

Phase III

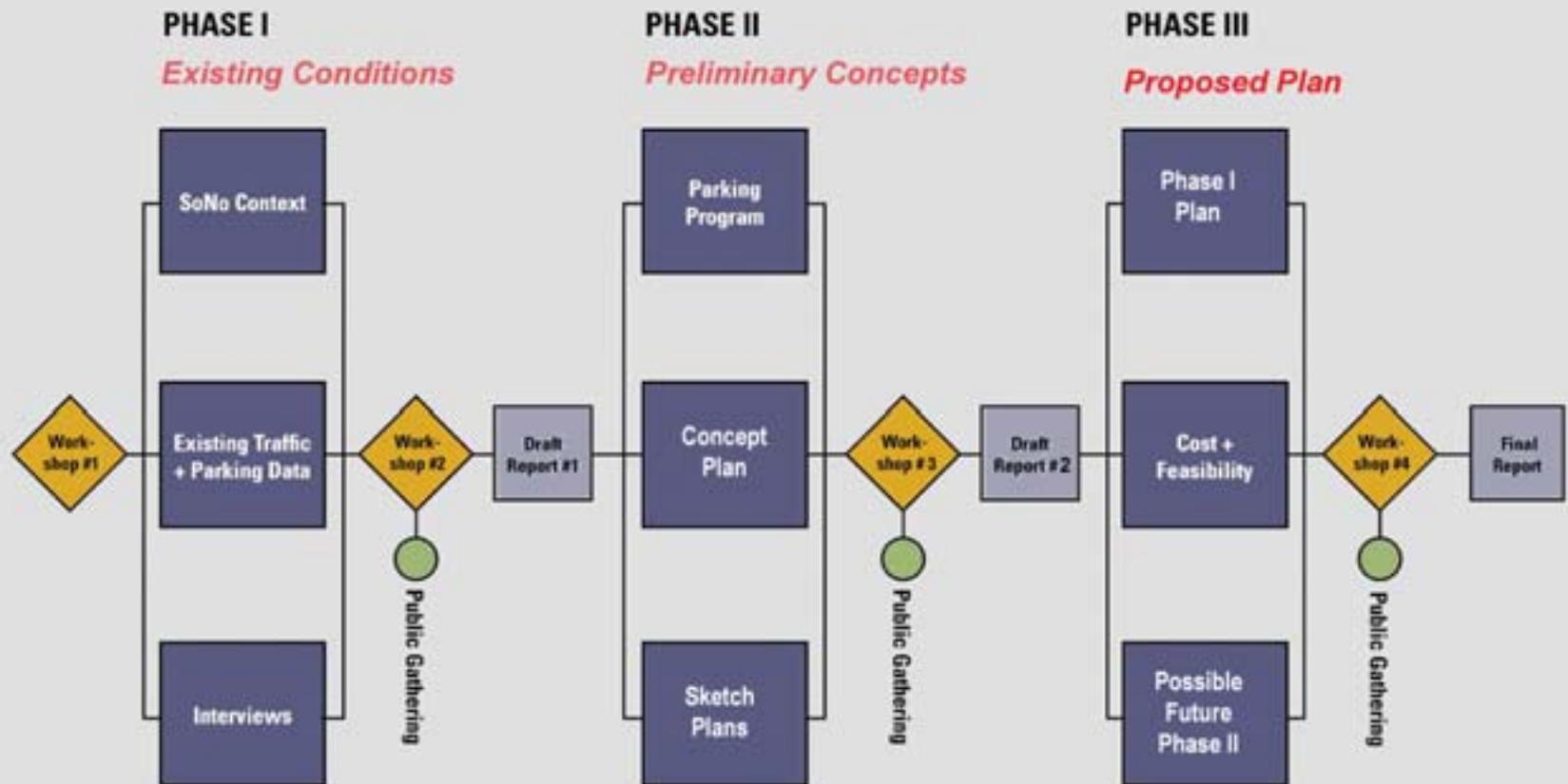
Proposed Plan

SEA Consultants, Inc.
Desman Associates
Bonz & Company, Inc.



