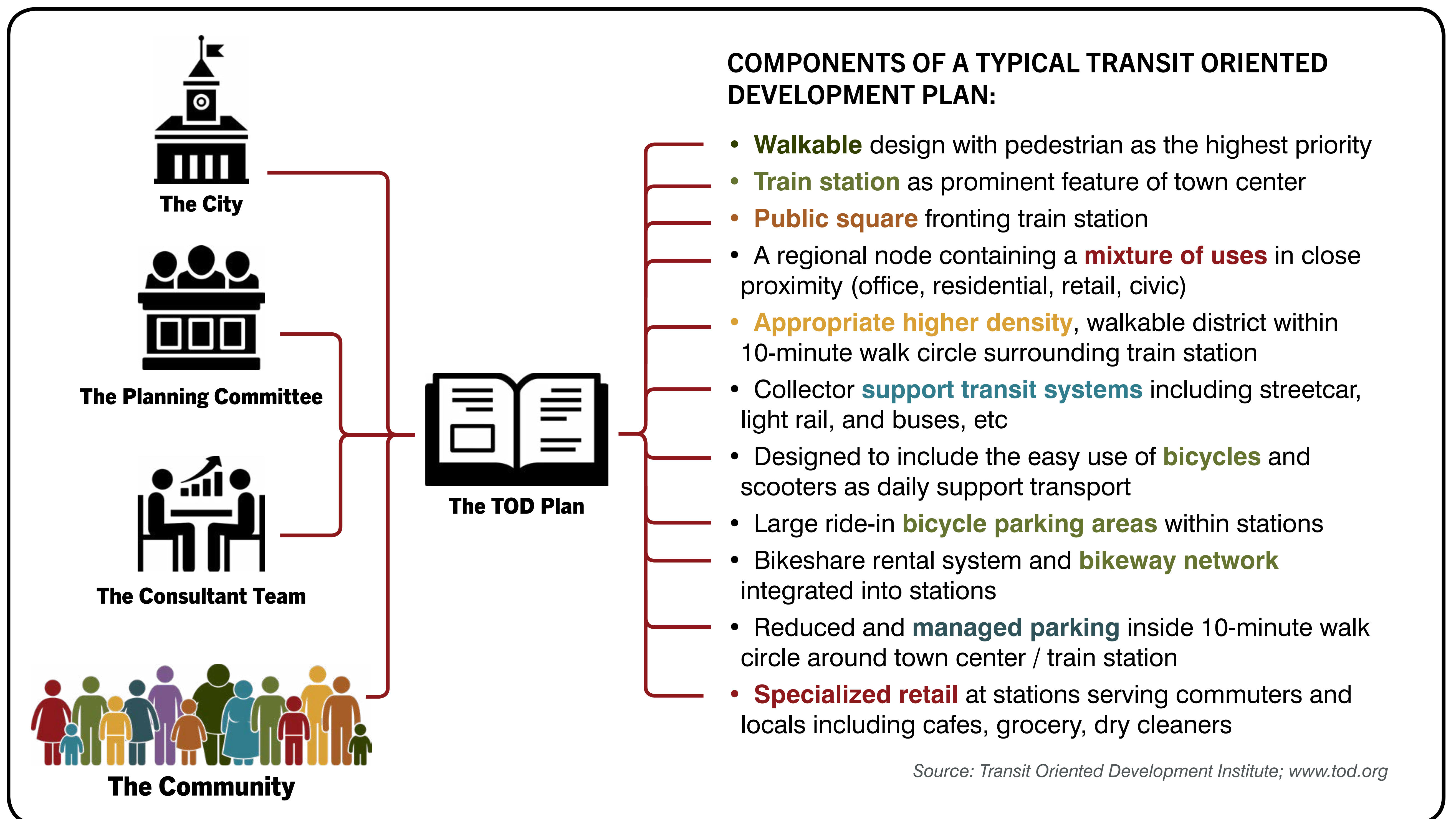


# WHAT IS A TYPICAL TRANSIT ORIENTED DEVELOPMENT PLAN?



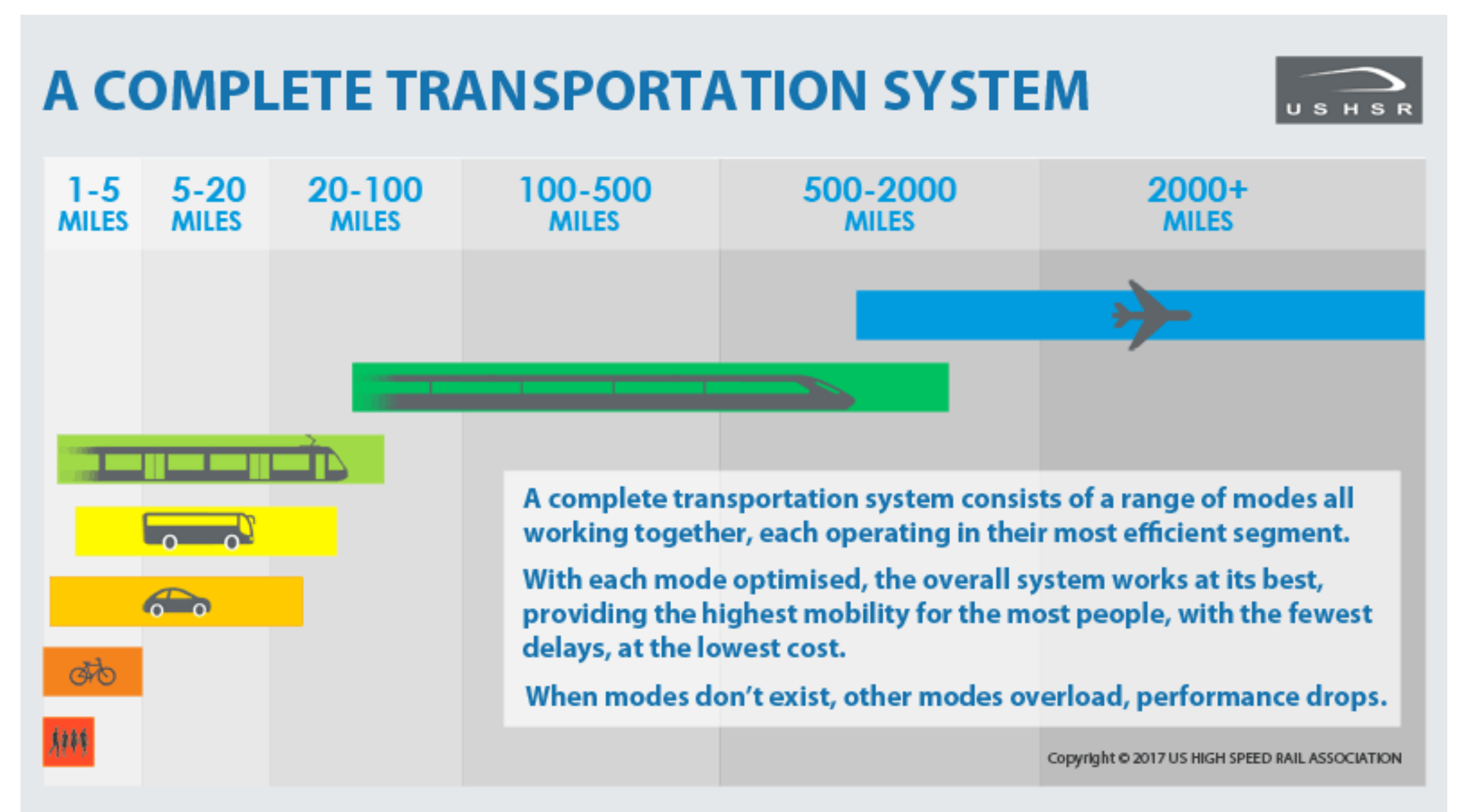
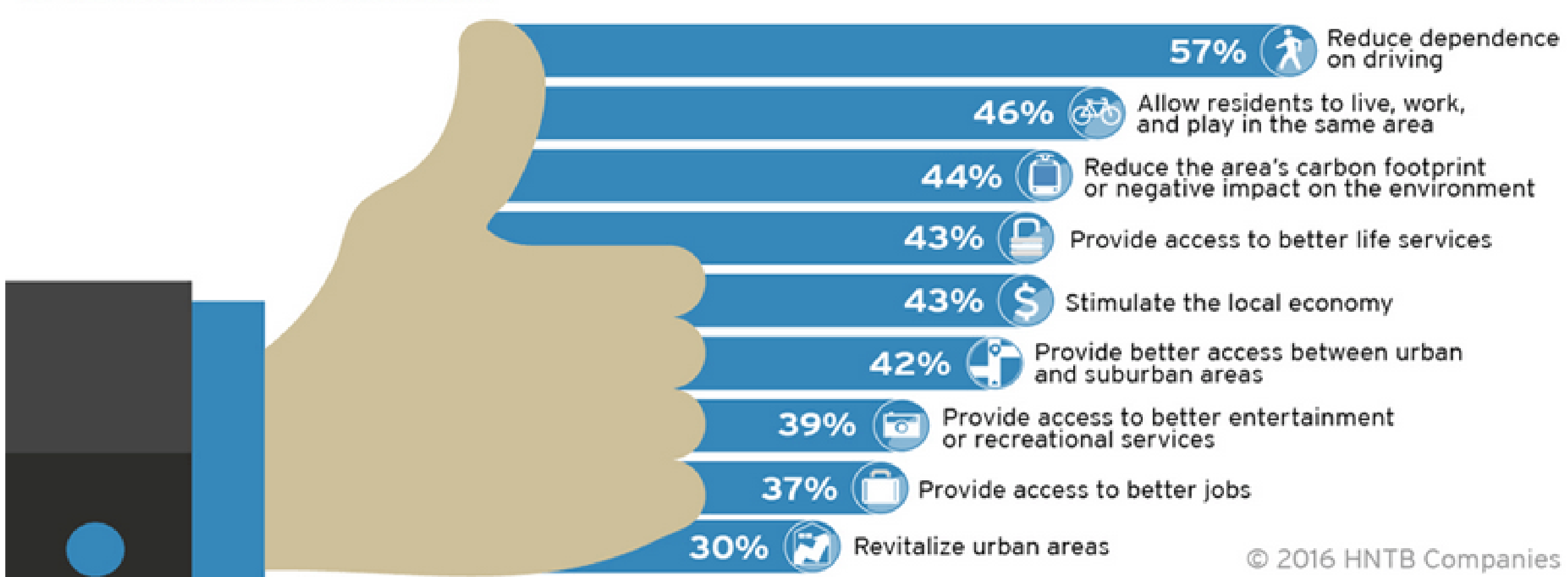
*Transit Oriented Development is the creation of compact, walkable, pedestrian-oriented, mixed-use communities centered around high quality train systems.*

- Transit Oriented Development Institute [www.tod.org](http://www.tod.org)



