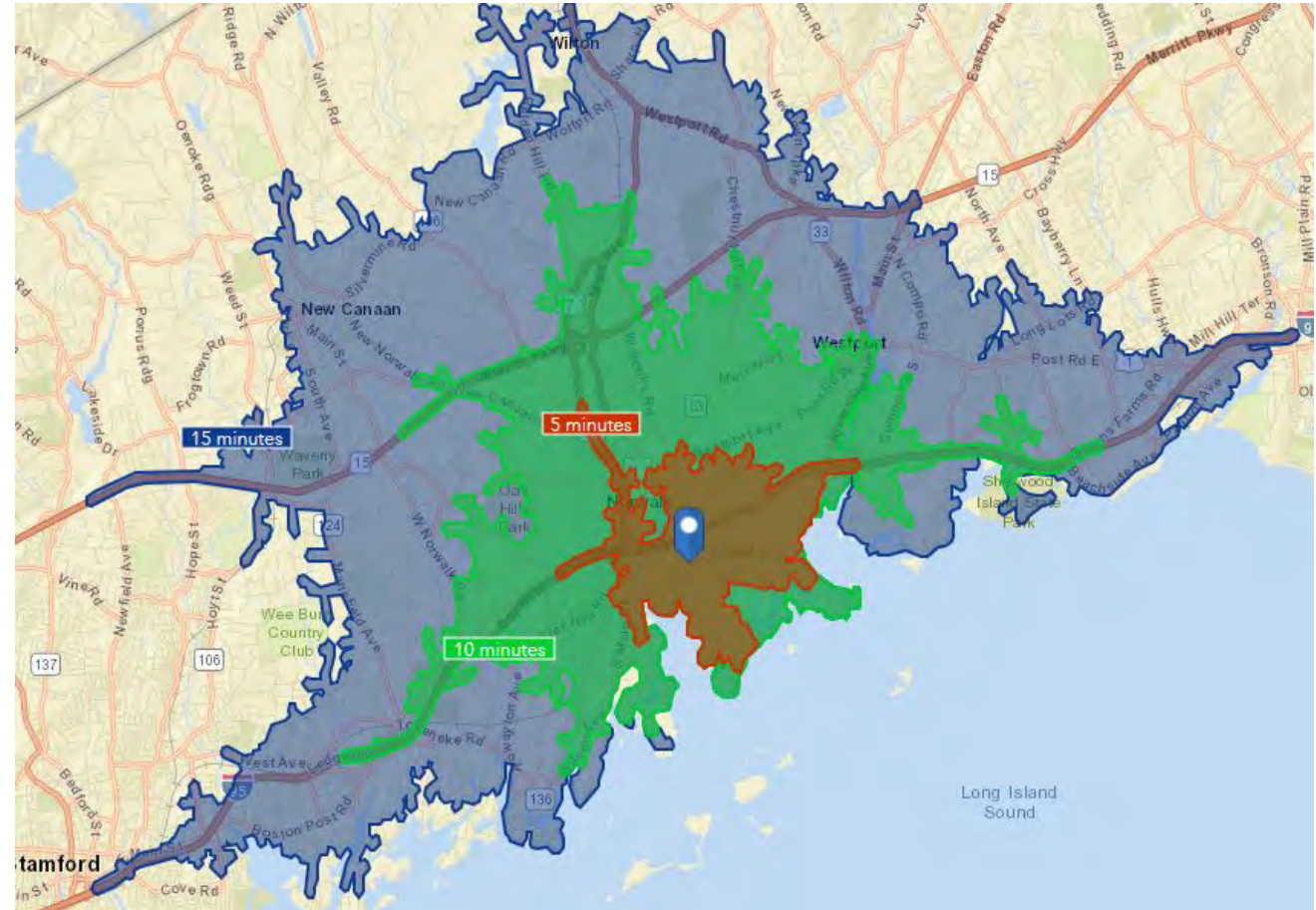
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- Tight-knit, highly residential character.... But small market for retail with limited purchasing power

Retail Supply/Demand in Study Area



Analysis Review Retail

- East Norwalk's access to amenities is part of what makes it a competitive and desirable neighborhood
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Analysis Review

Retail

- East Norwalk's access to amenities is part of what makes it a competitive and desirable neighborhood
- Tight-knit, highly residential character.... But small market for retail with limited purchasing power
- Desired retail uses like grocery stores are dependent upon large sites and large pool of unmet demand

Grocery Stores

Study Area Demand
\$13.8 million

Study Area Supply
\$6.4 million

Study Area Leakage
\$7.4 million

Analysis Review Retail

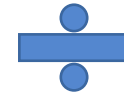
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Grocery Store Sales/SF
\$550



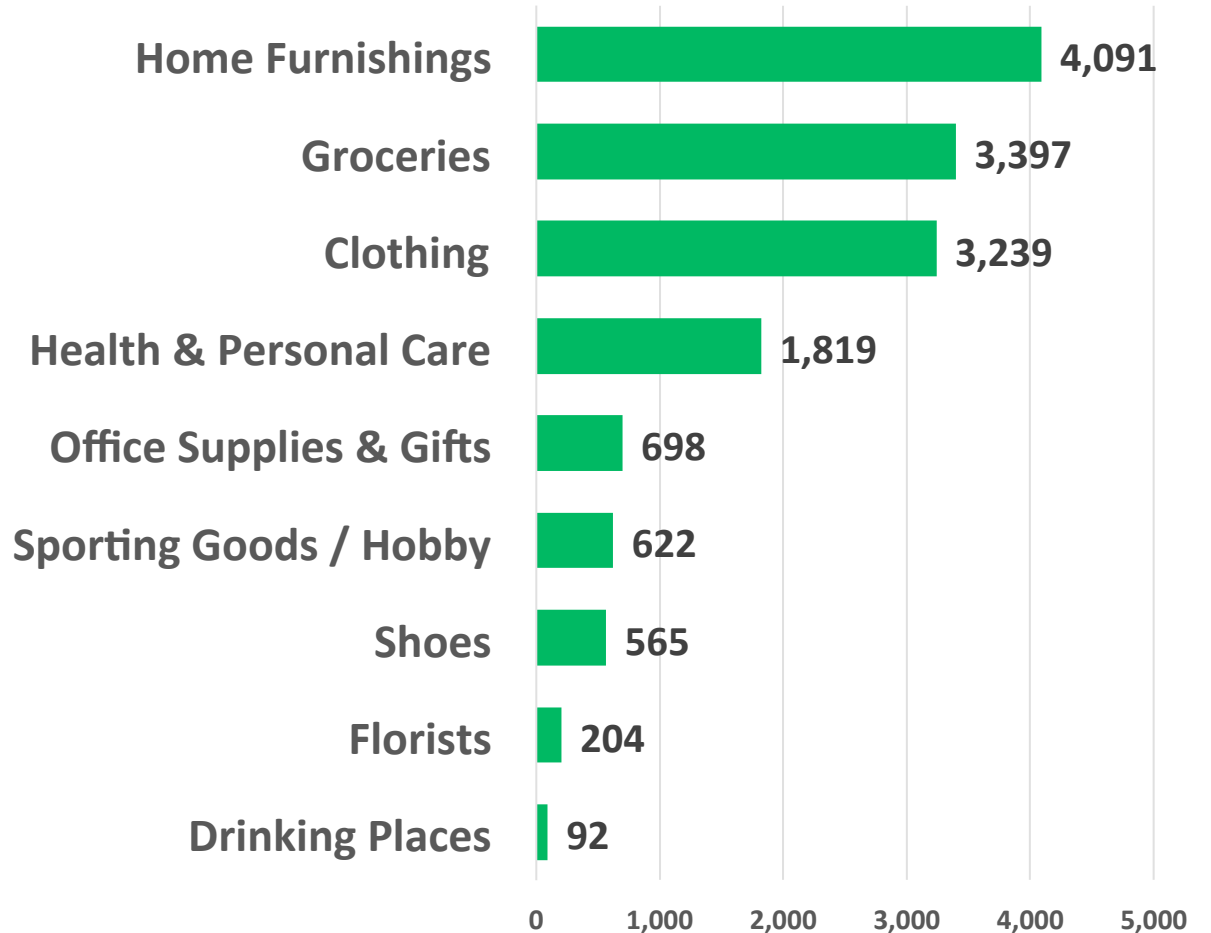
Leakage Recapture Rate
25%

Supportable Square Feet
3,400

Analysis Review Retail

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Supportable Square Footage by Retail Type



Analysis Review Retail

- East Norwalk's access to amenities is part of what makes it a competitive and desirable neighborhood
- Tight-knit, highly residential character.... But small market for retail with limited purchasing power
- Desired retail uses like grocery stores are dependent upon large sites and large pool of unmet demand
- Smart investment and policy can help two “neighborhood centers” to grow demand for retail and draw outside spend



Residential Market Overview

Analysis Review Residential

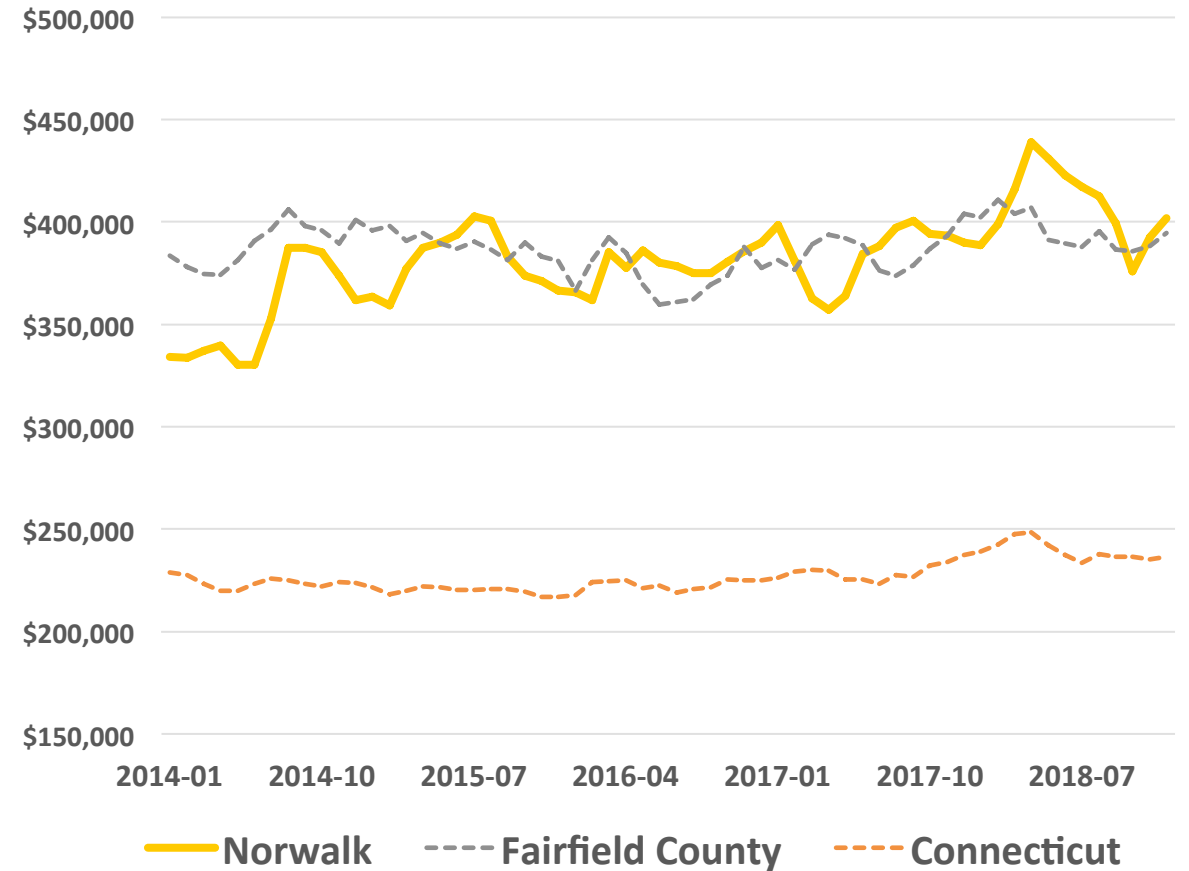
- Norwalk's housing market is strong – even closing historic gap with Fairfield County.