Norwalk Webster Block Planning & Urban Design Study

Planning Process



Phase III Results

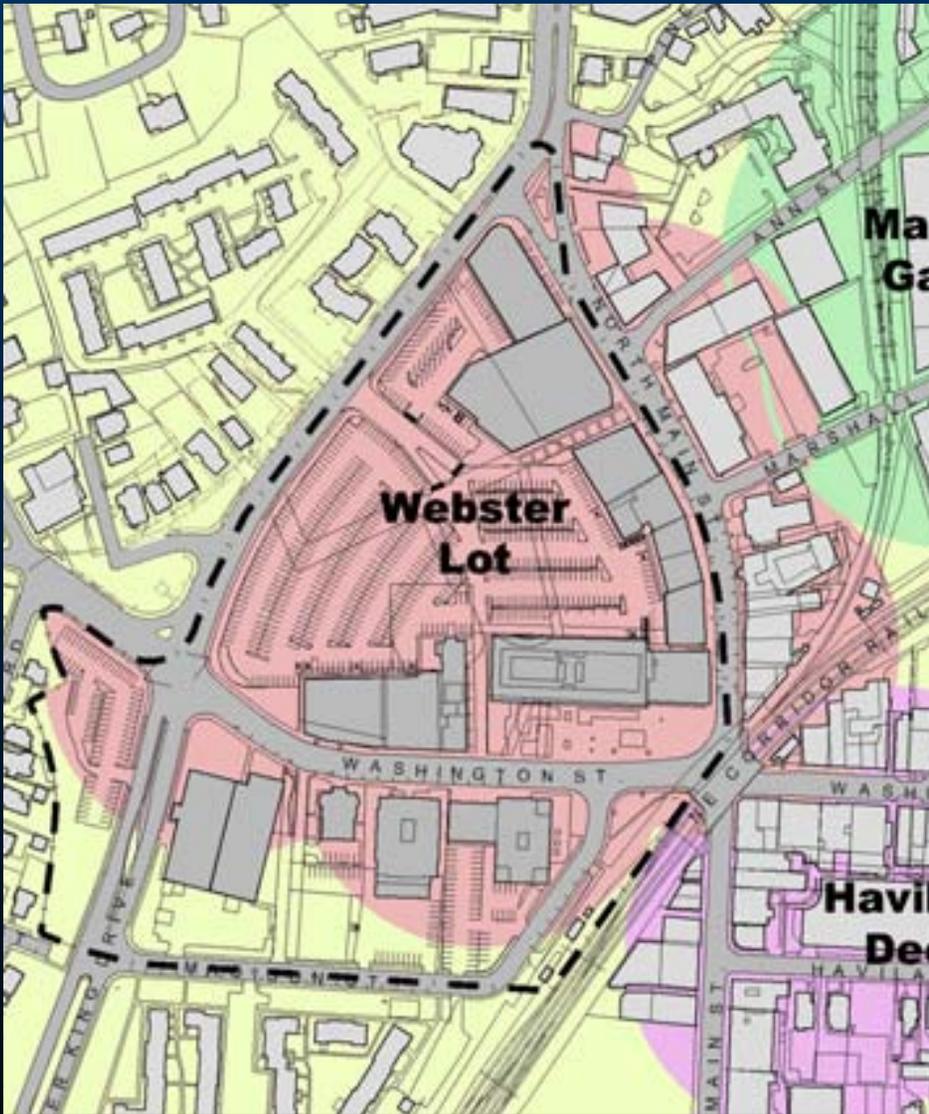


- 1. *Parking Demand & Development Concept***
- 2. *Proposed Final Plan & Program***
- 3. *Parking & Development Economics***
- 4. *Potential Future Phase II***

Parking Demand Analysis

Webster Lot Service Area:

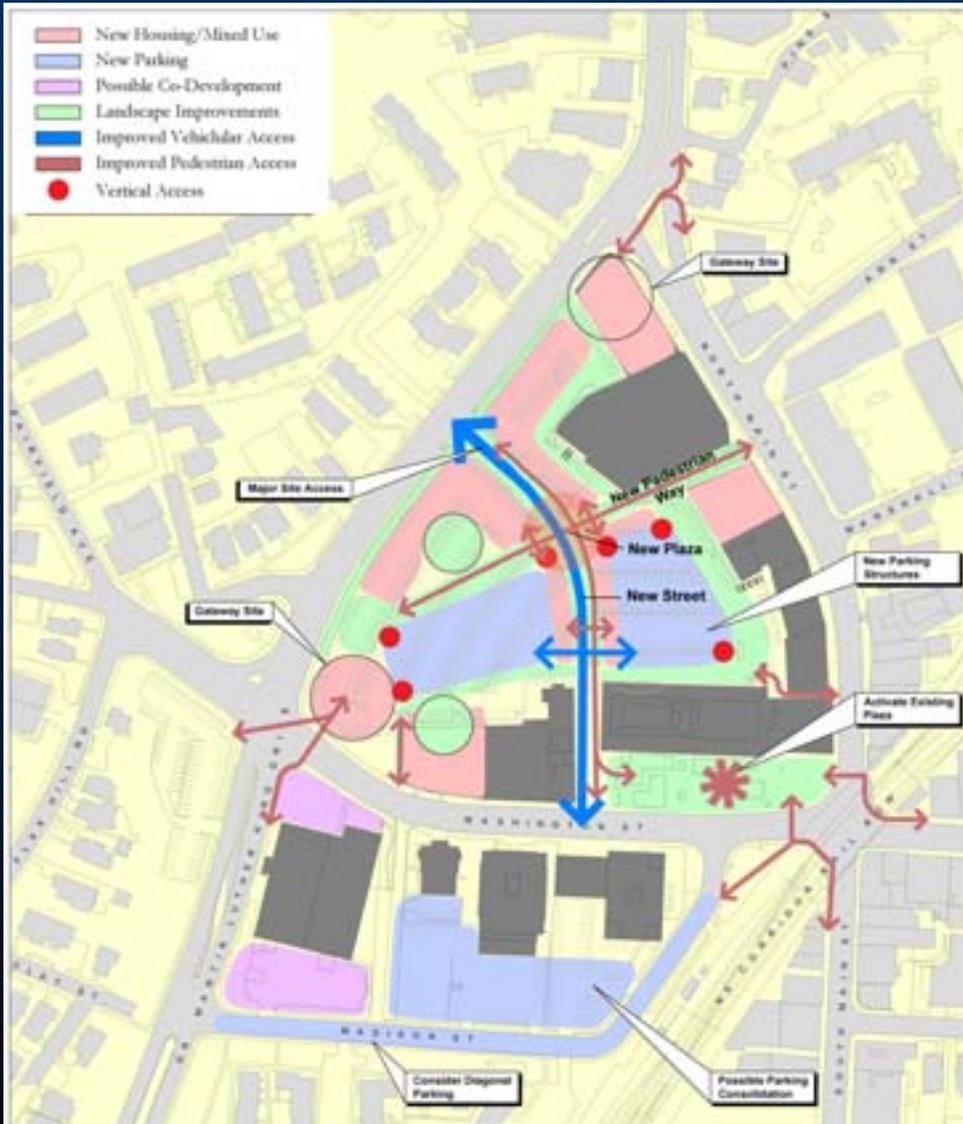
- 1. Webster Block*
- 2. East Side of North Main Street*
- 3. Madison Block*
- 4. Clay Block*