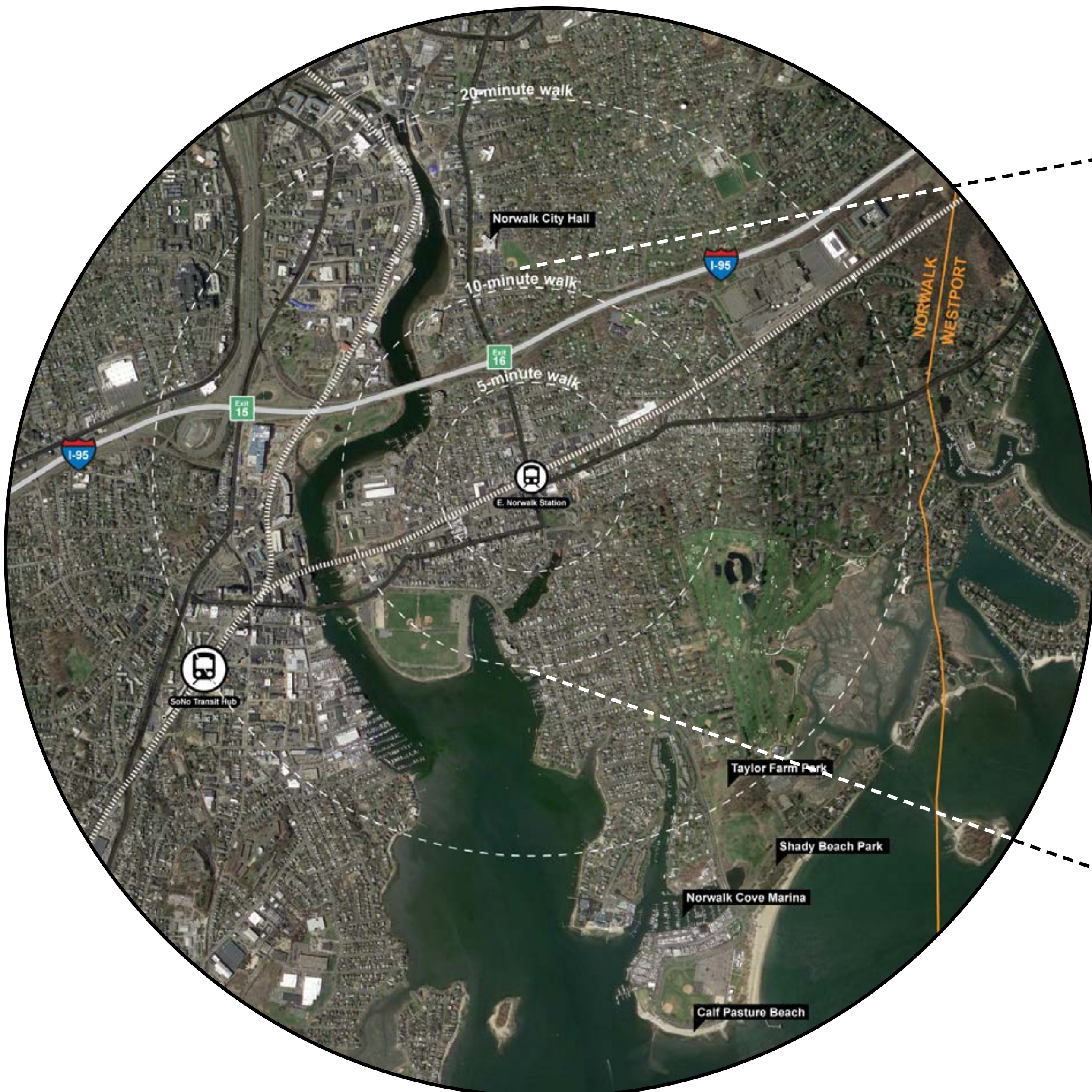
## BENEFITS OF TRANSIT ORIENTED DEVELOPMENT

Americans believe transit oriented development provides an array of benefits ranging from lifestyle to environmental to economic.

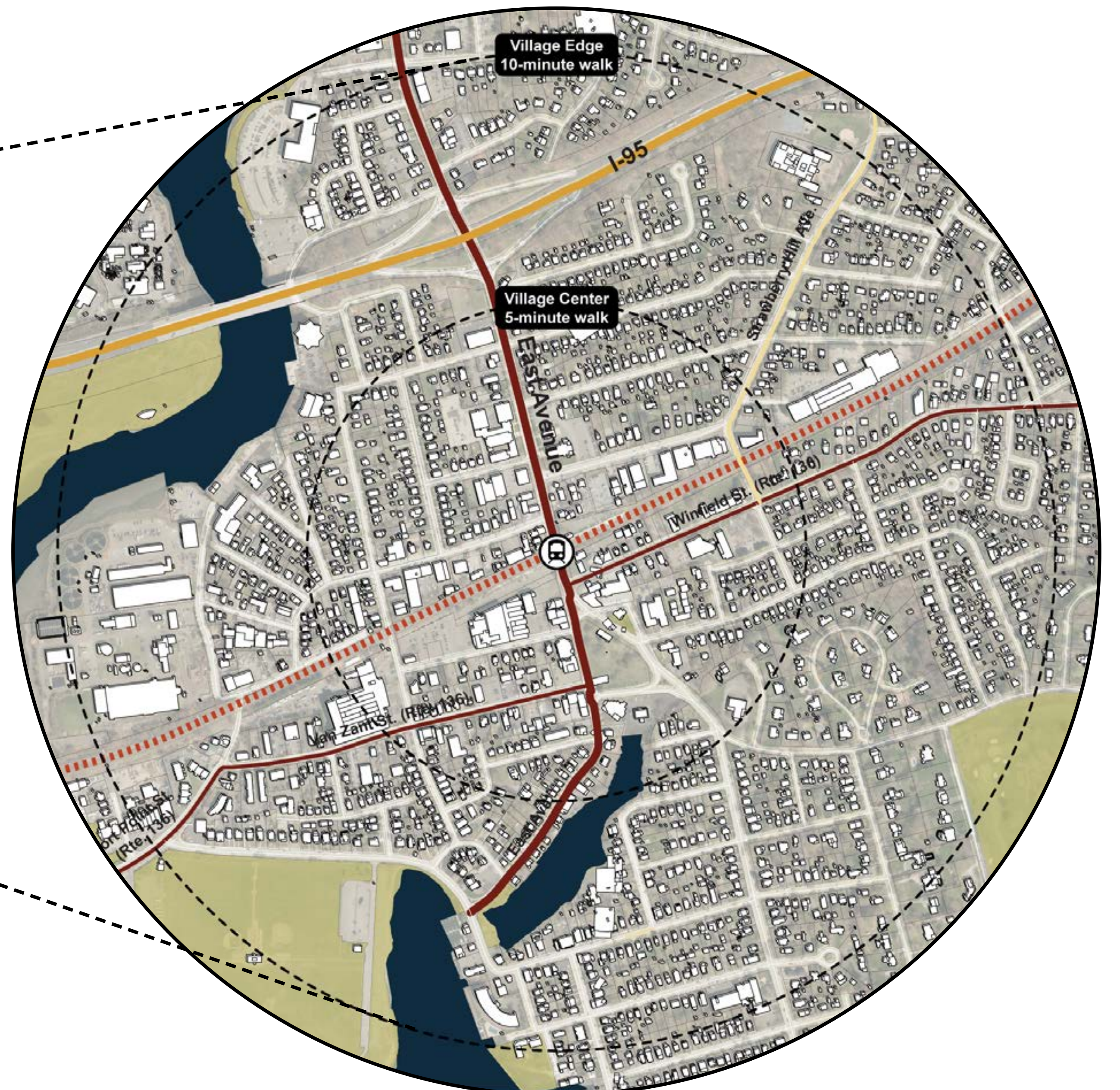




# WHAT IS THE EAST NORWALK TOD PLAN?



Context



Area of Study

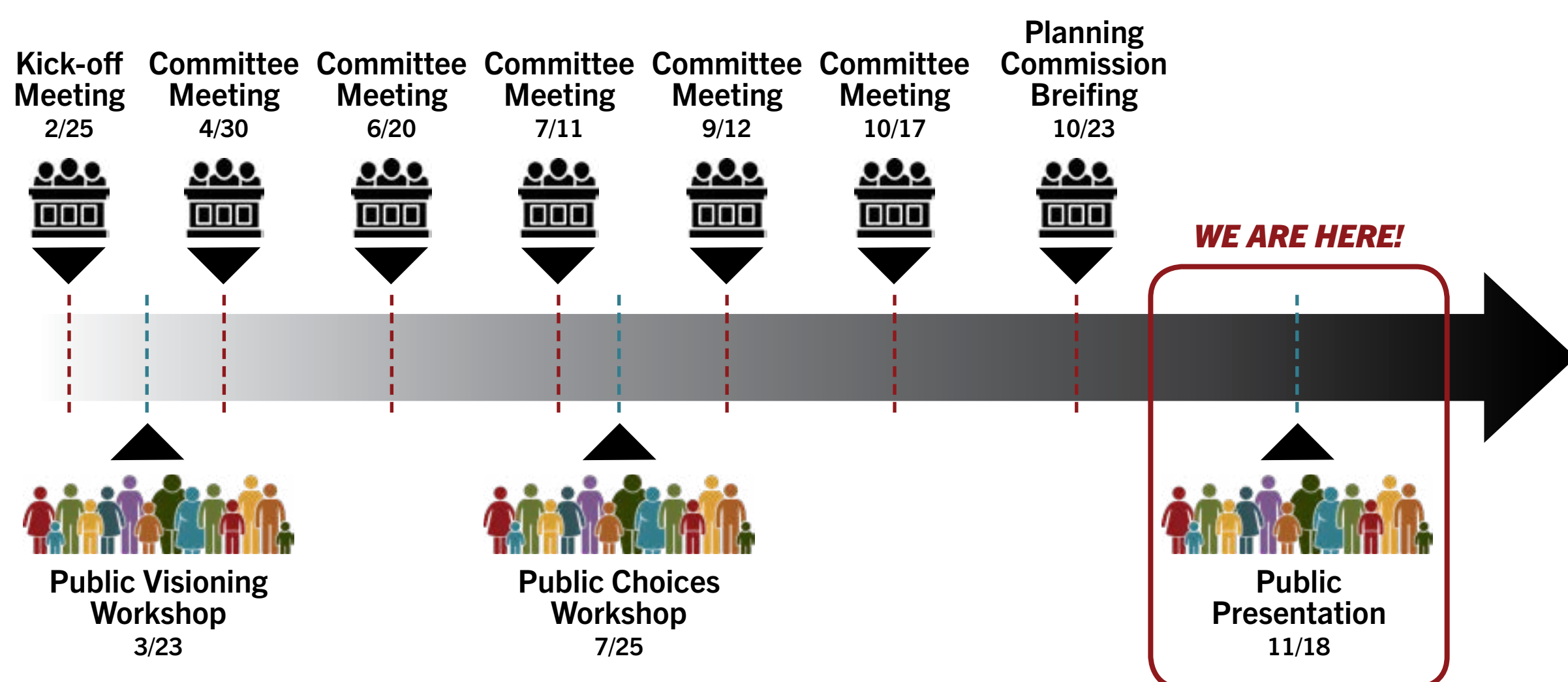
## WHAT WILL THE TOD PLAN DO?