Median Home Sale Prices

	2013	2018	Growth
Norwalk	\$360,200	\$406,700	+ 12.9%
Fairfield County	\$394,400	\$395,300	+ 0.2%
Connecticut	\$227,400	\$239,400	+ 5.3%

Sources: Zillow Home Sales Seasonally-Adjusted Price Index; RKG Associates.

Median Home Sale Price Trends



Analysis Review Residential

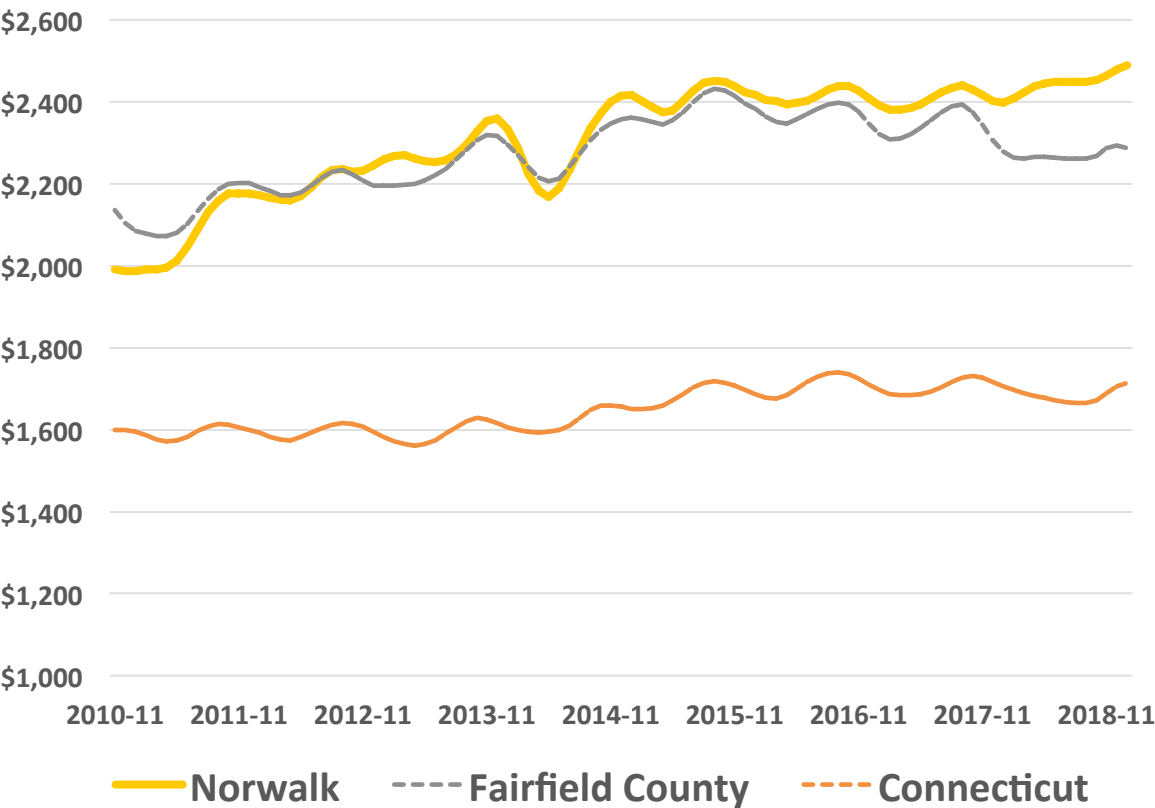
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Median Monthly Asking Rents

	2013	2018	Growth
Norwalk	\$2,290	\$2,440	+ 6.8%
Fairfield County	\$2,240	\$2,270	+ 1.1%
Connecticut	\$1,590	\$1,680	+ 5.7%

Sources: Zillow Rental Index; RKG Associates.

Median Monthly Asking Rent Trends



Analysis Review Residential

- Norwalk's housing market is strong – even closing historic gap with Fairfield County
- Housing diversity is one of Norwalk's key assets

Housing Mix by Units in Structure, 2017

	Norwalk	Fairfield County
1 – detached	48%	58%
1 – attached	5%	7%
2 units	11%	9%
3 or 4 units	9%	8%
5 to 9 units	7%	4%
10 to 19 units	7%	3%
20 to 49 units	5%	3%
50 or more units	8%	7%
1 – detached	1%	0%
Other	48%	58%

Sources: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates;
RKG Associates

Analysis Review

Residential

- Norwalk’s housing market is strong – even closing historic gap with Fairfield County
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Housing Mix by Year Built, 2017

	Norwalk	Fairfield County
2010 and Later	3%	3%
2000s	7%	6%
1990s	7%	6%
1980s	11%	11%
1970s	13%	12%
1960s	15%	13%
1950s	16%	20%
1940s	8%	9%
1939 and Earlier	21%	21%

Sources: US Census Bureau American Community Survey, 2013-2017 5-Year Estimates;
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Analysis Review Residential

- Norwalk’s housing market is strong – even closing historic gap with Fairfield County
- Housing diversity is one of Norwalk’s key assets
- Recent housing development has taken on different forms than Norwalk’s historic building stock

Floor-Area-Ratio by Use by Period Built

Norwalk

	2007 & Earlier	2008-2012	2013-2016
Single-Family Residential	0.19	0.29	0.38
Multi-Family Residential	0.48	2.08	2.12
Commercial / Medical	0.35	0.40	0.80
Industrial	0.19	0.33	N/A
TOTAL	0.24	0.54	0.77

*Includes vacant/undeveloped taxable properties
Sources: Norwalk Assessors Database; RKG Associates

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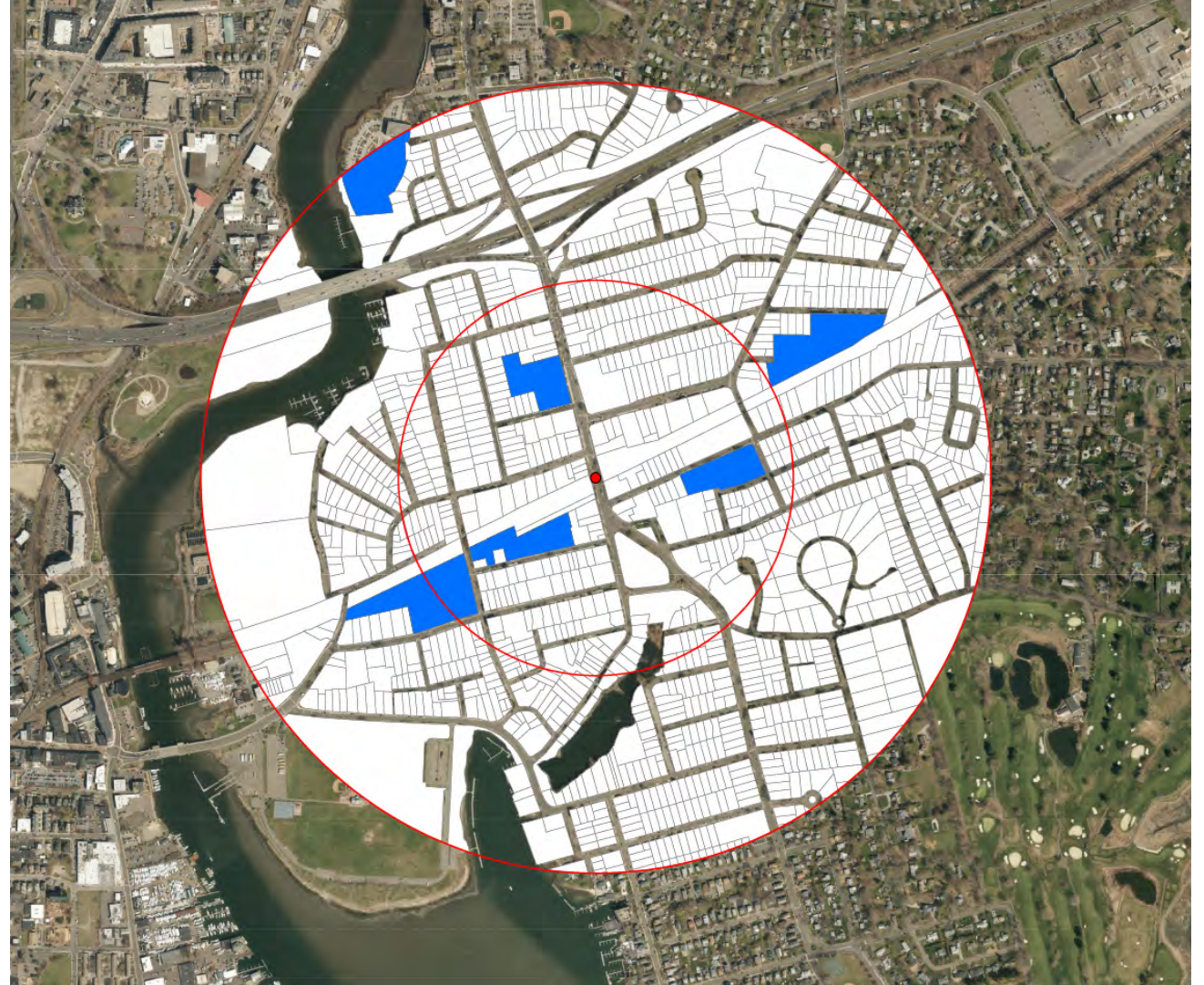
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Sources: Norwalk Assessors Database; RKG Associates