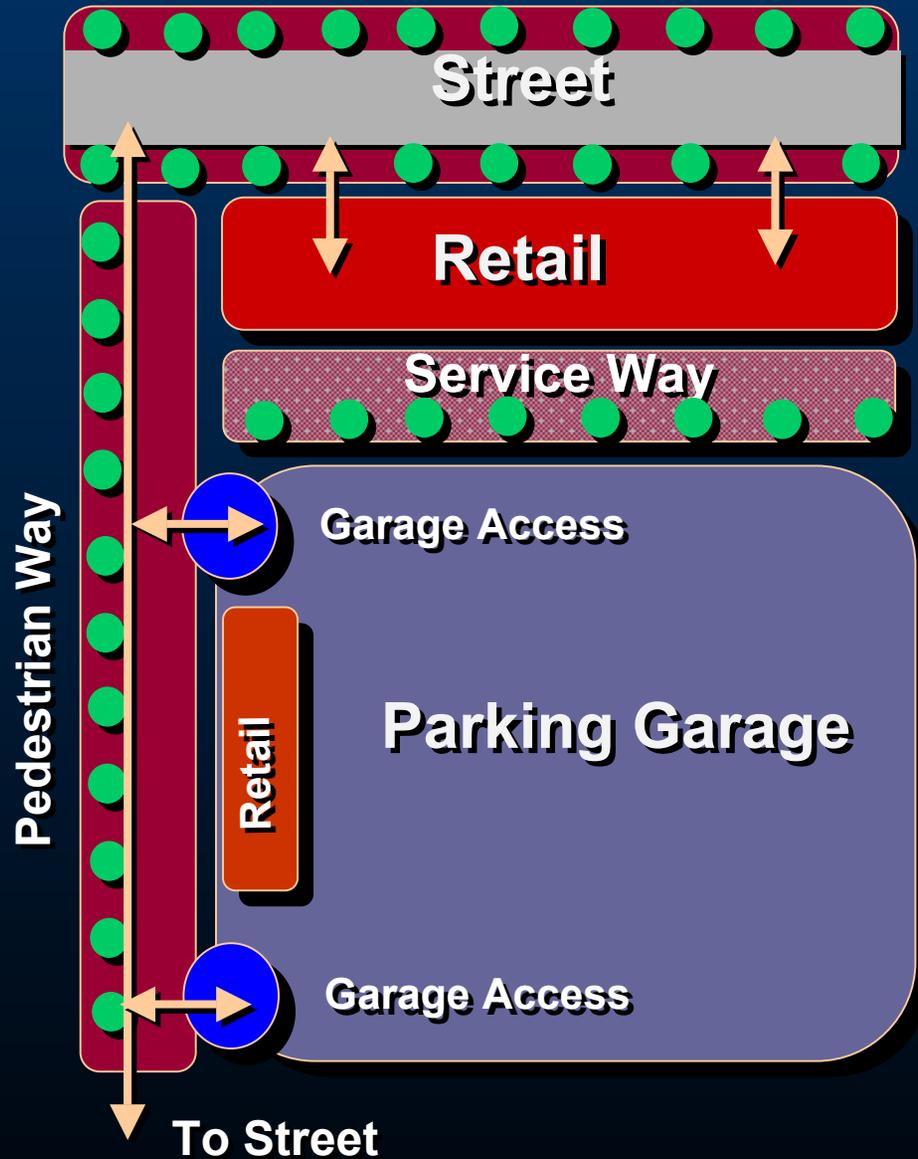
Existing Weekday Baseline

Existing Parking Supply				
Block	Off Street	On Street	Other	Total Supply
Webster Block	612	19	0	631
Madison Block	89	40	0	129
Clay Block	88	0	0	88
N. Main (East Side)	164	19	0	183
Total Supply	953	78	0	1,031
Existing Demand				1,193
Existing Unmet Demand				162
Additional Spaces Needed on Webster Lot to Meet Demand				162
Existing Webster Lot Supply				612
Total Baseline Weekday for Webster Lot				774

Concept Plan



- **Two parking garages**
- **New street**
- **New pedestrian way**
- **New Pedestrian Plaza**
- **Housing & retail are brought into site along new street**