The TOD Plan will act as a guideline for future development to ensure that any change happening within the East Norwalk neighborhood is compliant with the community's vision for growth.

***"[Transit Oriented Development] is a strategy for growth that produces less traffic and lessens impact on roads and highways."***

- Transit Oriented Development Toolkit for CT  
[www.pschousing.org/tod-ct](http://www.pschousing.org/tod-ct)

## TIMELINE



## VISION AND GOALS FOR EAST NORWALK:



### 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.



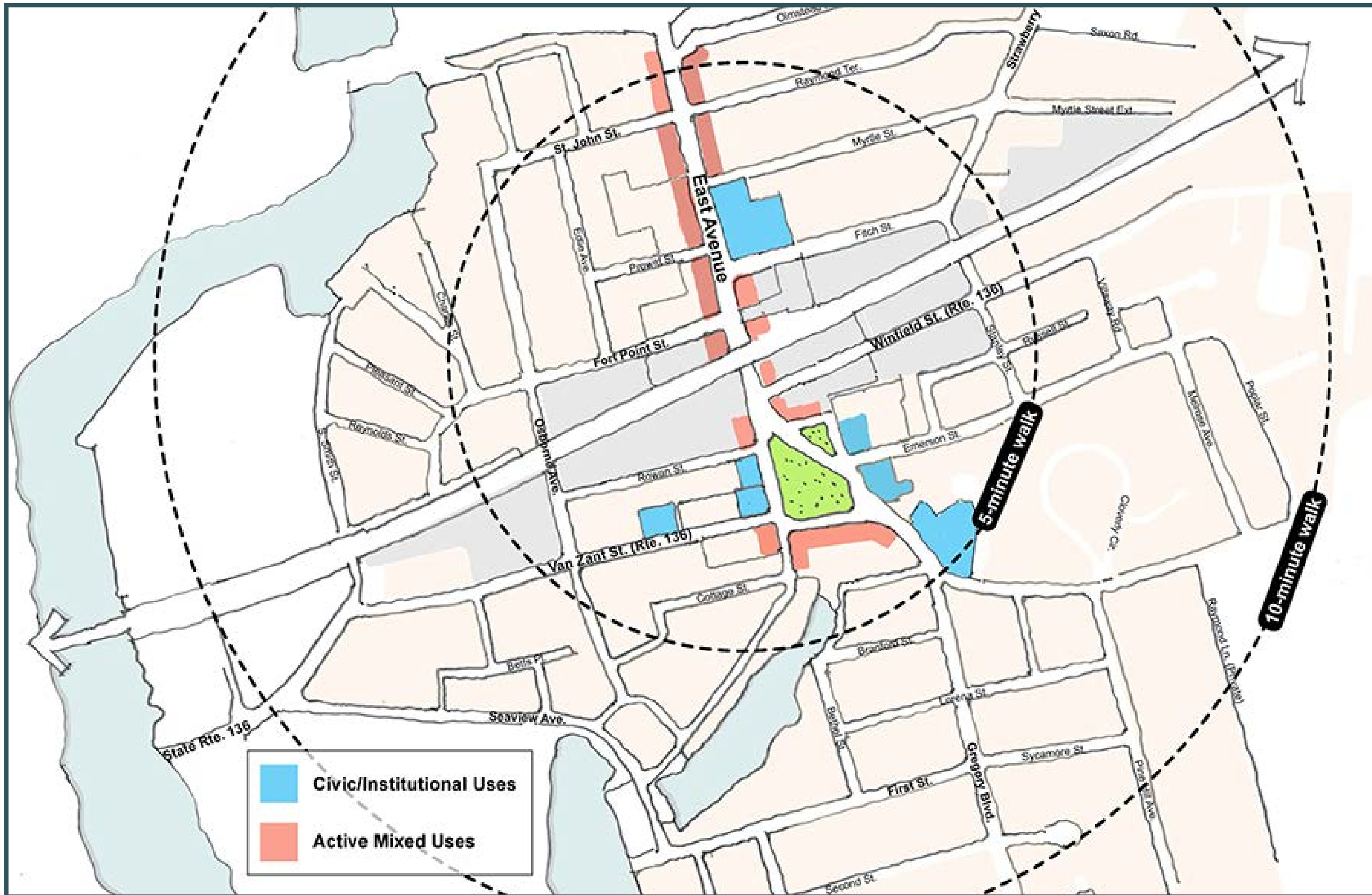
### New England Aesthetic

A plan that is contextually appropriate and enhances the local New England vernacular.



# 3 CONCEPTS FOR THE EAST NORWALK TOD AREA

## 1: East Avenue Main Street



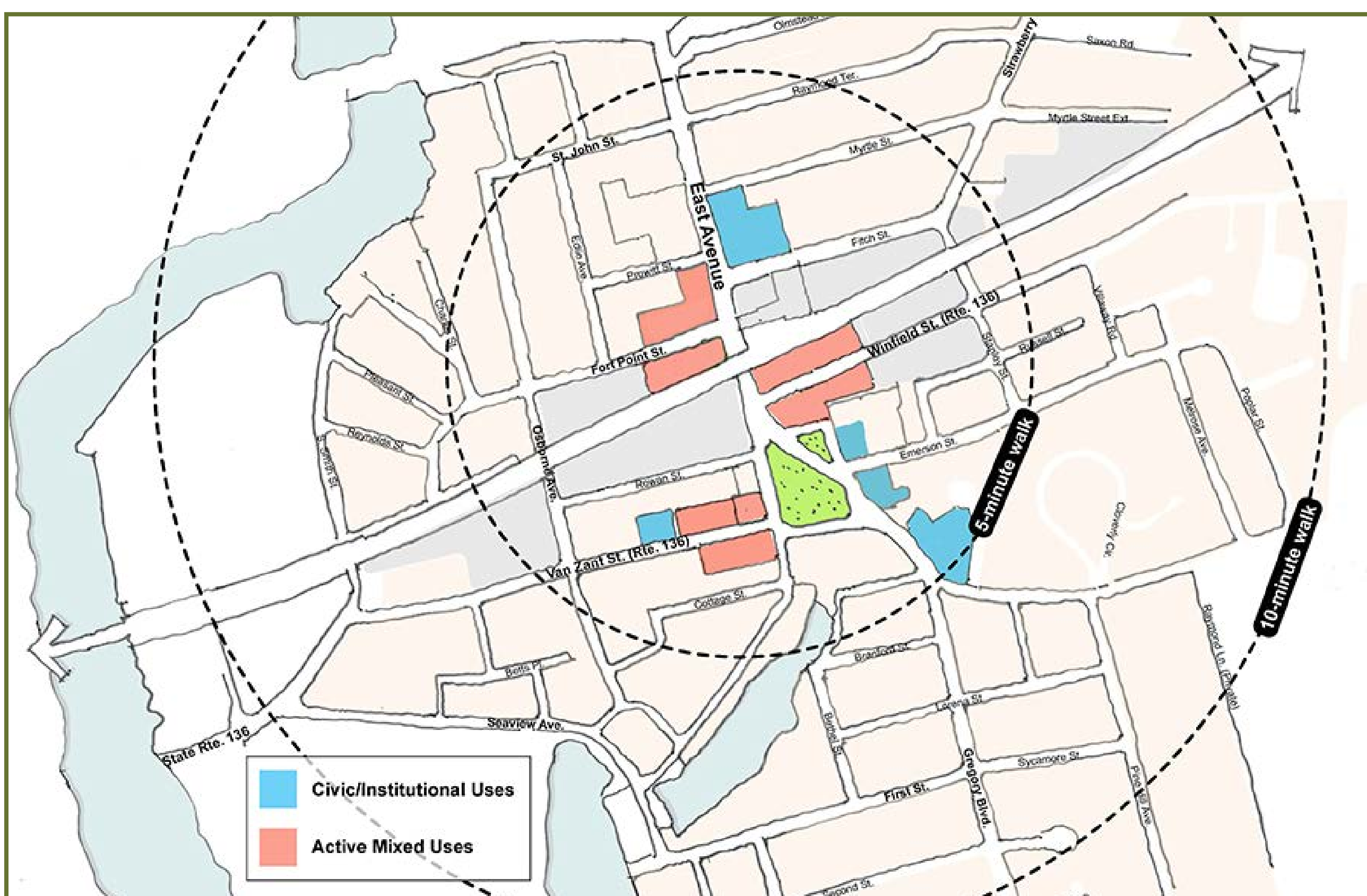
### PROS

- Opportunity to develop a “Main Street” for East Norwalk
- Already existing systems of blocks, properties and streets