Selected Multi-Family Residential Projects 2013-2016

500 West Avenue	Waypointe (2014)	464 units
8 Norden Place	Avalon East Norwalk (2013)	240 units
1 North Water Street	Ironworks Sono (2014)	108 units
1 Glover Avenue	One Glover (2015)	132 units
30 Orchard Street	The Berkeley at Waypointe (2016)	98 units
6 Smith Street	Head of the Harbor (2016)	60 units
34 Oakwood Avenue	Point Rock at Oakwood (2015)	54 units
15 Arch Street	15 Arch Street (2015)	13 units

Analysis Review Residential

- Norwalk's housing market is strong – even closing historic gap with Fairfield County
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- Recent housing development has taken on different forms than Norwalk's historic building stock
- In East Norwalk, few parcels offer the space to accommodate the scale that residential developers need



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Spinnaker East Norwalk – 230 East Avenue

189 housing units

(42 in existing structure, 147 in new structure)

Office space, retail space, restaurant space

311 parking spaces

Office Market Overview

Analysis Review Office

- Norwalk's modest job growth driven by shift towards knowledge economy

Norwalk Employment

+ 5%

Since 2010

*Compare to
Fairfield County
+ 5%*

Norwalk Wages

+ 14%

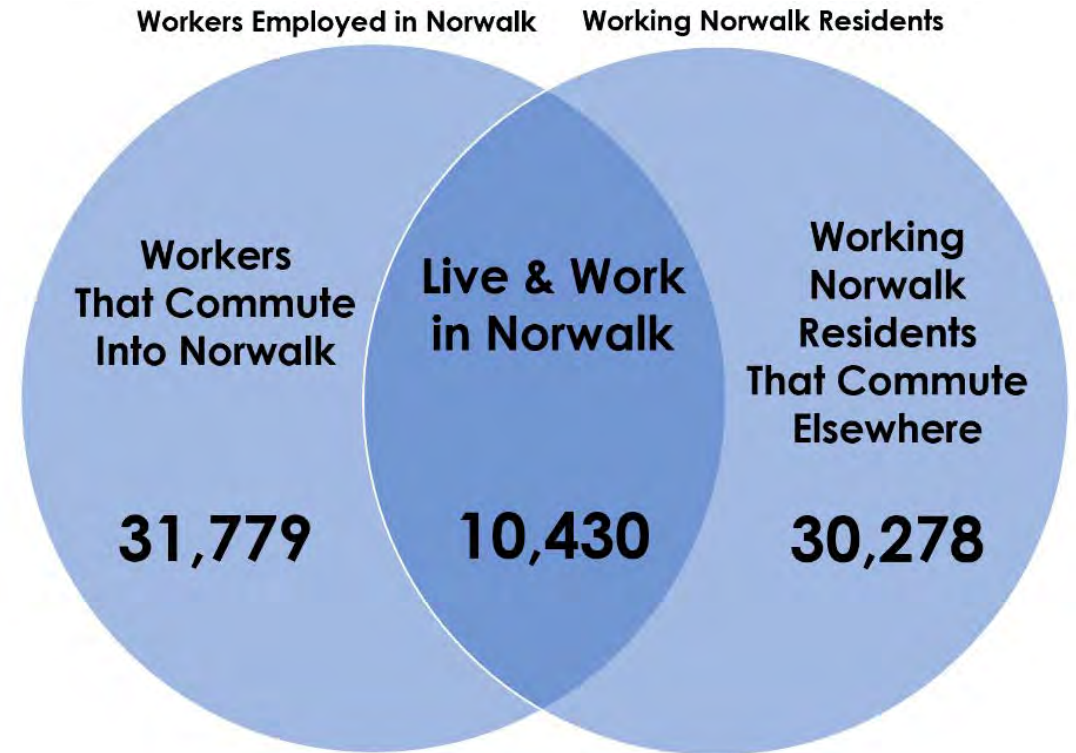
Since 2010

*Compare to
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+ 6%*

Analysis Review Office

- Norwalk's modest job growth driven by shift towards knowledge economy

Commuting Inflows & Outflows, 2015



Sources: US Bureau of Labor Statistics Longitudinal Employer-Household Dynamics 2015; RKG Associates.

Analysis Review Office

- Norwalk's modest job growth driven by shift towards knowledge economy
- Healthcare, Admin Services, and Professional, Science & Tech Services jobs are on the rise – as are Retail, Food Service and others

Jobs & Job Growth by Selected Sectors

	2017 Jobs	2010-2017 % Change	Fairfield County 2010-2017 % Change
Total Jobs	45,535	+ 5%	+ 5%
Retail	7,163	+ 5%	+ 5%
Prof., Scientific, Tech Services	4,585	+ 4%	+ 7%
Health Care & Social Assistance	4,503	+ 19%	+ 12%
Admin & Support Services	3,434	+ 6%	+ 13%
Accommodation & Food Serv.	3,049	+ 28%	+ 28%
Other Services	2,484	+17%	+ 8%
Wholesale Trade	2,406	+ 13%	+ 6%
Information	2,231	+ 16%	+ 24%

*Includes vacant/undeveloped taxable properties
Sources: Norwalk Assessors Database; RKG Associates

Analysis Review Office

- Norwalk’s modest job growth driven by shift towards knowledge economy
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- Overall employment growth is expected to slow – with contraction in retail, manufacturing

Top Projected Job Growth Sectors

	2017 Jobs	Projected % Growth to 2023
Chemical Manufacturing	236	+ 39%
Information Services	840	+ 25%
Social Assistance	1,627	+ 18%
Merchant Wholesalers	622	+ 15%
Ambulatory Health Care Services	2,143	+ 13%

*Includes vacant/undeveloped taxable properties
Sources: Norwalk Assessors Database; RKG Associates

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Top Projected Job Loss Sectors

	2017 Jobs	Projected % Growth to 2023
Computer/Elec. Manufacturing	310	- 26%
Publishing Industries (ex. online)	610	- 19%
Clothing Stores	257	- 18%
Machinery Manufacturing	784	- 13%

*Includes vacant/undeveloped taxable properties
Sources: Norwalk Assessors Database; RKG Associates

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- Overall employment growth is expected to slow – with contraction in retail, manufacturing
- Fairfield County's cooling office market

Office Market Measures, 2018

	Fairfield County	Central Fairfield County
Total Inventory	41.5m sf	10.1m sf
Vacancy Rate	19.3%	18.5%
Vacant SF	8.1m sf	1.9m sf
Net Absorption	-60,800 sf	-115,000 sf
Asking Rent/SF/Yr	\$32.15	\$32.19

Sources: CB Richard Ellis Market Snapshots 2018; RKG Associates.

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- Fairfield County's cooling office market
- Leasing at 25 Van Zant and Spinnaker have reportedly been strong



Analysis Review Office

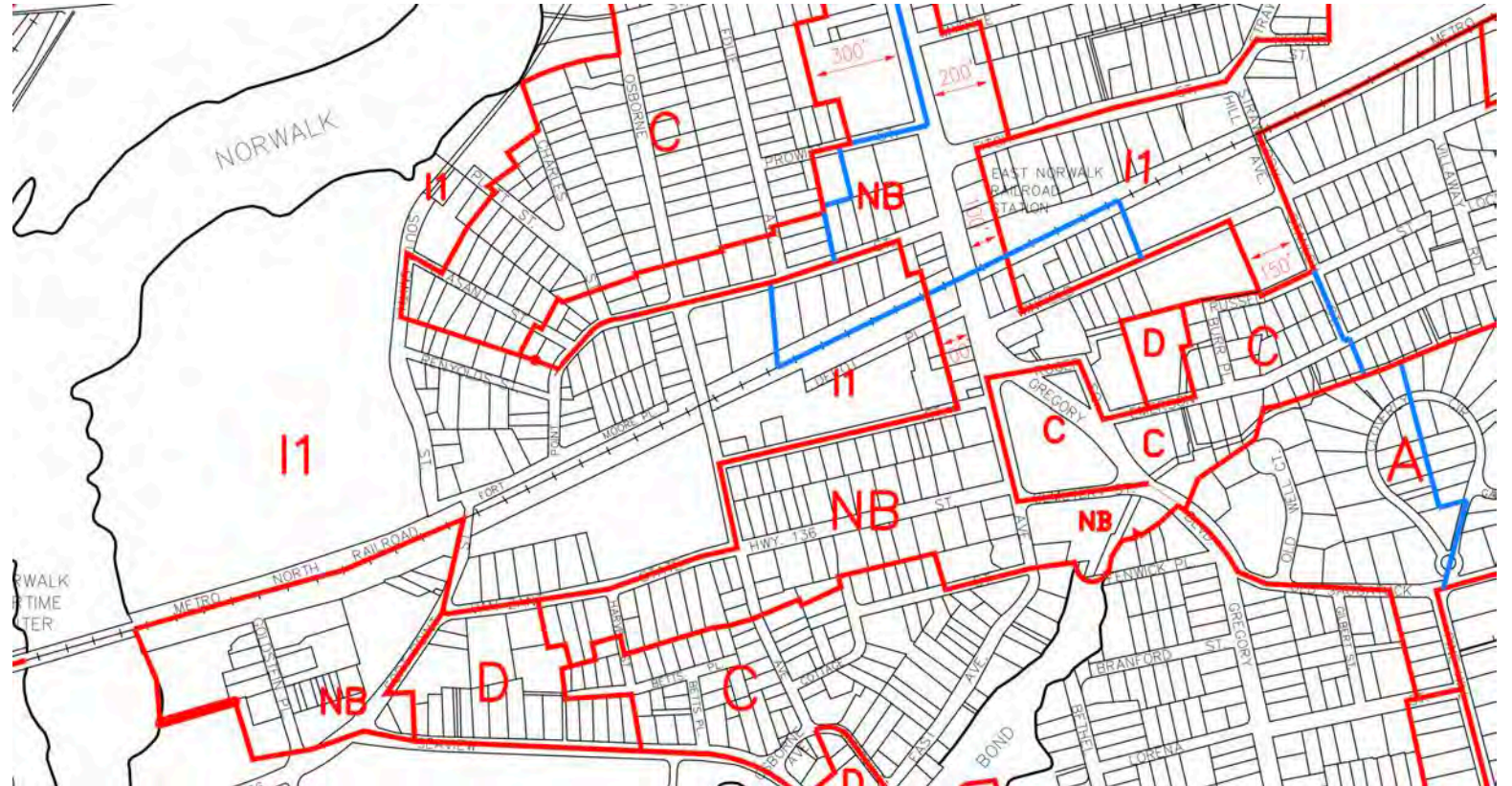
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- Fairfield County's cooling office market
- Leasing at 25 Van Zant and Spinnaker have reportedly been strong
- Limited role for new office development in study area



Industrial Market Overview

Analysis Review Industrial

- Industrial zoning near train station and on many centrally-located parcels



Analysis Review Industrial

- Industrial zoning near train station and on many centrally-located parcels
- Contractor yards, auto service, and some office/light industrial combination facilities



Analysis Review Industrial

- Industrial zoning near train station and on many centrally-located parcels
- Contractor yards, auto service, and some office/light industrial combination facilities
- Unlikely to attract industrial development of scale – typically require large parcels, cheap land, and easy truck access