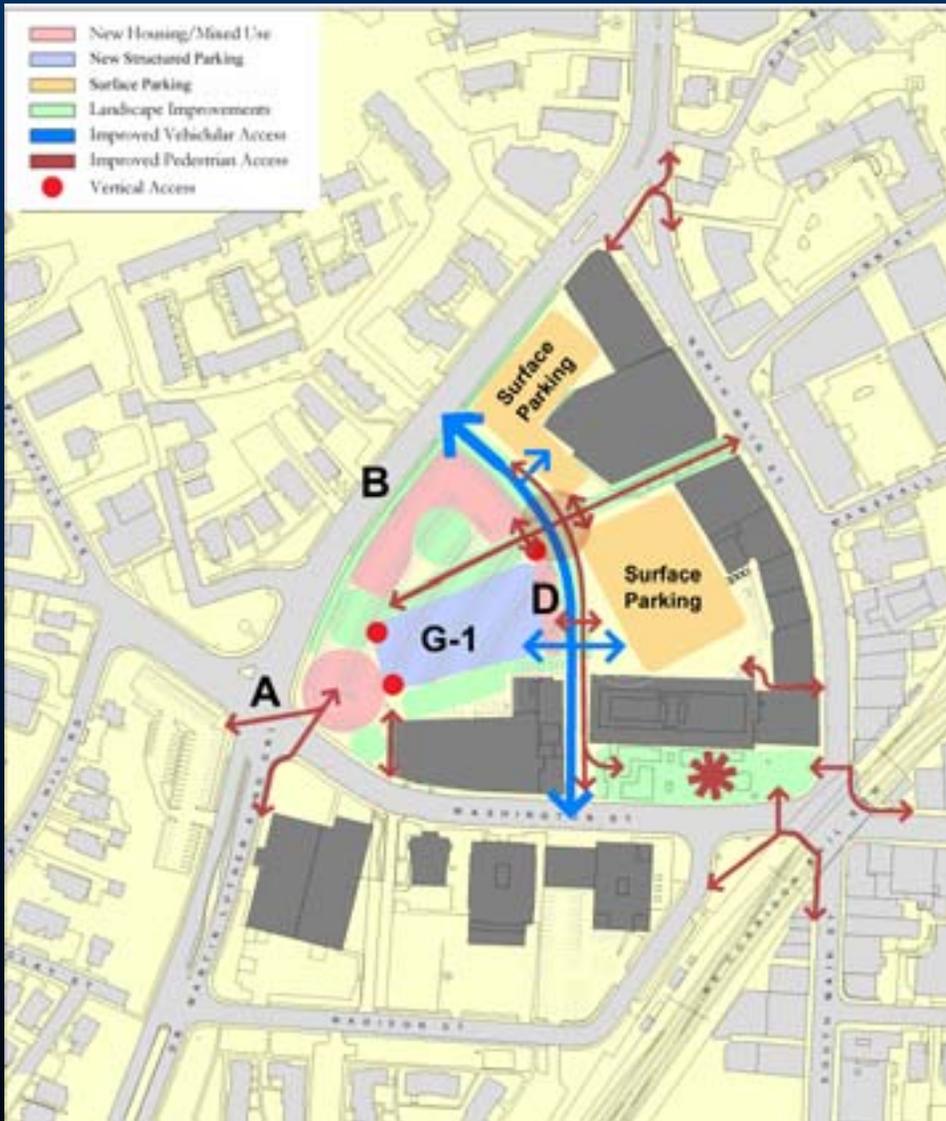


Circulation

Proposed Circulation

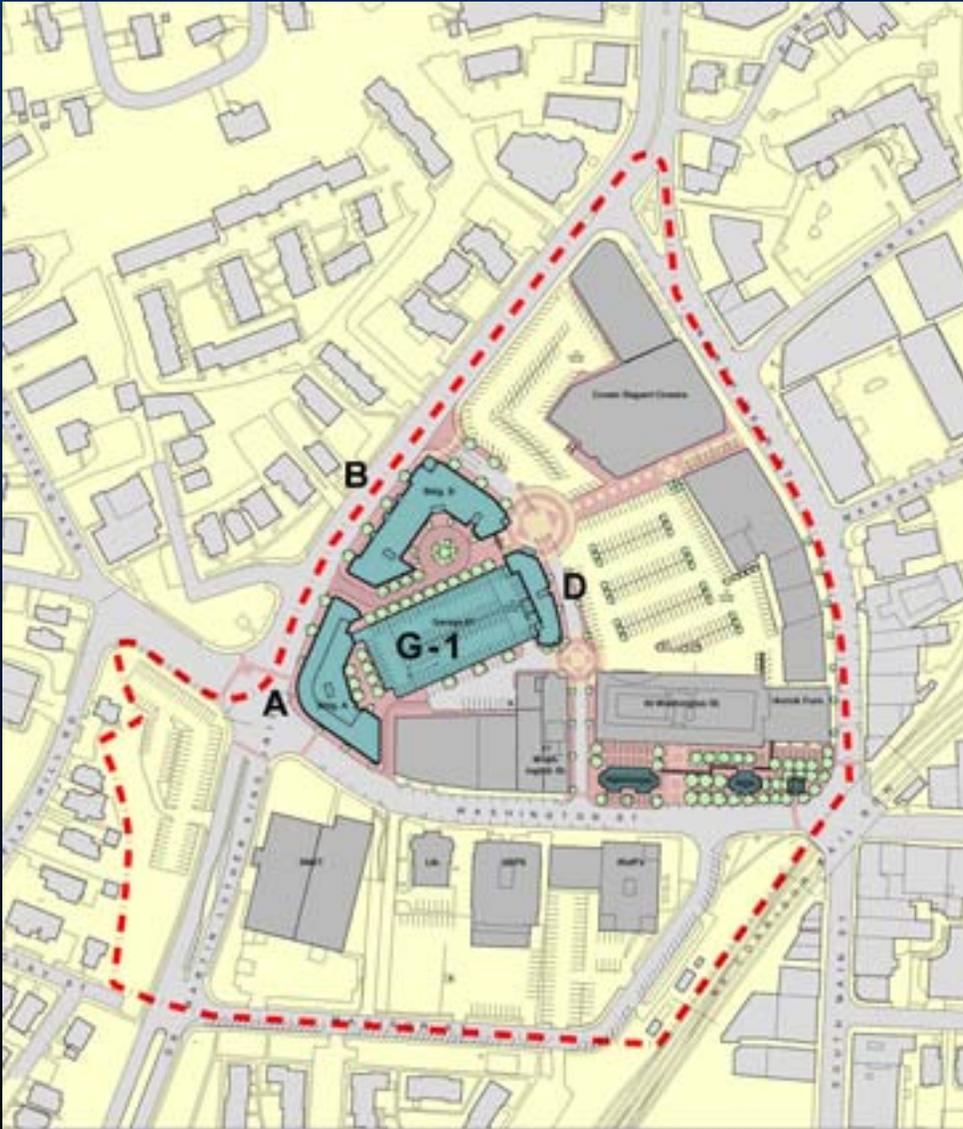
- *Buildings are accessed from the street*
- *Building backs become well-landscaped service ways*
- *Visitors arrive at parking and are directed to the street system*