### CONS

- Traffic concerns
- Institutional uses
- Narrow and small parcels on one side

## 2: Side Street Villages



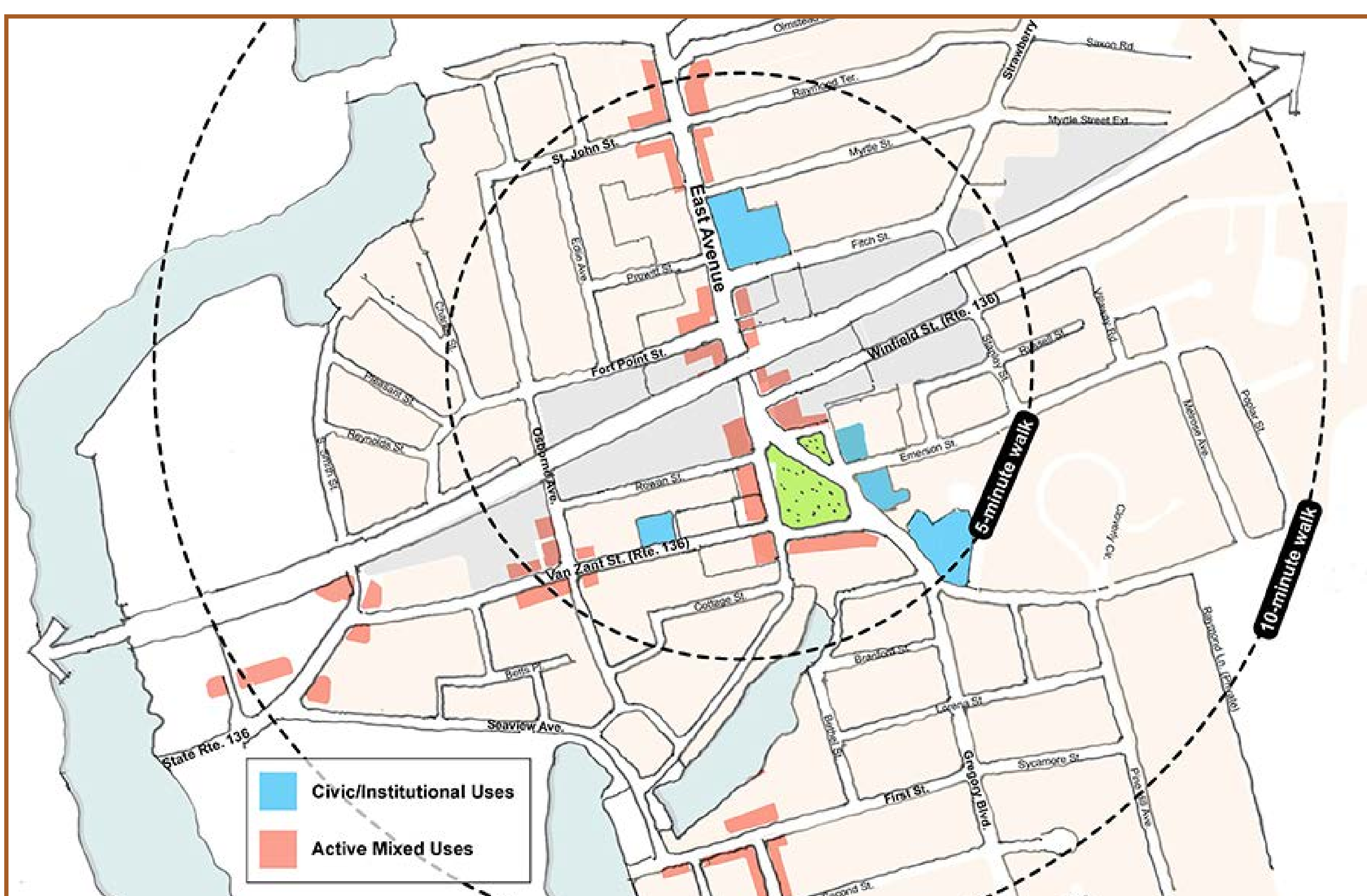
### PROS

- Concentrated active land uses on side streets to create focused areas of activities
- Allows for neighborhood amenities to be located on streets with comparatively low traffic

### CONS

- Smaller parcel sizes
- Parcel assembly, relaxed parking standards, shared parking may be required.

## 3: Community of Nodes



### PROS

- Active land uses around existing identifiable places in the neighborhood
- Allows for incremental growth and build out of the nodes

### CONS

- Smaller parcel sizes
- Relaxed parking standards, shared parking may be required



# MARCH VISIONING WORKSHOP - WHAT WE HEARD

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

East Norwalk Library  
Community  
Taylor Farm Dog Park  
Neighborhood  
Sidewalks/Walkability  
Parks  
Gas Stations  
Waterfront  
The Large Clock  
Restaurants  
Beach  
Village Feel  
Small Town  
Train Station