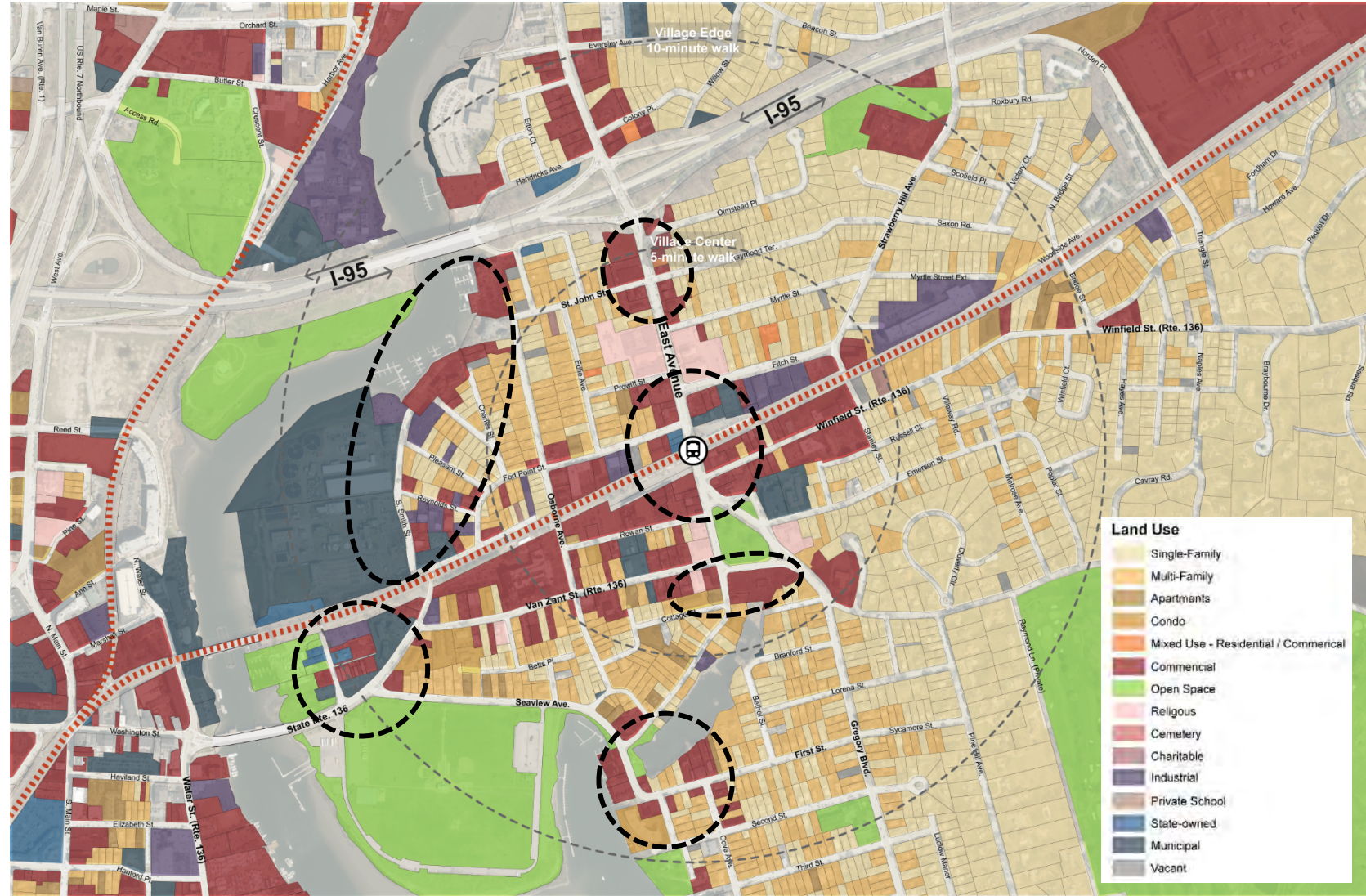
Key Market Takeaways

- East Norwalk is a “residential village” in a competitive real estate environment.
- Small lots, a tight development fabric, and shifting demographics make transformative development opportunities rare.
- Market demand can be expressed via piecemeal renovations, small-scale infill development, and use changes where appropriate.



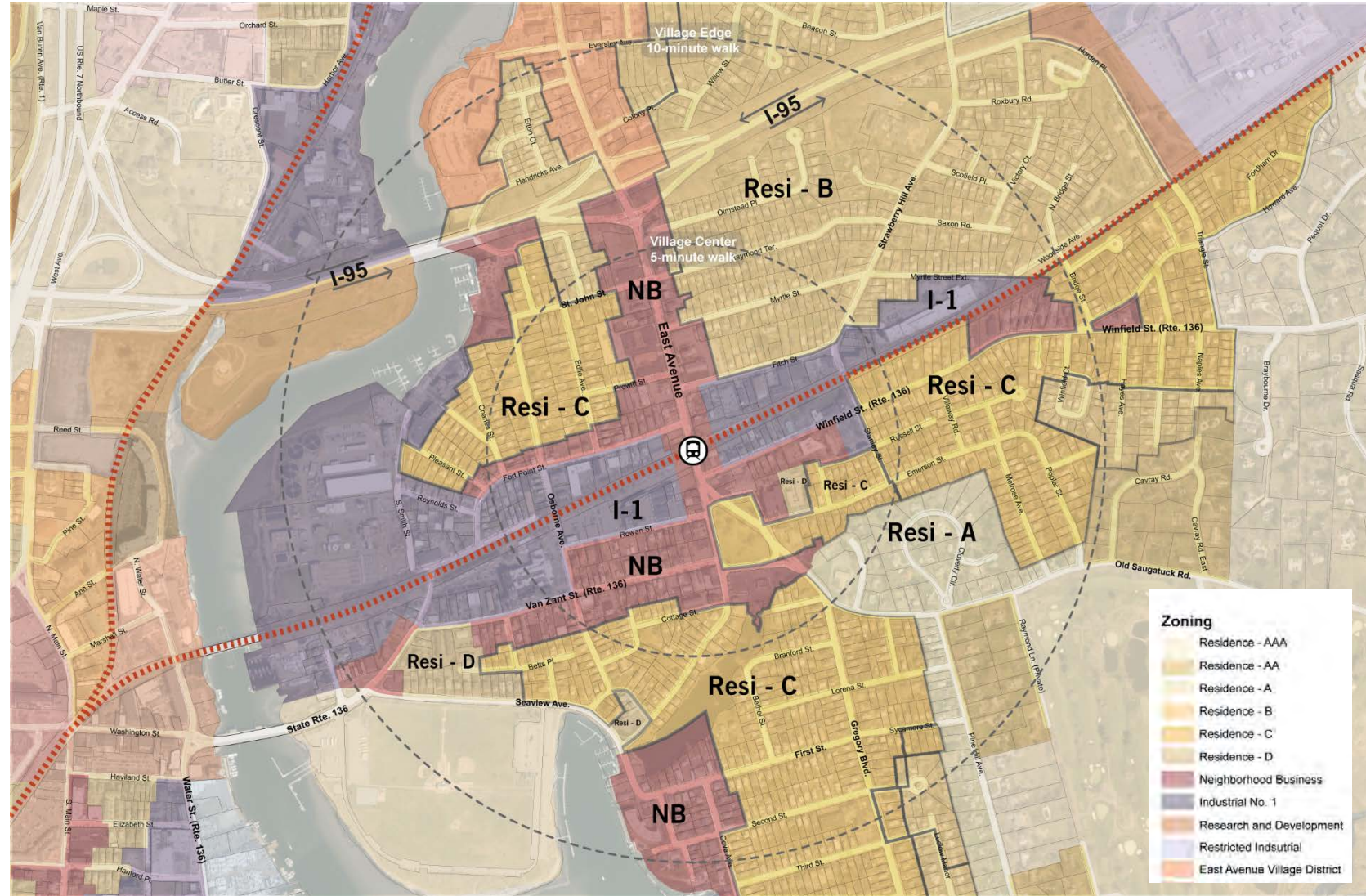
Land Use

- Commercial land uses concentrated along tracks and along East Avenue
- East Avenue commercial uses are discontinuous due to institutional uses
- Additional commercial land use cluster along Cove Street and Liberty Square
- Light industrial land use cluster along Norwalk River on the periphery. These light industrial uses have impacted the quality of residential in the NW quadrant of the Study Area
- Higher density residential uses located towards the South Norwalk and density reduces as you move away from South Norwalk