Phasing



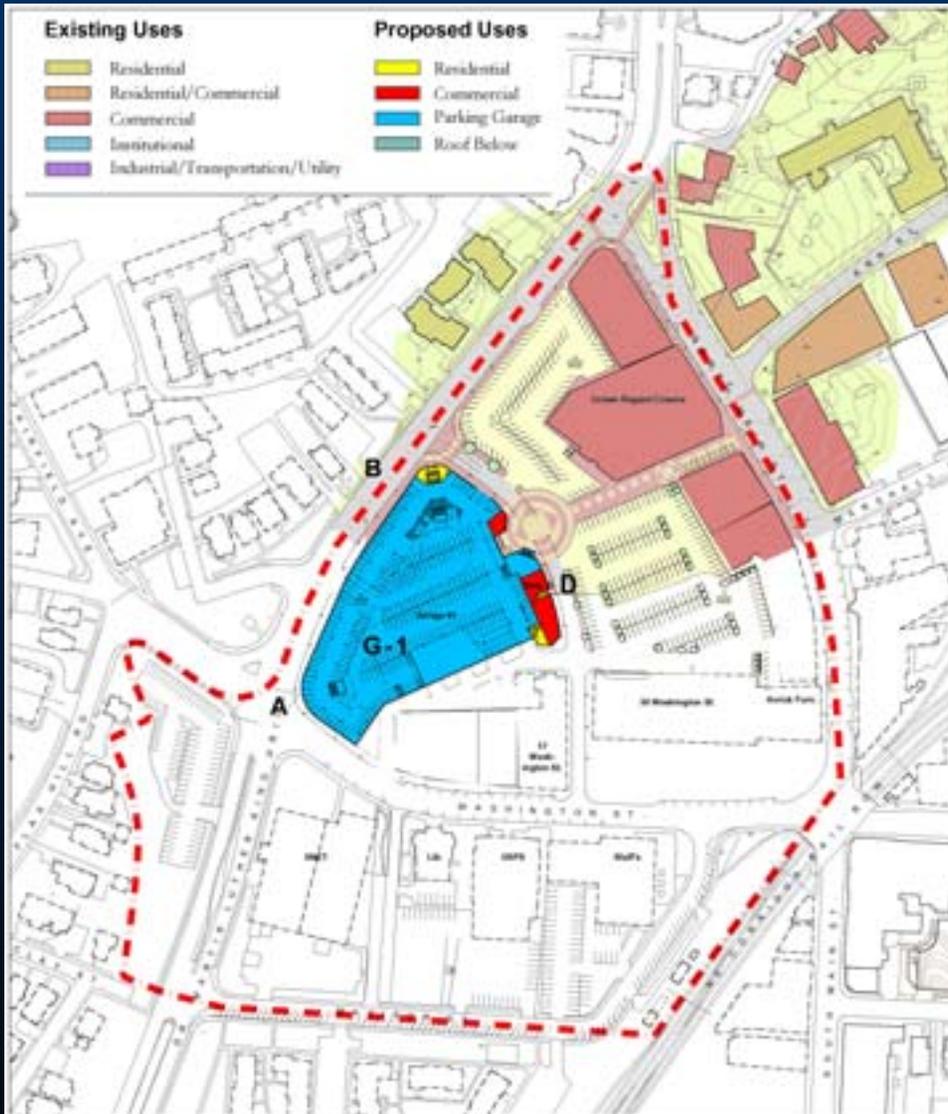
- **The Concept Plan is a framework for long range development**
- **The major focus is on a stand-alone first phase**
- **Developments on City-owned parcels are expected to be the first to proceed**

Phase 1



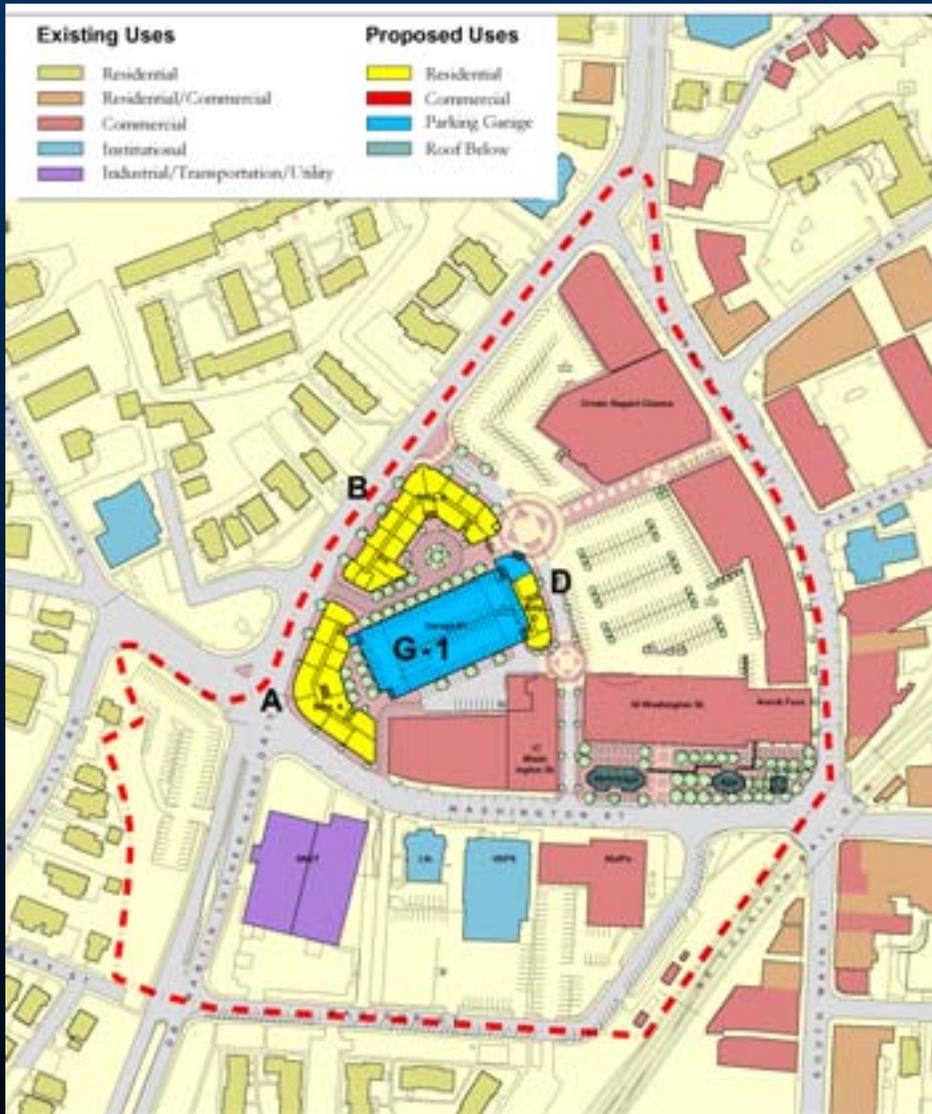
- **Garage No. 1**
- **Buildings A, B & D**
- **New Street and Pedestrian Way**
- **Reconfigured surface parking**
- **One-way Madison Street**
- **Washington St. Public Plaza & Parking**