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

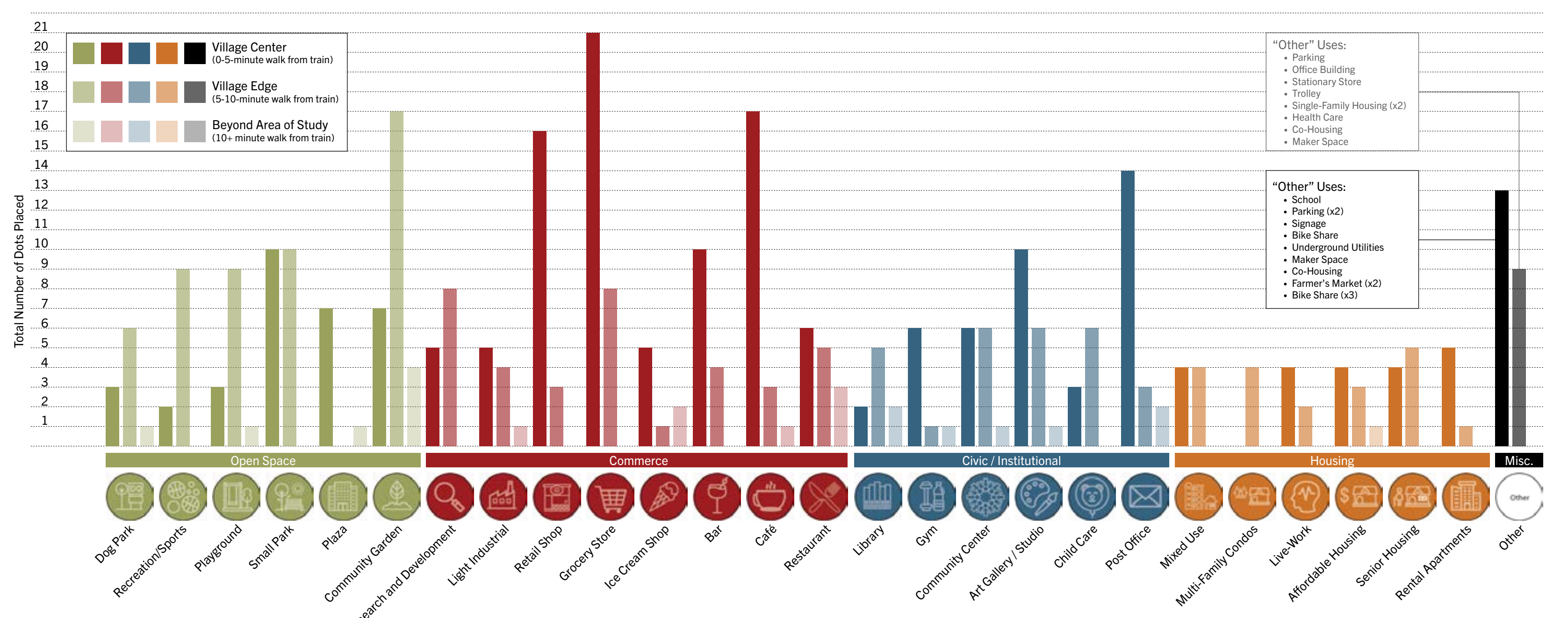
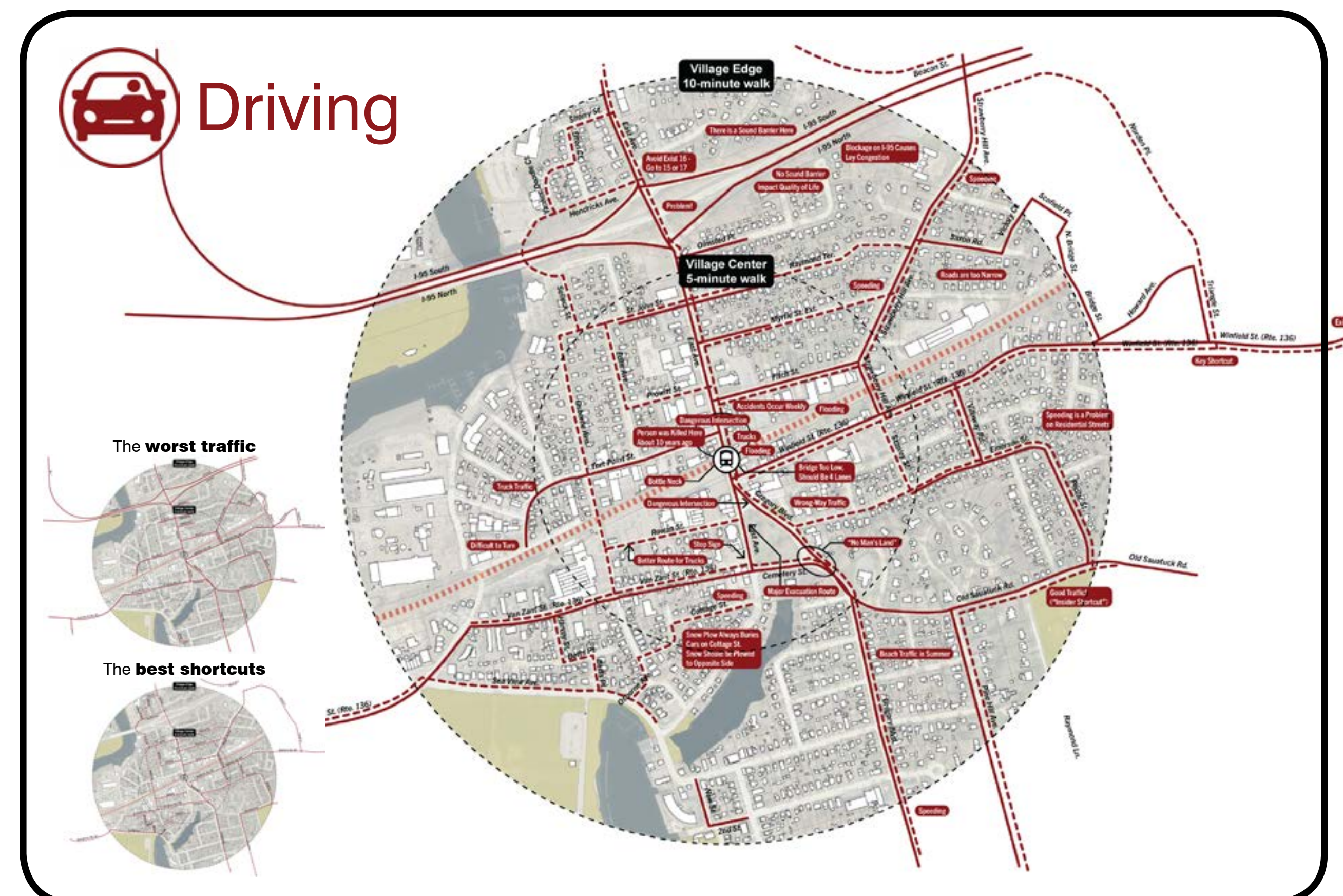
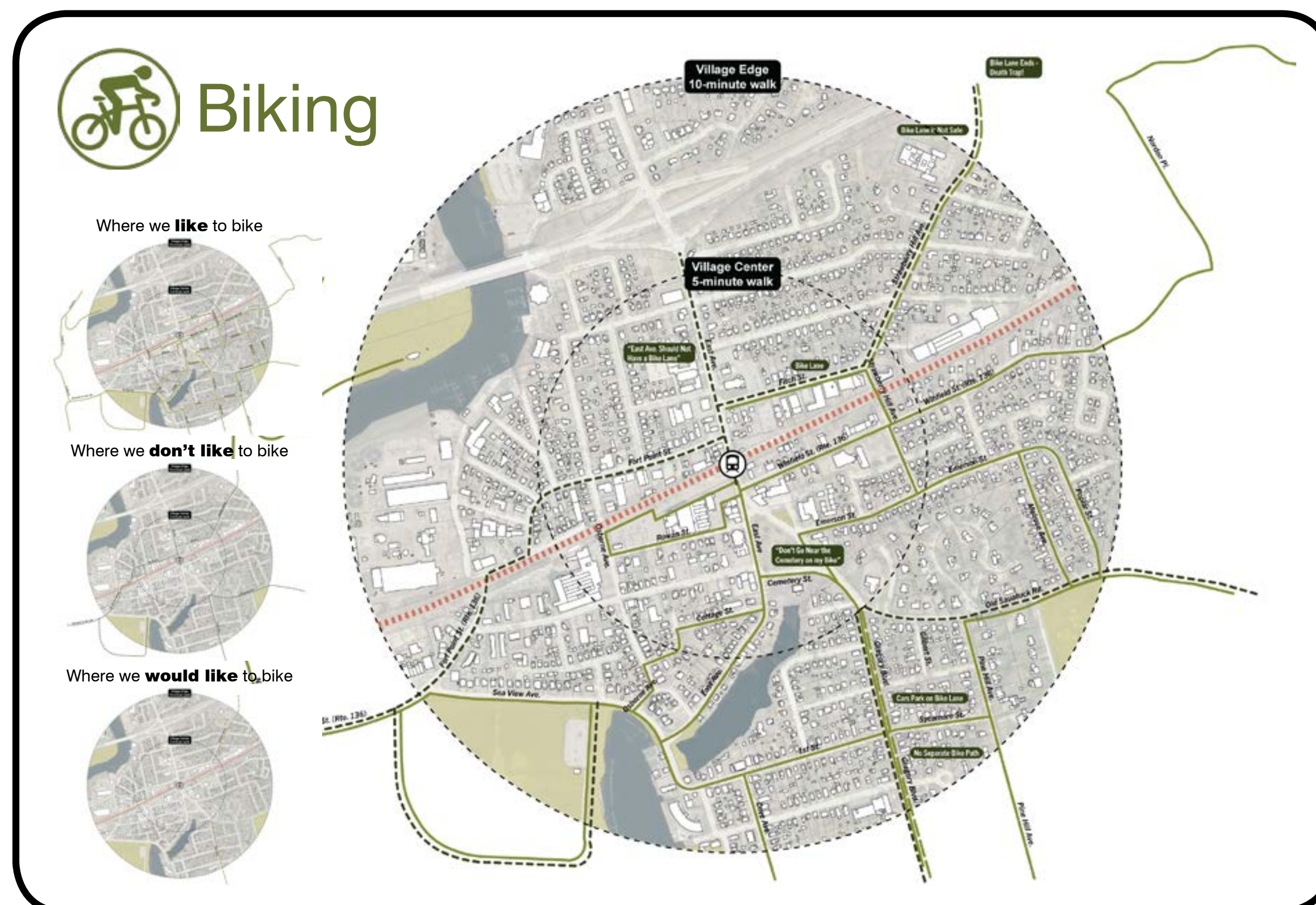
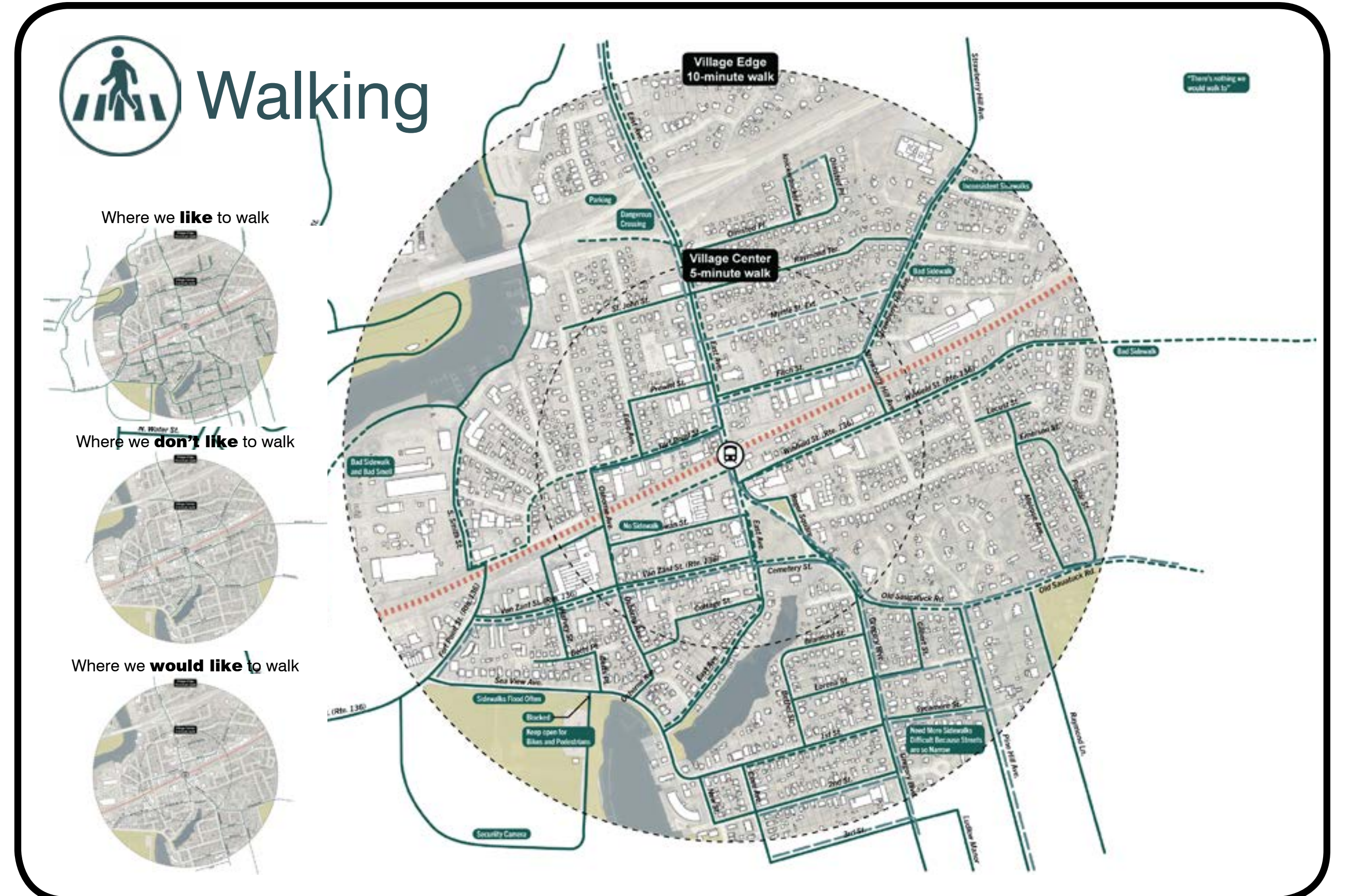
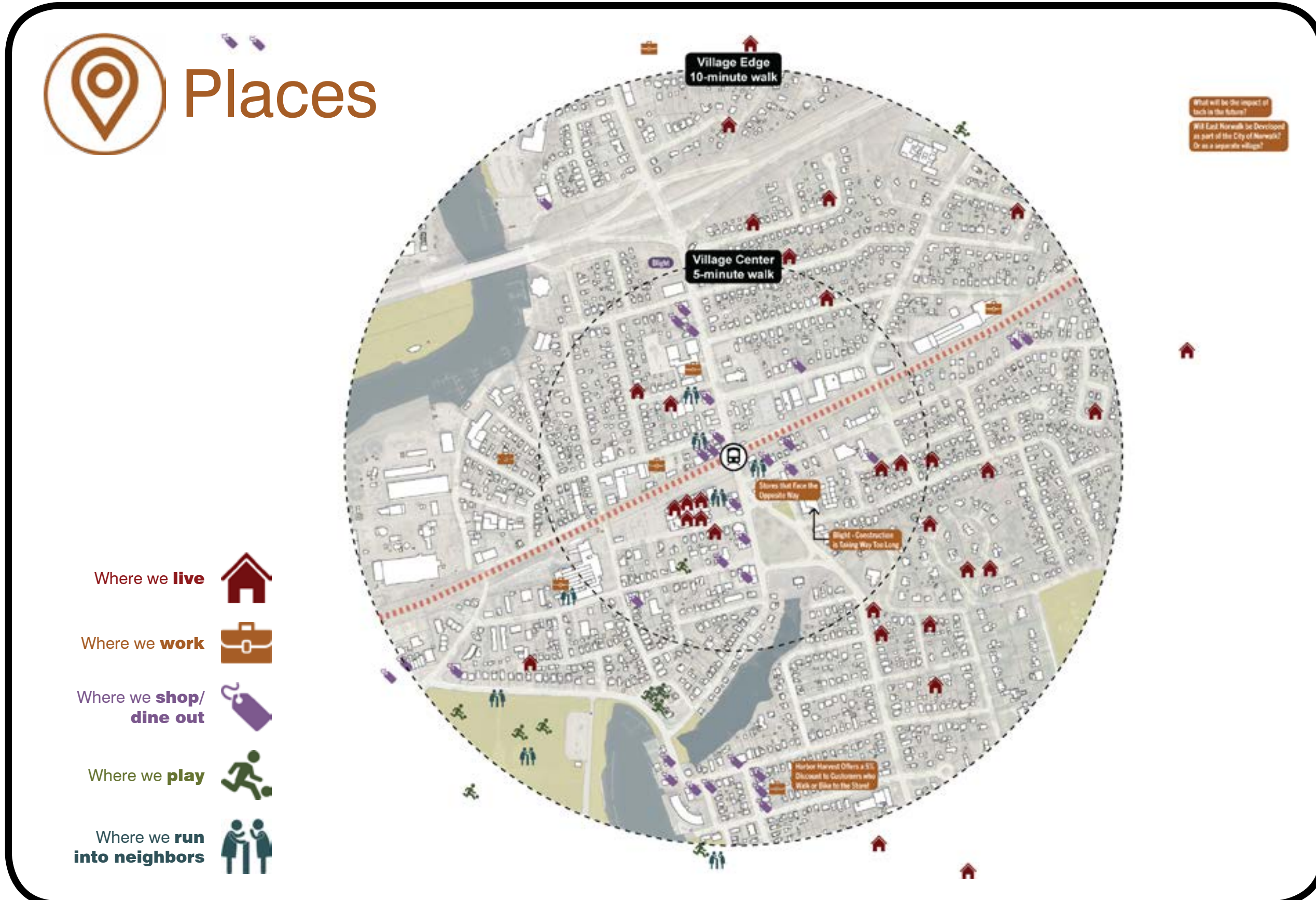
Strawberry Hill/Fitch Ave. Bike Lane  
Plan to Lower Train Road  
Waste Treatment Plant  
Illegal Apartments  
1-95 Noise  
Under-developed Property  
Broken Sidewalks  
Traffic  
Poor Parking  
Flooding  
Speeding  
Graftiti  
Lanes Under Bridge  
Excess Gas Stations  
Excess Laundromats  
Out-Dated Commercial Spaces

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

Pedestrian-Friendly Streets  
Community Center  
Road Repair  
Uniform Storefronts/Village Identity  
Increased Security  
Restaurants  
Parks  
Traffic Control  
Bike Lanes/Paths  
Improved Sidewalks  
Grocery Store  
Safe Pedestrian Access to Train  
Improved Storm-Water Management  
Improved Signage  
Police Sub-Station  
Improved Recreation Trails