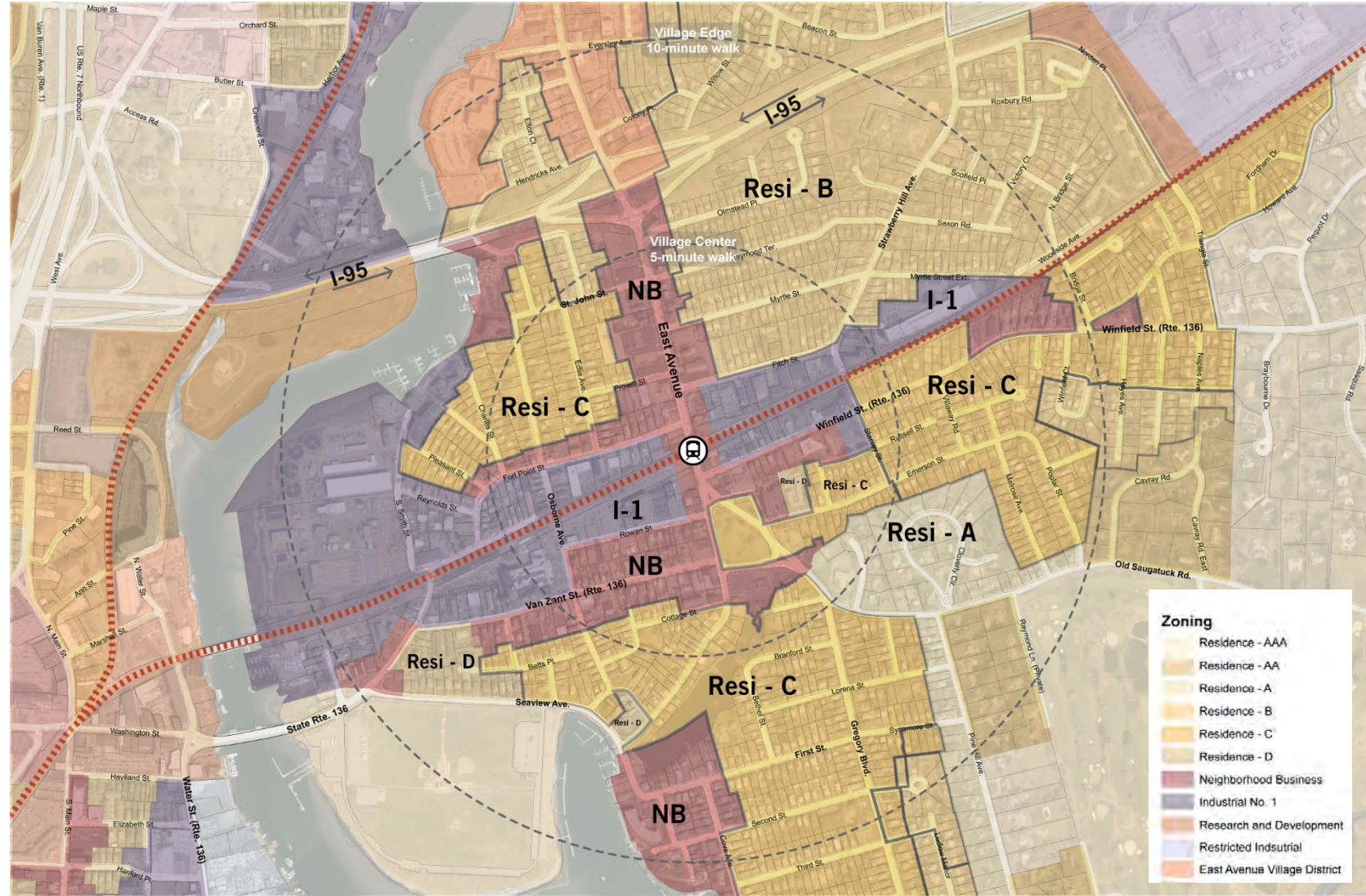
Zoning

- Predominant Zones
 - Neighborhood Business (NB)
 - Industrial – 1 (I-1)
 - Residential C
 - Residential D
 - Residential B
- **Density Limitation in various Zones**
- Neighborhood Business and Industrial – FAR based
- NB allows range of residential densities with Site Plan Review and Special Permit regulated by height (35 Feet) and min. lot area per dwelling unit (1650 SF/ Dwelling Unit)
- I-1 allows 1 and 2 family Dwelling Unit (follows Res C) and does not allow multifamily (no Planned Residential Development) and mixed use except on Spinnaker parcel (Confirm)



Zoning

- Residential zones density based on minimum lot sizes
 - 1 Dwelling Unit – 5,000 SF (Res C and D)
 - 2 Dwelling Unit – 6,000 SF (Res C and D)
 - 3-6 Dwelling Unit - 7,500 SF (Res D)
 - 6-12 Dwelling Units – 12,000 SF (Res D)
- Residential Zones (B,C and D) allow multi-family with Special Permit via Planned Residential Development

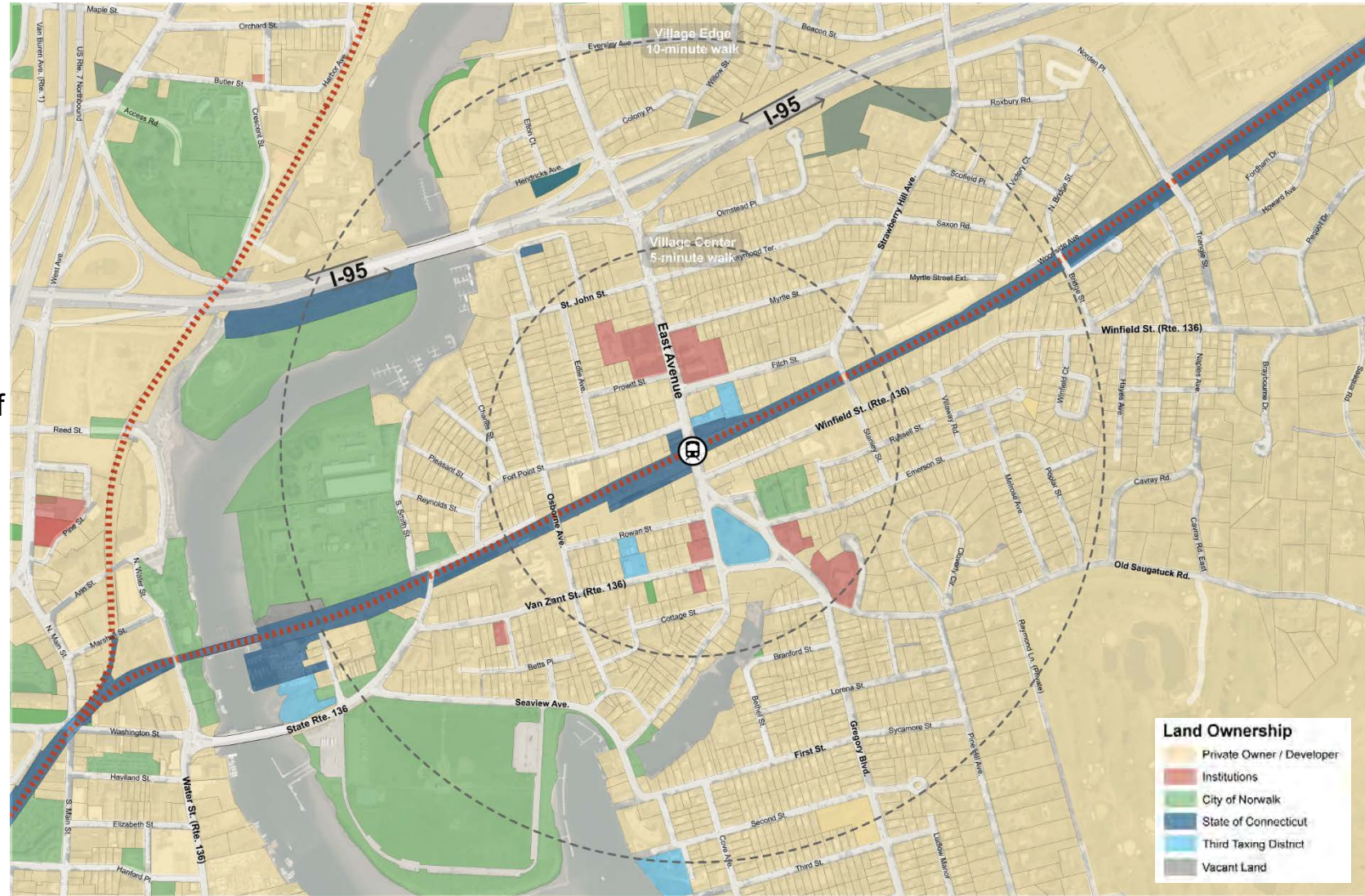


Zoning – Relevant Height and Bulk Limitations

	HEIGHT		MINIMUM SIZE OF PLOT		MAXIMUM BUILDING AREA	FLOOR AREA RATIO MAXIMUM	RECREATION AREA	RESIDENTIAL DENSITY
ZONES	MAXIMUM	MINIMUM	AREA	WIDTH				
Neighborhood Business	2 1/2 stories & 35 feet	2 stories and 25 feet,	5,000 sq ft	50 feet	35% for buildings, 80% for buildings and parking, 20% open space	0.7	200 sq ft per dwelling unit,	1,650 sq ft of lot area per dwelling unit
Industrial #1	4 stories & 50 feet; 6 stories & 72 ft on lots 30 acres or larger;		5,000 sq ft	50 ft	50% for buildings, 90% for buildings and parking;	1.0;	150 sq ft per dwelling unit, may include outdoor recreational areas	As per C Residence
B Residence	2 1/2 stories & 30 feet,		6,250 sq ft	50 ft	25% - 35%		–	Planned Residential Development with Special Permit
C Residence 1-2 dwelling units	2 1/2 stories & 30 feet,		5,000 sq ft 1 dwelling unit 6,000 sq ft 2 dwelling units	50 ft	25% - 35%,		–	Planned Residential Development with Special Permit
D Residence 1-2 dwelling units	2 1/2 stories & 30 feet,		5,000 sq ft 1 dwelling unit 6,000 sq ft 2 dwelling units	50 ft	25% - 35%,		–	Planned Residential Development with Special Permit
D Residence 3-6 dwelling units	2 1/2 stories & 35 feet,		7,500 sq ft minimum	80 feet	30%; 60% buildings & parking		200 sq ft per dwelling unit	1,650 sq ft per dwelling unit
D Residence over 6 dwelling units	3 ½ stories and 40 feet		12,000 sq ft minimum	100 ft	25%; 65% buildings & parking		200 sq ft per dwelling unit	1,650 sq ft per dwelling unit,

Parcel Ownership

- Majority of private and institutional land ownership around the station
- Station parking – State and private ownership
- Institutional parcels (Churches) front East Avenue
- Ludlow Commons – Senior Housing - City of Norwalk ownership
- Third Taxing District parcels include utility infrastructure and East Norwalk Association Library



Parcel Sizes – Larger than 12,000 SF

Understanding what may be feasible based on zoning district and parcel sizes

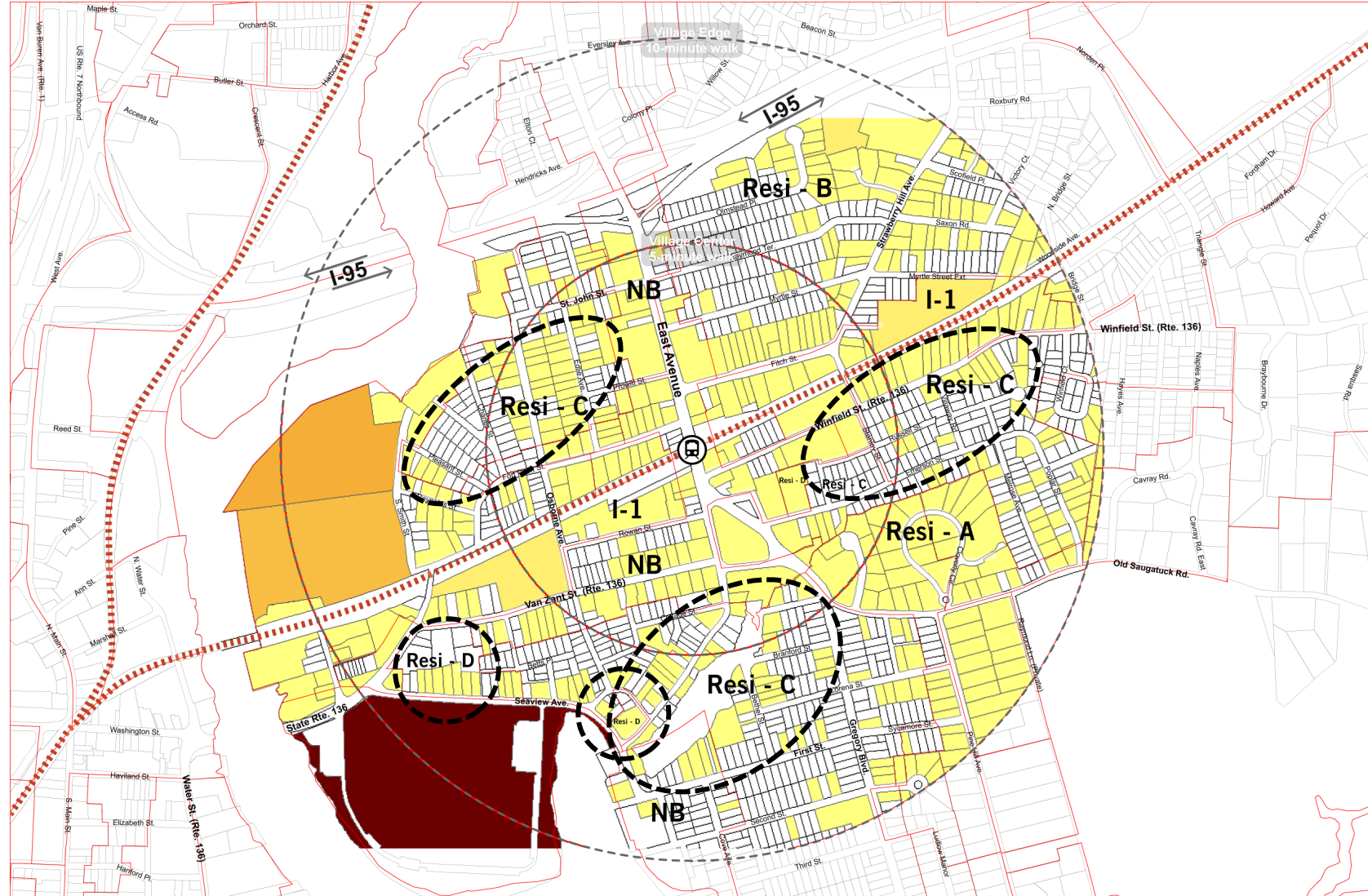
- Large parcels in NB eligible for residential density of 1,650 SF/DU
- Large parcels in I-1 eligible for 1 and 2 family Dwelling Units based on Res C
 - No multi-family or mixed use permitted except on Spinnaker parcel
- Parcels in Residential zones eligible for 1, 2 and multi-family dwelling units by right and with special permit