First Floor Plan



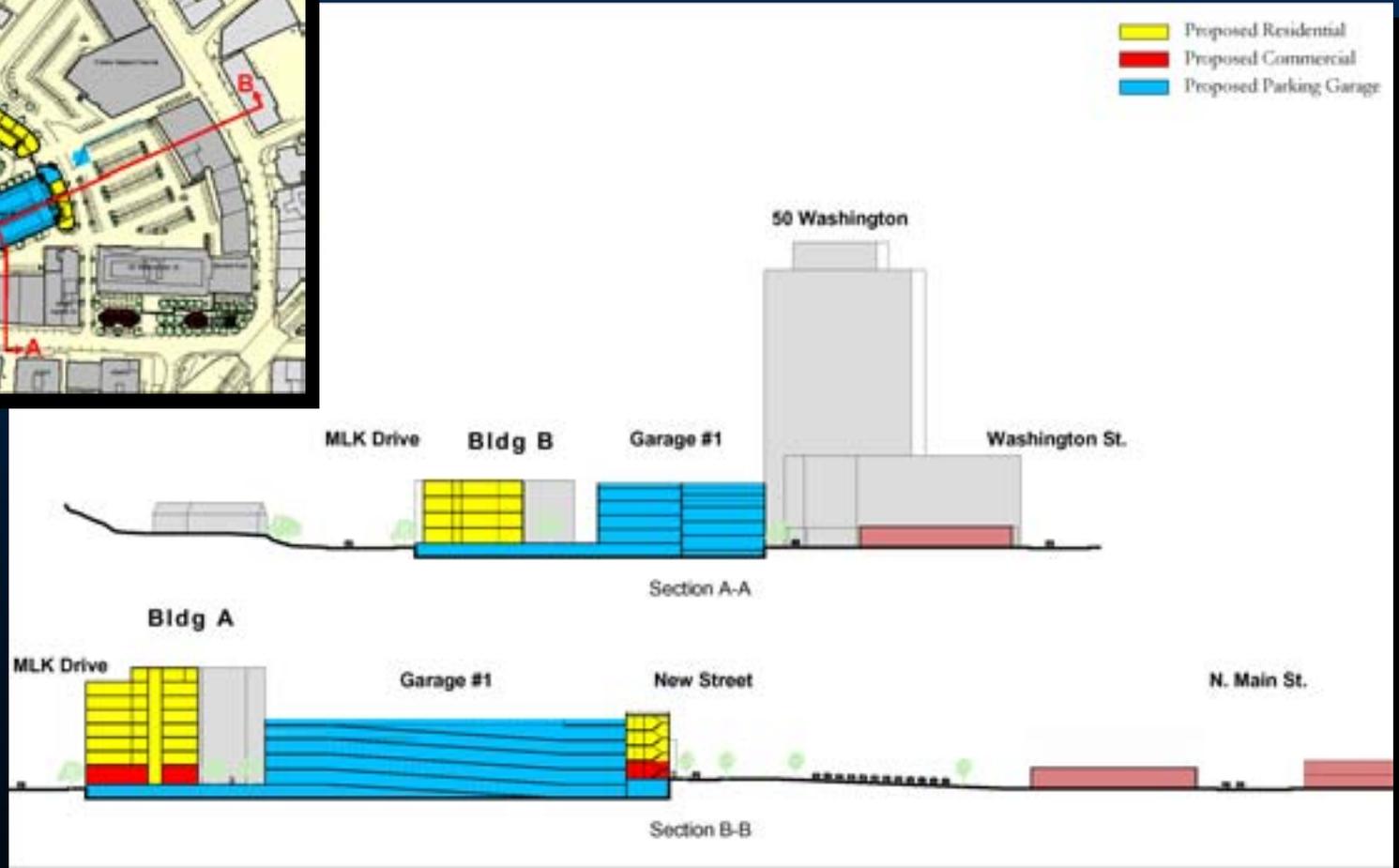
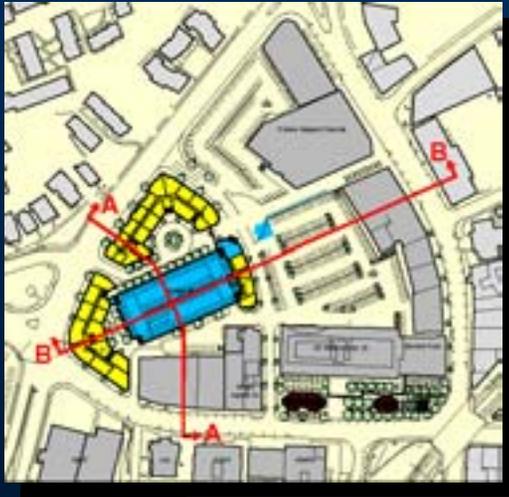
- **Grade change across site**
- **Allows expanded lower level parking**
- **Housing and residential lobbies along MLK Drive**
- **Garage elevators and retail at new plaza**
- **Ground floor retail along new street and pedestrian way**