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

Lanes Added on East Ave  
Trucks  
Post Fort Point St  
Dense Development  
Steel/Glass Buildings  
More Traffic Lights  
Expansion of Rte. 138  
Sports Arenas  
High-Rises (3-4+ Stories)  
Apartments  
More Traffic  
Chain Retail  
Business/Commercial Development  
Grocery Store  
Diamond Interchange  
Increased Vehicular Reliance  
New Lift Railroad Bridge  
More Housing





# JULY CHOICES WORKSHOP - WHAT WE HEARD

## VISUAL PREFERENCE SURVEY

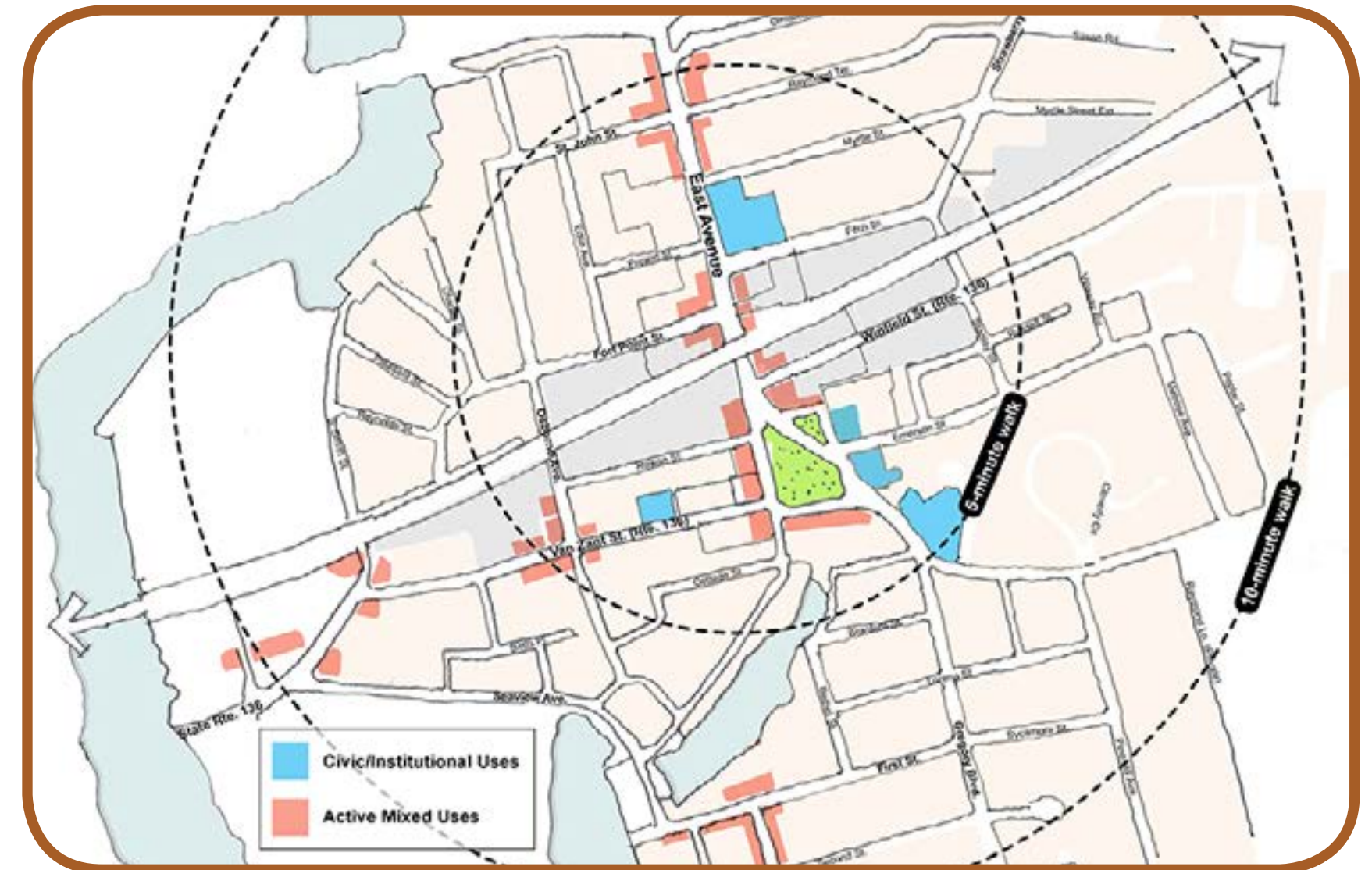
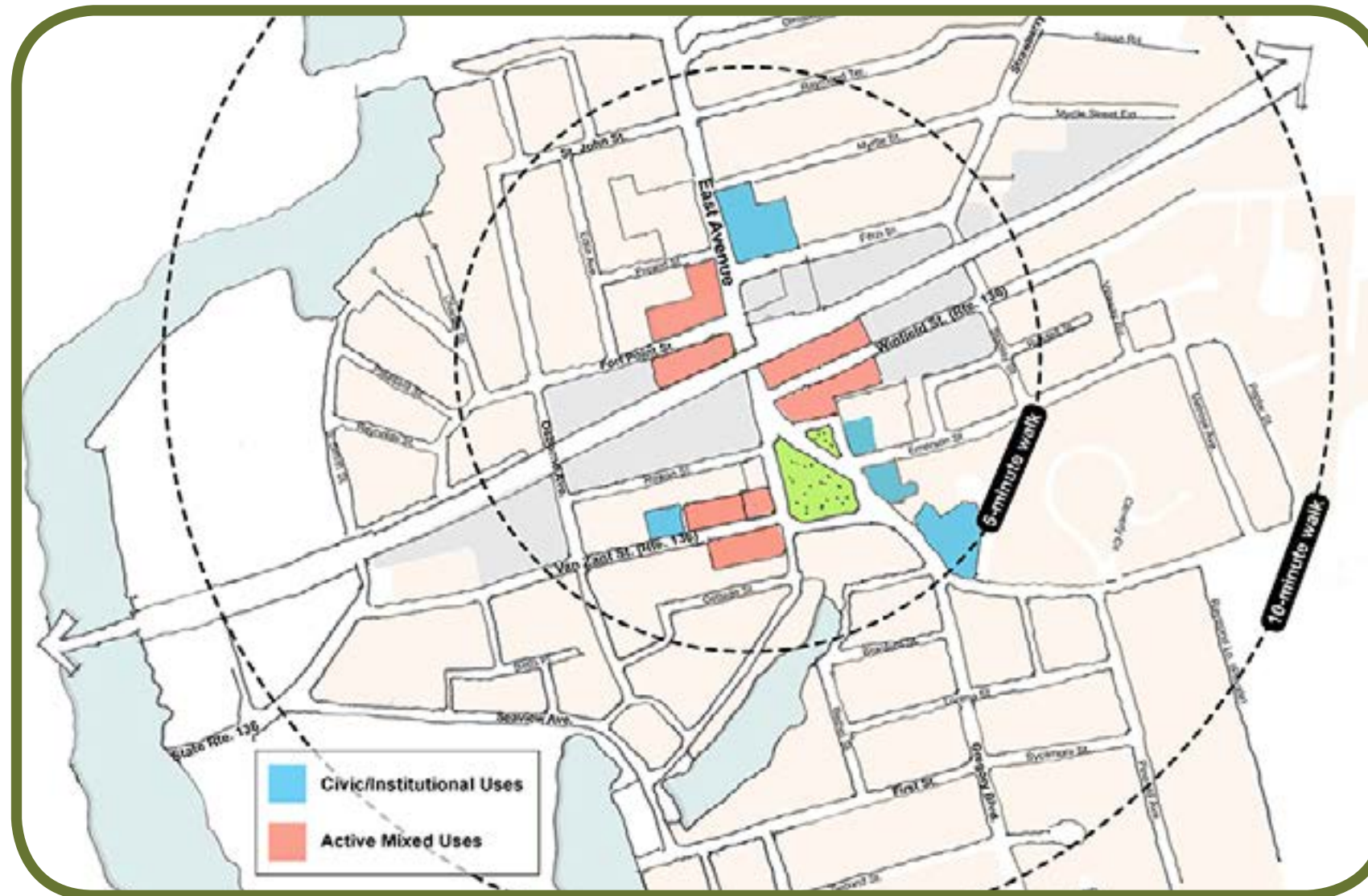
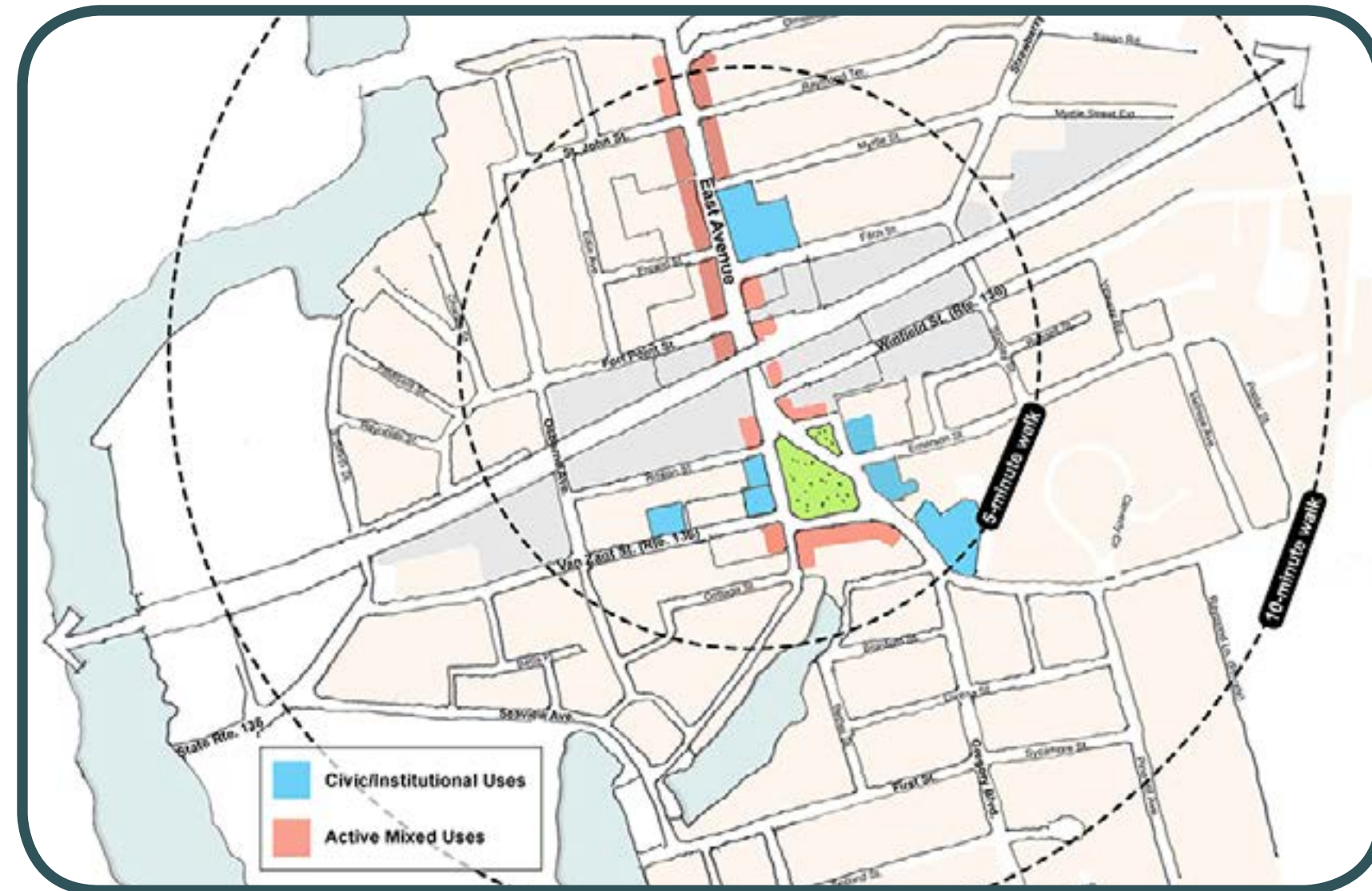
	A: HOUSING	B: COMMERCIAL AND MIXED USES	C: CONNECTIVITY AND ACCESS	D: PUBLIC SPACE
 <p><b>MOST DESIRABLE IMAGES</b></p>	 <p>2 Floors <b>A-3</b></p>	 <p>Retail + 1fl Office <b>B-1</b></p>	 <p>Crosswalk w/ Flashing Lights <b>C-13</b></p>	 <p>Sidewalk - Retail Use <b>D-8</b></p>
	 <p>2 Floors <b>A-9</b></p>	 <p>Retail <b>B-10</b></p>	 <p>Improved Signage <b>C-16</b></p>	 <p>Sidewalk - Residential Use <b>D-5</b></p>
 <p><b>LEAST DESIRABLE IMAGES</b></p>	 <p>4 Floors <b>A-16</b></p>	 <p>Retail + 3fl Residential <b>B-8</b></p>	 <p>Painted Sharrow Lane in Car Lane <b>C-8</b></p>	 <p>Sidewalk - No Planting <b>D-9</b></p>