Parcel Sizes – Larger than 7,500 SF

- Parcels in Residential Zone C eligible for 1, 2 family by right and multi-family with Special Permit by Planned Residential Development*
- Parcels in Residential Zone D eligible for 1 to 6 dwelling units depending on the parcel size and multi-family with Special Permit by Planned Residential Development

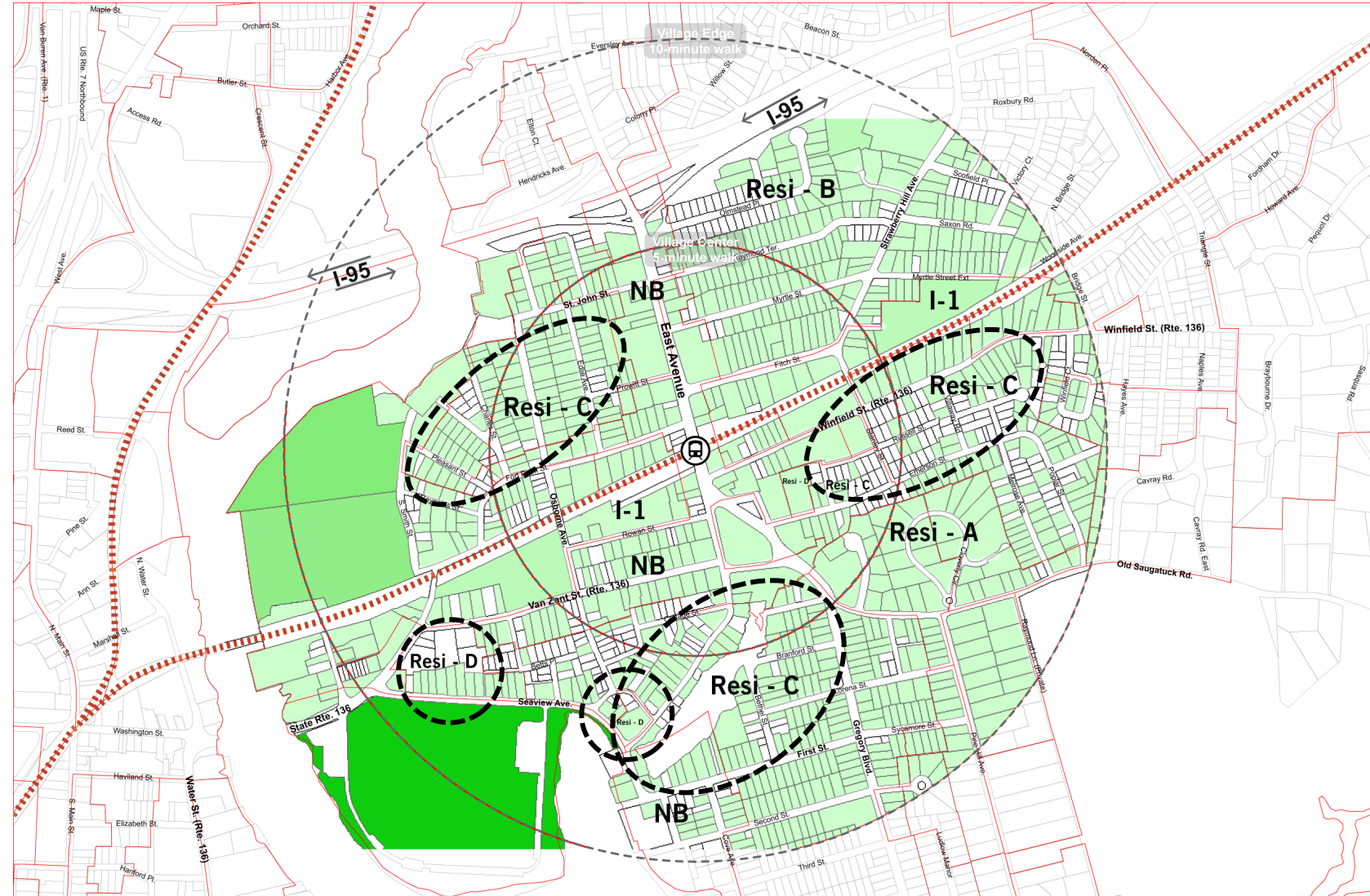
* Total number of multi-family units in Residential Zones B and C are capped citywide



Parcel Sizes – Larger than 6,000 SF

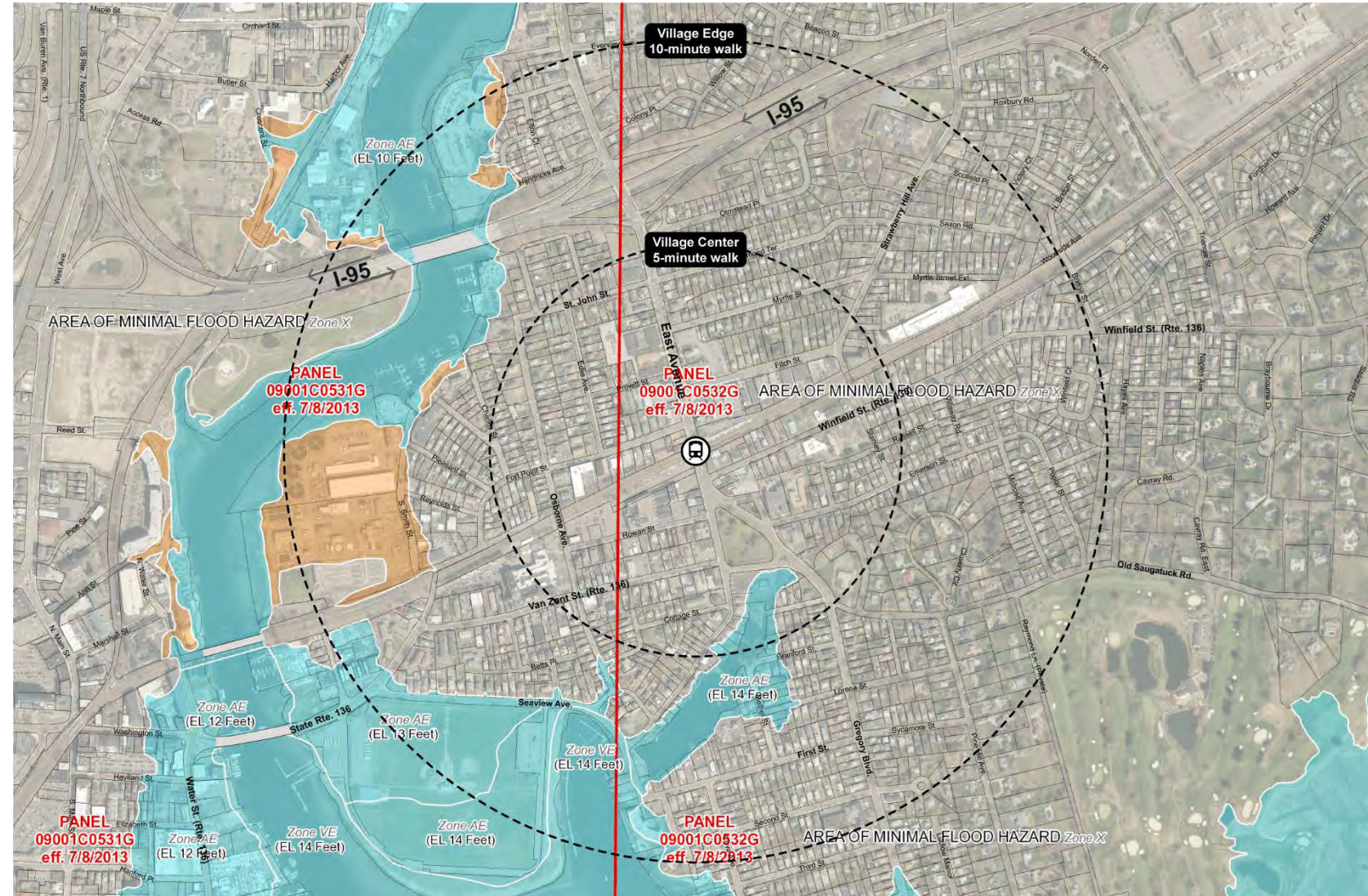
- Parcels in Residential Zone C and D eligible for 1, 2 family by-right and multi-family with Special Permit by Planned Residential Development*

* Total number of multi-family units in Residential Zones B and C are capped citywide