Typical Floor Plan



- ***Predominantly Housing***
- ***Provides for diverse residential floor plans***
- ***Parking largely hidden from public view***
- ***Housing views to streets or courtyards***

Webster Block – Cross Sections

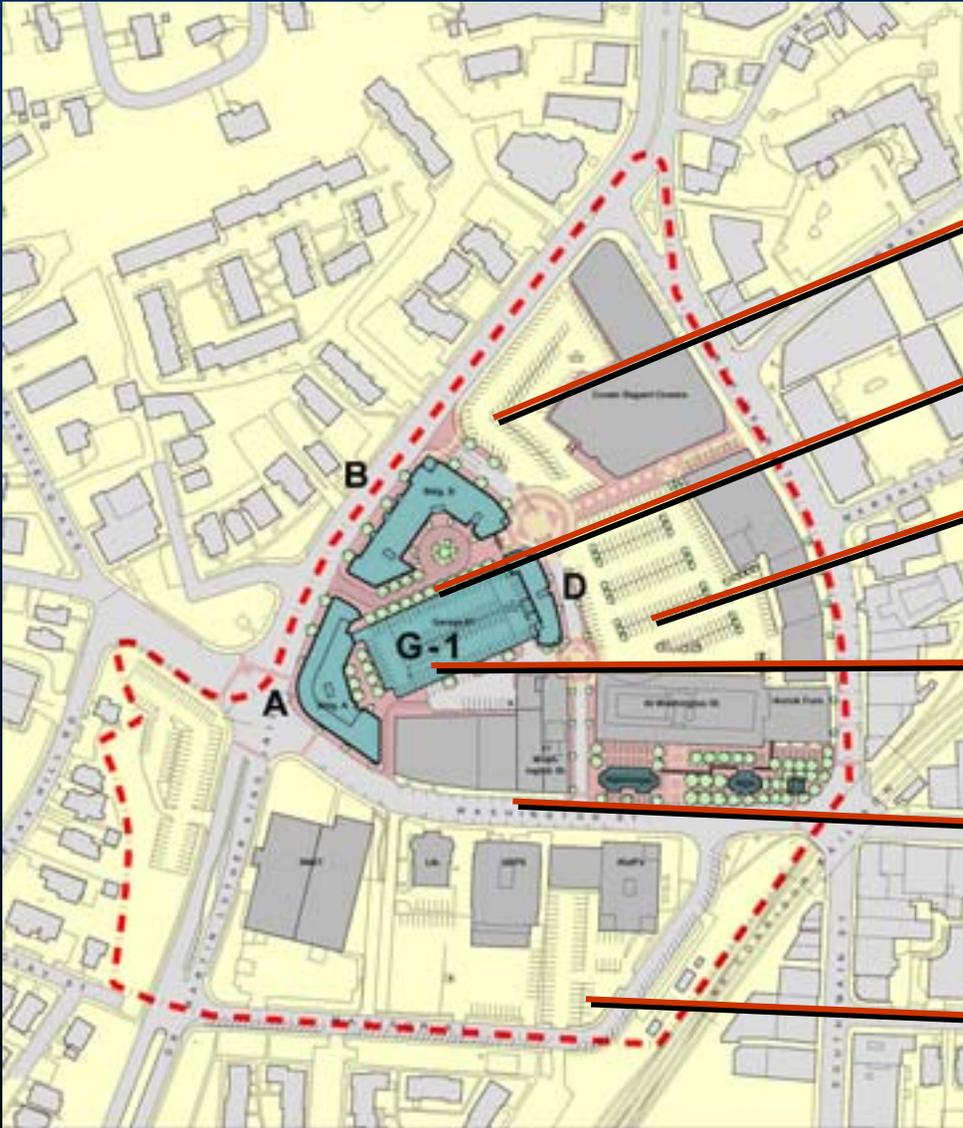


Development Program – Phase 1

Land Use	Units	Existing	Proposed New	Total	Percent Increase
Office	SF/GSF	231,000	0	231,000	0%
Retail	SF/GSF	178,209	4,000	182,209	2%
Restaurant	SF/GSF	58,292	6,000	64,292	10%
Residential	DU's	46	162	208	352%
Cinema/Theater	Seats	2,200	0	2,200	0%
Gov't Institutional	SF/GSF	21,972	0	21,972	0%
Museum	SF/GSF	11,768	0	11,768	0%

Notes: Existing uses are those within the Webster service area as of 2003
Proposed new uses are cumulative by phase

Phase 1 Parking



- **North Surface Lot**
 - 115 Spaces
- **Garage No. 1**
 - 750 Spaces
- **South Surface Lot**
 - 176 Spaces
- **Surface Parking**
 - 18 Spaces
- **Washington Street**
 - 21 Spaces
- **Madison Street**
 - 57 Spaces