## CONCEPT COMPARISON

### 1: EAST AVENUE MAIN STREET

### 2: SIDE STREET VILLAGES

### 3: COMMUNITY OF NODES



OPPORTUNITIES	CHALLENGES
<ul style="list-style-type: none"> <li>Solve traffic problems on East Avenue</li> <li>Improve pedestrian realm - fix broken sidewalks, add vegetation</li> <li>Opportunity to revitalize into thriving economic corridor</li> <li>Provide amenities that benefit all community members</li> <li>East Avenue is already partially-developed as commercial - build off what is there</li> <li>Preserve the fabric of the surrounding residential neighborhoods</li> <li>Implement a trolley to relieve vehicular congestion and parking issues</li> <li>Enhance ride shares</li> <li>Support light industry and adaptive re-use with a historic/cultural focus</li> </ul>	<ul style="list-style-type: none"> <li>The location of East Avenue, between I-95 to the north and the beach to the south, will make it challenging to solve traffic issues, as it will always be a desirable thoroughfare for cut-through traffic</li> <li>Attracting more businesses and residents to East Avenue could further compound parking issues</li> <li>Potential infrastructural limitations - sewage and trash removal</li> </ul>

OPPORTUNITIES	CHALLENGES
<ul style="list-style-type: none"> <li>More practical option</li> <li>Allows for concentrated development to retain the existing fabric of residential neighborhoods, but doesn't concentrate it all in one place</li> <li>Fewer traffic and parking issues</li> <li>Parking requirements could be mandated by business type (20-minute parking at the deli vs. 2-hour parking at restaurants)</li> <li>Shared parking lots</li> <li>Build off existing developments underway (ie. Rowan Street across from 230 East Avenue development)</li> <li>Enhance the public realm and streetscape environment while enhancing character and identities of distinct sub-areas</li> </ul>	<ul style="list-style-type: none"> <li>Parking enforcement</li> <li>Lighting</li> <li>Proximity to residential homes</li> <li>Traffic impacts on residents and commuters</li> <li>Traffic - especially on Fort Point Street (alternate route for trucks needed)</li> <li>Walkability and Safety</li> </ul>

OPPORTUNITIES	CHALLENGES
<ul style="list-style-type: none"> <li>People could spread out - would be more comfortable</li> <li>Maintains walkability</li> <li>Friendlier community environment</li> <li>More traditional - more suitable to New England coastal village identity</li> <li>Small neighborhood pockets with amenities</li> <li>Community garden with a farmer's market</li> <li>Could be implemented in phases over time, rather than bringing sweeping change to the neighborhood all at once</li> <li>Enhance affordability and mixed-income character of the neighborhood</li> </ul>	<ul style="list-style-type: none"> <li>May be difficult for businesses to thrive with this type of sprawl</li> <li>Mixed-use zoning could lead to undesirable results - rules and incentives could be too complicated</li> <li>May have a snowball effect leading to more development</li> <li>By spreading out the development, the look and feel of the overall neighborhood could change drastically</li> <li>Traffic would also be spread out, rather than remaining on a few challenging roads</li> </ul>

## HYBRID OPTION

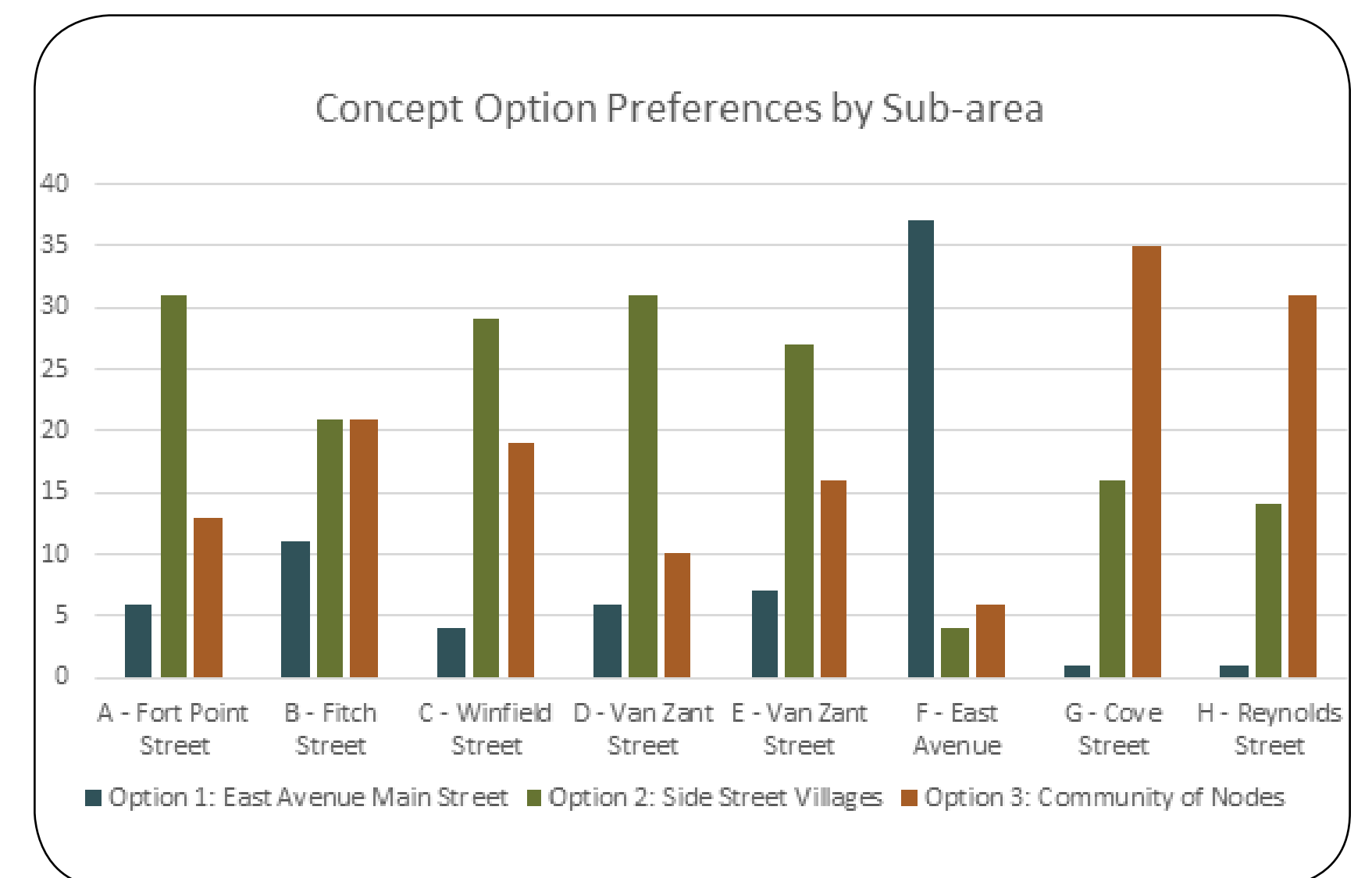
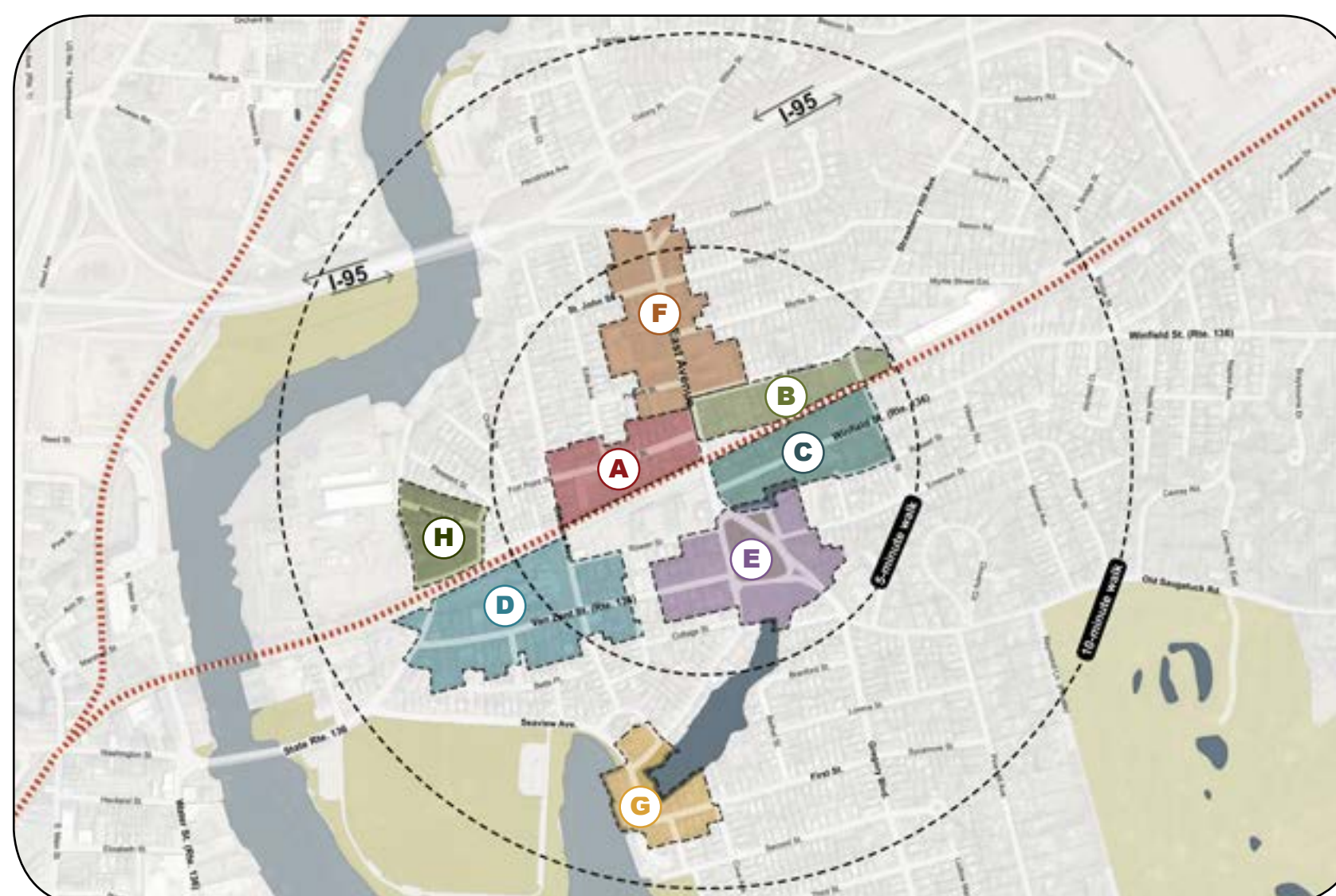
After discussing the potential opportunities and challenges of each of the three proposed approaches to planning the East Norwalk TOD (above), participants were asked to consider which of the 8 identified sub-areas within the study area (see center right map) each option would be most suitable to.