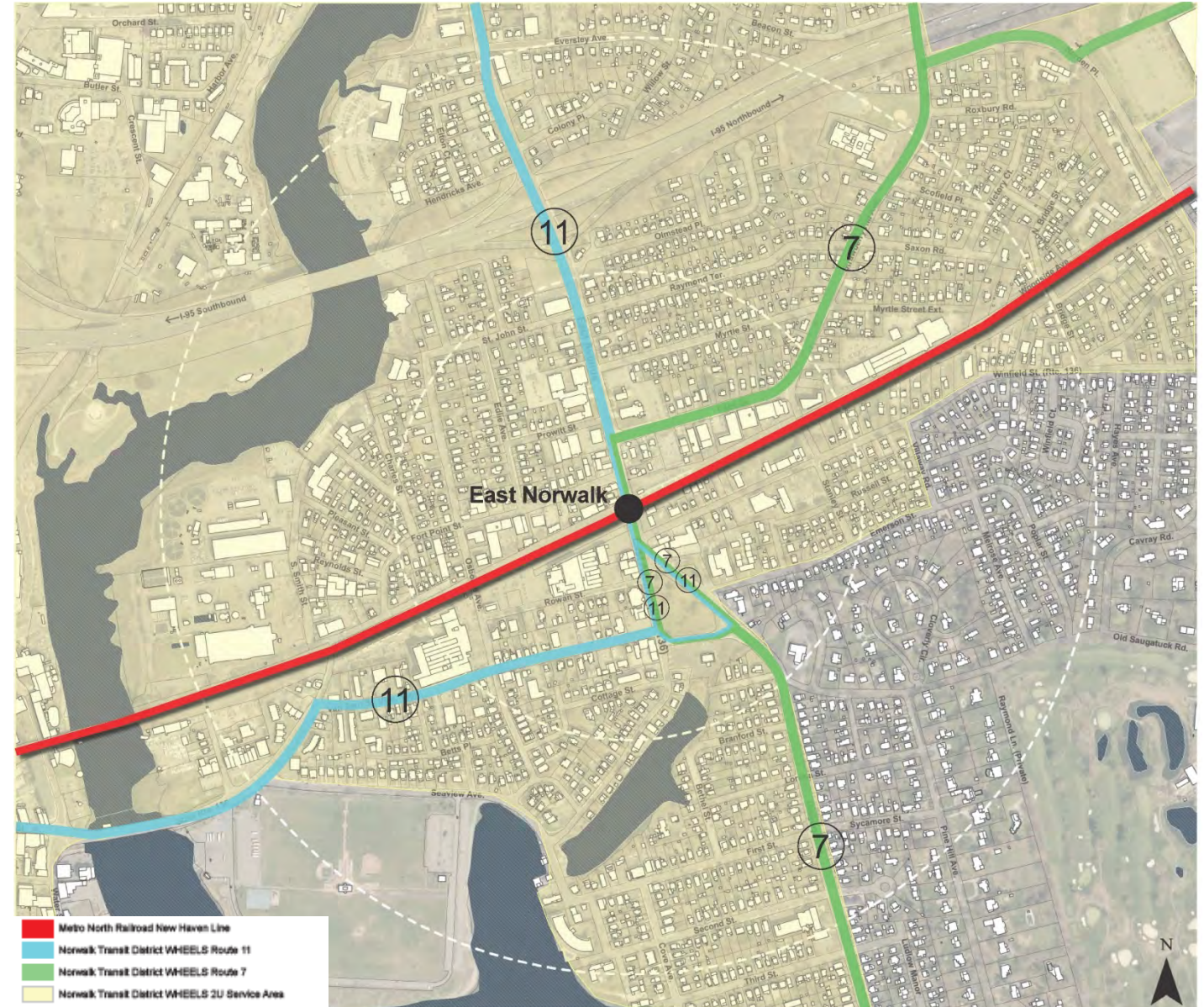
FEMA Flood Zones

- Flooding challenges
 - Seaview Avenue
 - Mill Pond and Surrounding Properties
 - Properties along S Smith Street



Existing Transit Services

- Rail – Metro-North New Haven Line
 - Train service is more limited at East Norwalk than South Norwalk (e.g. 10 trains compared to 21 trains in the am peak)
 - 1,424 weekday rides (boardings/alightings) at East Norwalk Station
 - Metro-North has no immediate plans for increasing service
- Bus – Norwalk Transit District
 - Routes 7 & 11 account for 4% and 11% of the total system ridership
 - 5% of boardings on Route 7 take place within the study area while 14% of the boardings on Route 11 take place within the study area.
 - Part of study area is served by pilot on-demand WHEELS2U service



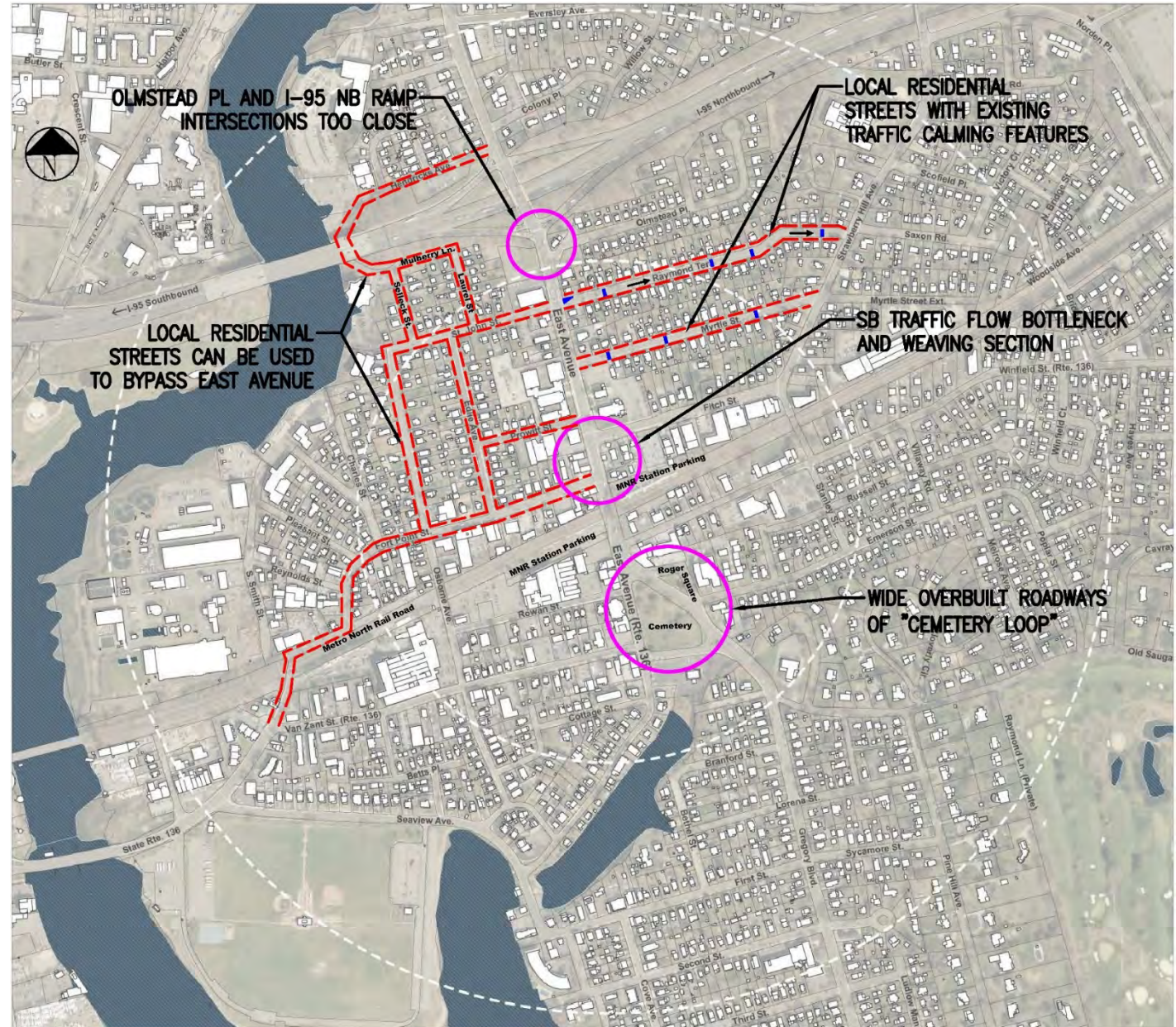
Commuter Parking

- Utilization rate for monthly parking is 93%
- 202 permits issued in 2017 and there were approximately 136 people on the waiting list
- 90% of commuters parking at the station come from East Norwalk and neighborhoods north of East Norwalk
- 55% carpooled to station, followed by 23% who walked, and 22% who drove alone
- 36% of those who drove parked in the Ft. Point Rd./East Ave. Lot, followed by 21% who parked in NY Bound Lot, and 21% who parked in the Rowan St./Osborne Ave. Lot



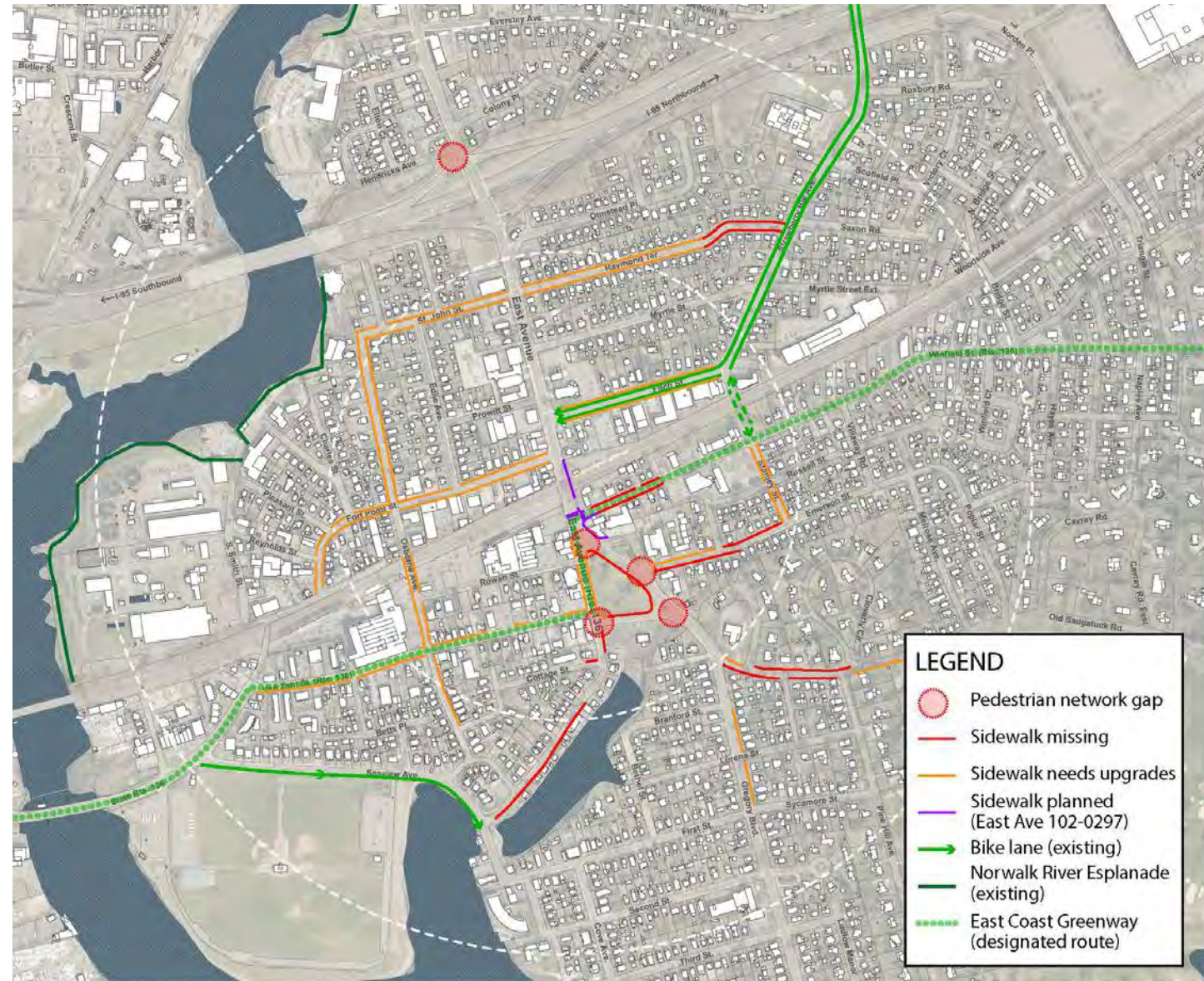
Vehicular Circulation

- East Avenue is the primary vehicular corridor connecting I-95 to East Norwalk (north and south of the interchange)
- Congestion on East Avenue exacerbated by problematic intersections at Olmstead Place and Fort Point Road/MNR Station Parking Driveway
- Due to high traffic demand and congestion along East Avenue, some through traffic diverts to local residential streets not intended for commuting traffic
 - Some traffic calming measures have been implemented on Raymond Terrace and Myrtle Street



