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

**Components of a Typical Transit Oriented Development Plan:**

- **Walkable** design with pedestrian as the highest priority
- **Train station** as prominent feature of town center
- **Public square** fronting train station
- A regional node containing a **mixture of uses** in close proximity (office, residential, retail, civic)
- **Appropriate higher density**, walkable district within 10-minute walk circle surrounding train station
- Collector **support transit systems** including streetcar, light rail, and buses, etc
- Designed to include the easy use of **bicycles** and scooters as daily support transport
- **Large ride-in bicycle parking areas** within stations
- **Bikeshare rental system and bikeway network** integrated into stations
- **Reduced and managed parking** inside 10-minute walk circle around town center / train station
- **Specialized retail** at stations serving commuters and locals including cafes, grocery, dry cleaners

**Benefits of Transit Oriented Development**

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

- Reduce dependence on driving
- Allow residents to live, work, and play in the same area
- Reduce the area's carbon footprint or negative impact on the environment
- Provide access to better quality of life services
- Stimulate the local economy
- Provide better access between urban and suburban areas
- Provide access to better entertainment or recreational services
- Provide access to better jobs
- Revitalize urban areas

**A Complete Transportation System**

A complete transportation system consists of a range of modes all working together, each operating in their most efficient segment. With each mode optimized, the overall system works at its best, providing the highest mobility for the most people, with the fewest delays, at the lowest cost.

When modes don’t exist, other modes overload, performance drops.
WHAT IS THE EAST NORWALK TOD PLAN?

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

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.

TIMELINE

Kick-off Meeting 2/25
Public Visioning Workshop 3/23
Public Choices Workshop 7/25
Planning Commission Briefing 10/23
WE ARE HERE!

Committee Meeting 4/30
Committee Meeting 6/20
Committee Meeting 7/11
Committee Meeting 9/12
Committee Meeting 10/17
Planning Commission Briefing 10/23
Public Presentation 11/18

East Norwalk Transit Oriented Development (TOD) Plan - Open House November, 2019
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?

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

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

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

Places

Walking

Biking

Driving

WHAT’S MISSING IN EAST NORWALK?
JULY CHOICES WORKSHOP - WHAT WE HEARD

VISUAL PREFERENCE SURVEY

A: HOUSING

- 2 Floors

B: COMMERCIAL AND MIXED USES

- Retail + 1st Office

C: CONNECTIVITY AND ACCESS

- Crosswalk w/ Flashing Lights

D: PUBLIC SPACE

- Sidewalk - Residential Use

MOST DESIRABLE IMAGES

LEAST DESIRABLE IMAGES

CONCEPT COMPARISON

1: EAST AVENUE MAIN STREET

2: SIDE STREET VILLAGES

3: COMMUNITY OF NODES

OPPORTUNITIES

- Solve traffic problems on East Avenue
- Improve pedestrian realm – fit between Fort and East Avenue
- Opportunity to revitalize into thriving economic center
- Provide amenities that benefit all community members
- East Avenue is already partly developed as commercial – build on what is there
- Preserve the fabric of the surrounding residential neighborhoods
- Implement a trolley to reduce vehicular congestion and parking issues
- Enhance ride shares
- Support light industry and adaptive reuse with a historic/culture focus

CHALLENGES

- The location of East Avenue, between I-95 kept the north and the beach to the south, will make it challenging to retain traffic flow
- Attracting more businesses and residents to East Avenue could further compound parking issues
- Potential infrastructural limitations - sewage and trash removal

OPPORTUNITIES

- More practical option
- Allows for concentrated development to retain the existing fabric of residential neighborhoods but doesn’t compromise it all in one place
- Fewer traffic and parking issues
- Parking requirements could be simplified by business type (30-minute parking at the deli vs. 2-hour parking at restaurants)
- Shared parking lots
- Build off existing developments underway (e.g., River Street across from 230 East Avenue development)
- Enhance the public realm and streetscape environment while maintaining character and identities of distinct sub-areas

CHALLENGES

- Parking enforcement
- Lighting
- Proximity to residential homes
- Traffic impacts on residents and commuters
- Traffic – especially on Fort Point Street (alternate route for buses needed)
- Walkability and Safety

OPPORTUNITIES

- People could spread out – would be more comfortable
- Maintains walkability and connectivity
- More traditional – more suitable to New England coastal village identity
- Small neighborhood pockets with amenities
- Community garden with a farmer’s market
- Could be implemented in phases over time, rather than bringing sweeping change to the neighborhood
- Enhance affordability and mixed-income character of the neighborhood

CHALLENGES

- May be difficult for businesses to thrive with this type of sprawl
- Mixed-use zoning could lead to undesirable results - rules and incentives could be too complicated
- May have a snowball effect leading to more development
- By spreading out the development, the look and feel of the overall neighborhood could change drastically
- Traffic would also be spread out, rather than remaining on a few challenging roads

HYBRID OPTION

After discussing the potential opportunities and challenges of each of the three planning concepts for the East Norwalk TOD (above), participants were asked to consider which of the 8 identified sub-areas within the study area 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 achieving a more nuanced contextual fit.

Participants have expressed strong enthusiasm for Option 1 (East Avenue Main Street), offering a clear approach to revitalize into a thriving economic center. 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.

Given the distinct character and identity of the 8 sub-areas, a hybrid of the 3 planning concepts may be the most appropriate. However, a hybrid of the three options may be too complicated and have undesirable results. Rules and incentives could be too complicated.

CONCEPT OPTION PREFERENCES BY SUB-AREA

Choose the concept that best suits each sub-area.

- A: Fort Point Street
- B: Residential
- C: Norwalk Street
- D: Residential
- E: Business
- F: Commercial
- G: Office
- H: Public Space

Option 1: East Avenue Main Street
Option 2: Side Street Villages
Option 3: Community of Nodes
**Keys to Success**

- Focused area of activities
- Mix of uses
- Appropriately scaled

**Winfield Street Node - Existing Conditions**

For illustrative purposes only - does not represent a real project.

**FOR ILLUSTRATIVE PURPOSES ONLY - DOES NOT REPRESENT A REAL PROJECT**
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
Please vote on your top 10 priorities by placing a dot below the recommendation.

**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**

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

Create active and connected pedestrian realm and open spaces

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

[Select your priority]

Restore ground level activity to create attractive street fronts

[Select your priority]

Enhance access to water

Connected trail system, improved sidewalks, and wayfinding

[Select your priority]

Promote new open spaces

Seaview Avenue as pedestrian promenade for the entire City of Norwalk

[Select your priority]

East Norwalk Historical Cemetery as a respectful open space

[Select your priority]