The graph to the far right captures the results of the feedback received and reveals a distinct pattern, offering a clear approach to a hybrid of the three options.

Overall, "Option 2: Side Street Villages" is the most preferred option for areas A (Fort Point Street), B (Fitch Street), C (Winfield Street), D (Van Zant Street), and E (Van Zant Street). "Option 1: East Avenue Main Street" is preferred for area F (East Avenue) and "Option 3: Community of Nodes" was deemed as more appropriate in areas G (Cove Street) and H (Reynolds Street).

Given the distinct character and identity of the 8 sub-areas, a hybrid of the 3 planning approaches would allow future development to achieve a more nuanced contextual fit.

Participants have expressed strong enthusiasm for many of the features and characteristics of the existing East Norwalk neighborhood. Striking a balance between preserving the existing fabric and providing opportunities for equitable economic growth will be key in achieving the community's vision for the future of East Norwalk.





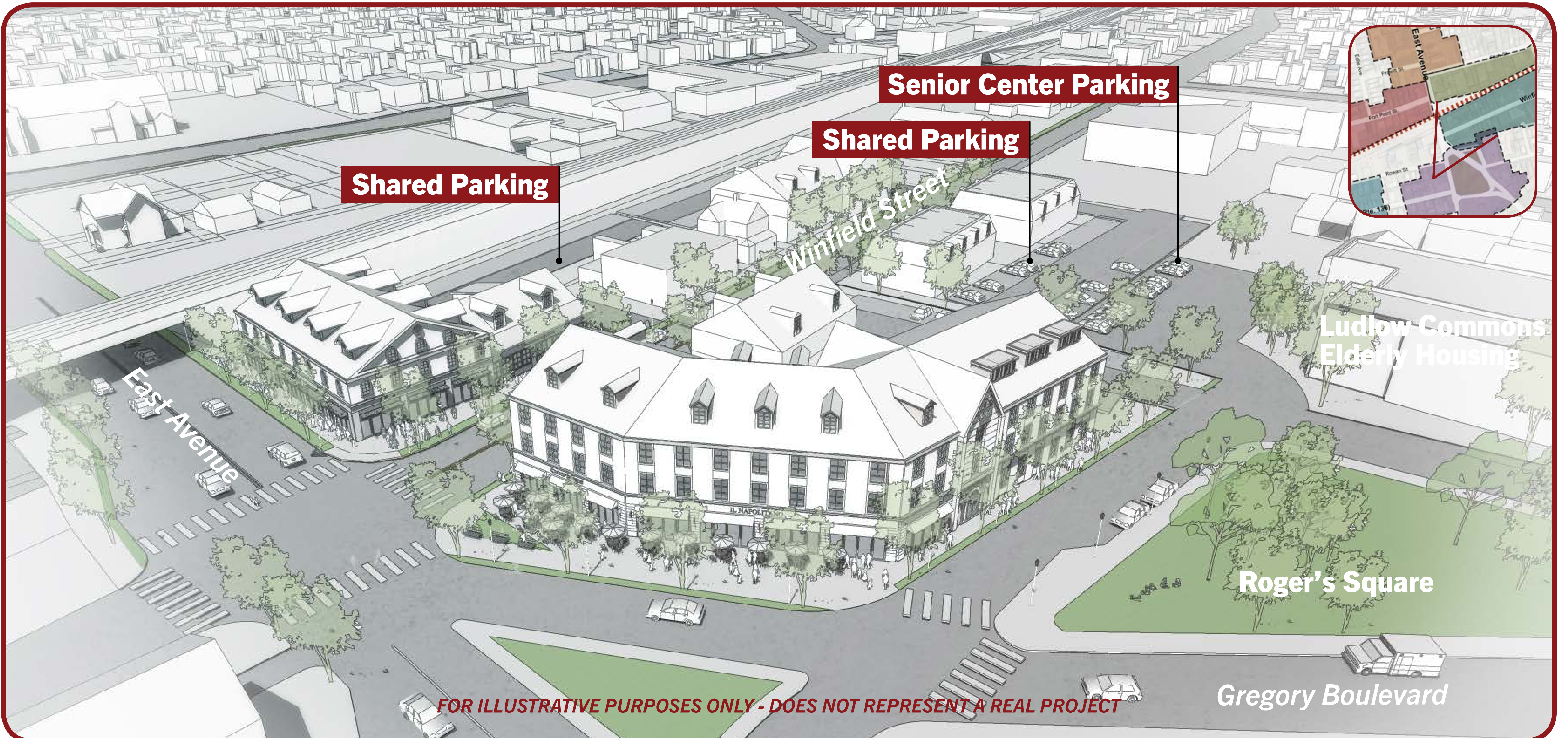


# APPROPRIATE STRATEGIES BASED ON COMMUNITY PREFERENCES

## Winfield Street Node - Existing Conditions



- Keys to Success**
- Focused area of activities
  - Mix of uses
  - Appropriately scaled





# SUMMARY OF RECOMMENDATIONS



## Appropriate Strategies Based on Community Preferences



### Preserve and enhance existing residential neighborhoods



### Support existing economic development activity along Fort Point Street, Fitch Street, and Van Zant Street



### Concentrate active land uses on side streets and important nodes to create focused areas of activities



### Encourage neighborhood-scaled built form for future developments with additional height and density closer to the train station and important nodes



## Improve Mobility for Everyone



### Promote traffic calming on local streets

- Traffic calming tools and methods to slow traffic and discourage cut-through traffic
- Examine two-way traffic circulation options around the Cemetery



### Improved pedestrian connectivity and accessibility

- Reduce asphalt area, reclaim excess asphalt area for pedestrians
- Accessibility improvements with sidewalk extensions, new sidewalks



### Improve bicycle rider comfort and safety

- Connect bike routes
- Road signage to increase driver awareness



### Improve bicycle facilities

- Reconfigured bike lane to improve safety



## Manage Parking on City Streets and Lots



### Reduce parking conflicts

- Explore the potential for residential/business permit parking program
- Parking management and enforcement of on-street parking



### Manage parking supply

- Shared parking and shared curb cuts to manage supply and increase pedestrian safety
- Convenient payment systems, wayfinding, and signage



### Reduce parking demand

- Promote walking and bicycle use
- Unbundle parking spaces from future mixed-use developments
- Increase turn-over of prime on-street parking



## Enhance Leisure Opportunities



### Create active and connected pedestrian realm and open spaces

- Wider sidewalks, mid-block crossings, pocket parks, plazas, community gardens and publicly accessible open spaces
- Restore ground level activity to create attractive street fronts



### Enhance access to water

- Connected trail system, improved sidewalks, and wayfinding



### Promote new open spaces

- Seaview Avenue as pedestrian promenade for the entire City of Norwalk
- East Norwalk Historical Cemetery as a respectful open space





# APPROPRIATE STRATEGIES BASED ON COMMUNITY PREFERENCES

Please vote on your top 10 priorities by placing a dot below the recommendation.



**Preserve and enhance existing residential neighborhoods**

Two rows of 20 empty circles each for voting.



**Support existing economic development activity along Fort Point Street, Fitch Street, and Van Zant Street**

Two rows of 20 empty circles each for voting.



**Concentrate active land uses on side streets and important nodes to create focused areas of activities**

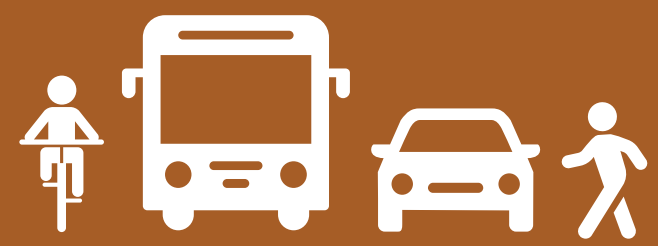
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# IMPROVE MOBILITY FOR EVERYONE

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Examine two-way traffic circulation options around the Cemetery

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Road signage to increase driver awareness

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## Improve bicycle facilities

Reconfigured bike lane to improve safety

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# MANAGE PARKING ON CITY STREETS AND LOTS

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## Manage parking supply

Shared parking and shared curb cuts to manage supply and increase pedestrian safety

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Convenient payment systems, wayfinding, and signage

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## Reduce Parking Demand

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Unbundle parking spaces from future mixed-use developments

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Increase turn-over of prime on-street parking

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# ENHANCE LEISURE OPPORTUNITIES

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## Create active and connected pedestrian realm and open spaces

Wider sidewalks, mid-block crossings, pocket parks, plazas, community gardens and publicly accessible open spaces

Two rows of 20 empty circles for voting.

Restore ground level activity to create attractive street fronts

Two rows of 20 empty circles for voting.



## Enhance access to water

Connected trail system, improved sidewalks, and wayfinding

Two rows of 20 empty circles for voting.

## Promote new open spaces

Seaview Avenue as pedestrian promenade for the entire City of Norwalk

Two rows of 20 empty circles for voting.



East Norwalk Historical Cemetery as a respectful open space

Two rows of 20 empty circles for voting.