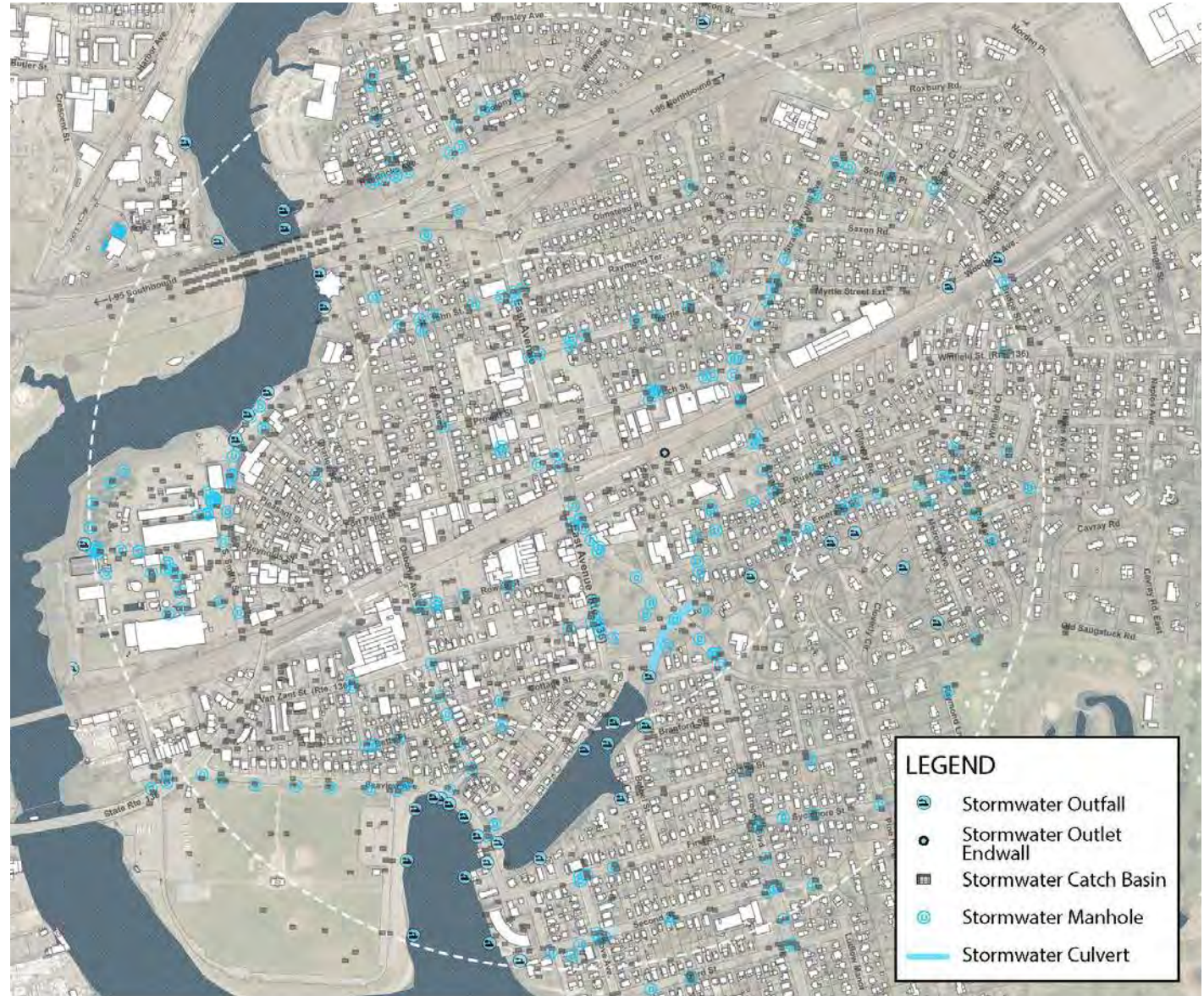
Pedestrian and Bicycle Infrastructure

- Pedestrian network has some gaps
 - Many streets have substandard sidewalks, including cracked pavement and asphalt
 - Missing sidewalks and crossings at East Ave and Rt 136 planned to be resolved as part of the East Ave redesign project
- Intersections surrounding the cemetery and the intersection of East Ave and the entrance ramp to 1-95 W are excessively wide and difficult to navigate as a pedestrian.
- Existing bike lanes:
 - Fitch Street (two-way)
 - Strawberry Hill Ave (two-way)
 - Seaview Ave (one-way eastbound)
- East Coast Greenway is designated along Rt 136, but no signs or markings are present
- Parts of the Norwalk River Esplanade exist, but are not connected
 - Lack of signage, branding and/or wayfinding



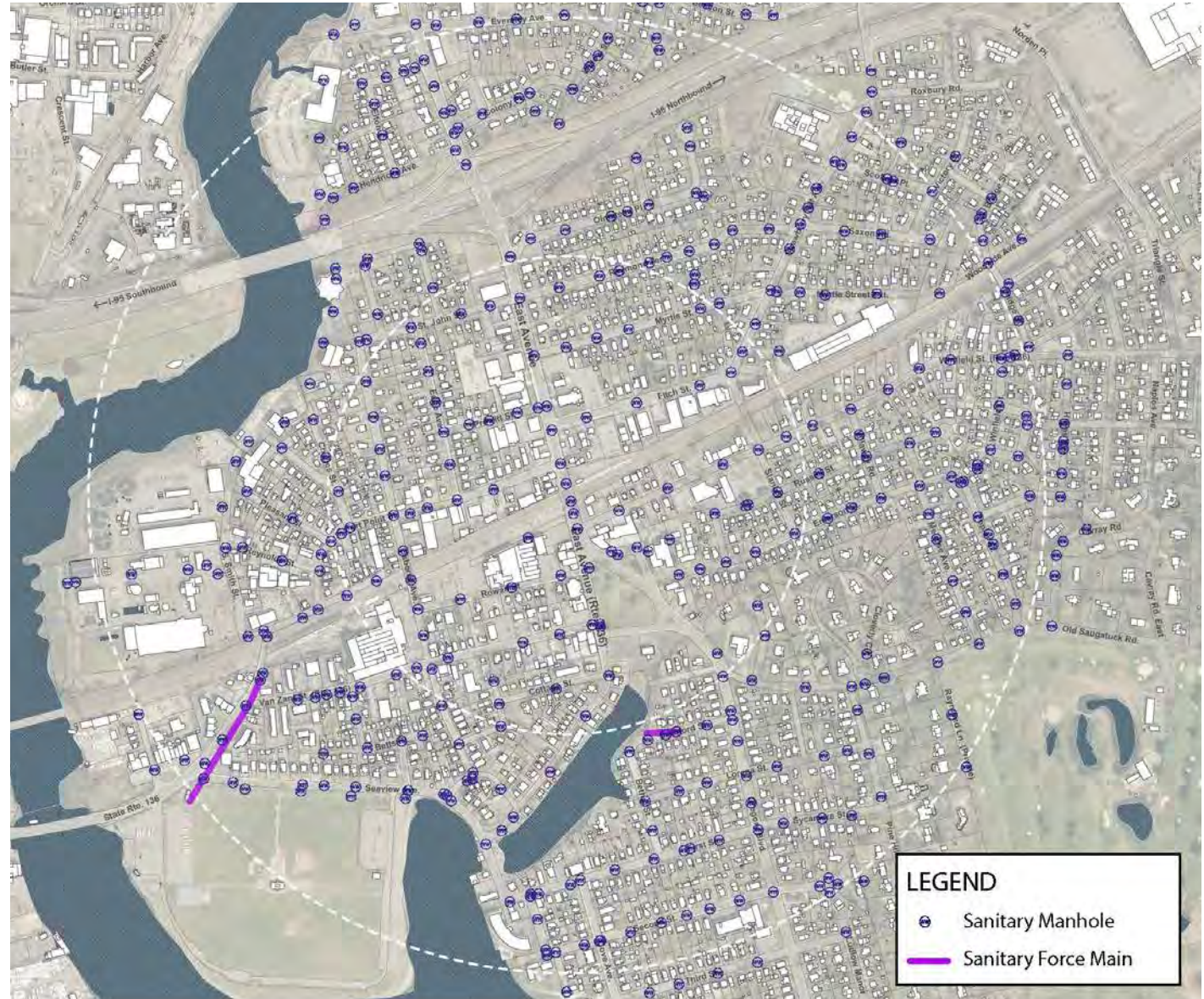
Stormwater Infrastructure

- This area of East Norwalk is connected to a standard stormwater collection system



Sanitary Infrastructure

- This area of East Norwalk is connected to a standard sanitary system



Draft Vision and Goals

- **Quality of Life**
 - A plan that enhances the quality of life for everyone including residents, visitors, business owners, and property owners
- **Community-based**
 - A plan that emerges out of the community engagement process – with participation of residents, business owners and property owners
- **Balanced**
 - A plan that balances beneficial economic growth with East Norwalk’s neighborhood identity
- **Neighborhood- focused**
 - A plan that is focused on East Norwalk as a unique neighborhood within the City of Norwalk
- **Co-ordinated**
 - A plan that provides a coordinated basis for reinvestment and redevelopment.
- **Multi-modal**
 - A plan that addresses needs of pedestrians, bikers, transit users and drivers for public health and safety





East Norwalk Transit Oriented Development (TOD) Plan

Oversight Committee Meeting #2

April 30, 2019

City of Norwalk | Harriman | NV5 | RKG Associates