Phase 1 Parking Demand/Supply

New Land Use	Unit Type	Net Units	Demand Factor	Parking Demand
Office	SF/GLA	0	2.85	0
Retail	SF/GLA	3,550	2.2	8
Restaurant	SF/GLA	5,100	1.42	7
Residential	Units	162	1.5	243
Cinema/Theater	Seats	0	0.16	0
Gov't Institutional	SF/GLA	0	2.85	0
Museum	SF/GLA	0	0.8	0
Total New Demand		--	--	258
Existing Baseline Demand				774
Total Combined Demand				1,032
Garage 1	5 levels plus basement			750
Garage 2	0			0
Surface				309
On Street - West Washington/Madison				78
Total				1,137
Surplus/Deficit				105

Construction Phase Parking

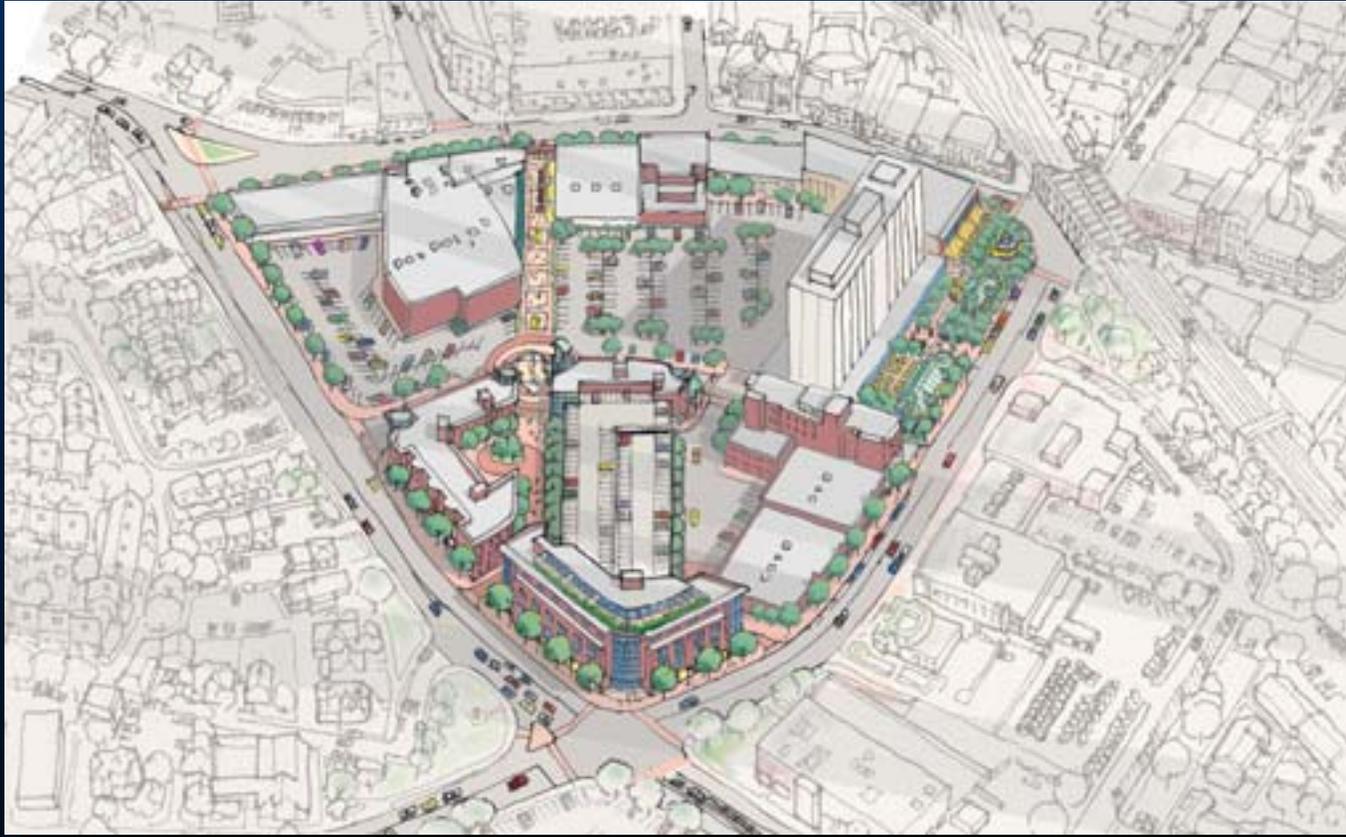
Parking Area	No. of Spaces
North Lot	115
South Lot	176
Washington Street	21
Madison Street	57
Total	369
Existing Webster Lot	612
Total to be Replaced	243

Construction Phase Parking

Possible Measures

- *Washington & Madison On-Street Parking*
- *Webster Surface Lots – Valet Parking/Auto-lifts*
- *Clay Block – Valet Parking/Auto-lifts*
- *Railroad Station Garage & Overflow Lot (Weekends & Evenings)*
- *Haviland Street Deck (Increase Permits)*
- *Maritime Garage (Depends on Actual Operations)*
- *Other Off-Site Lots (To be Determined)*

Webster Block – Aerial View



**Possible
Future**



Existing



Norwalk Webster Block Planning & Urban Design Study

Washington Street at MLK Drive



*Possible
Future*



Existing



Norwalk Webster Block Planning & Urban Design Study

Housing Character



- ***SoNo Scale***
- ***Predominantly 4 stories***
- ***Possibly higher at gateway sites if approved***
- ***Compatible materials***
- ***Projecting Bays and other scalar elements***
- ***Courtyards***



New Pedestrian Way from N. Main Street



**Possible
Future**



Existing

Norwalk Webster Block Planning & Urban Design Study

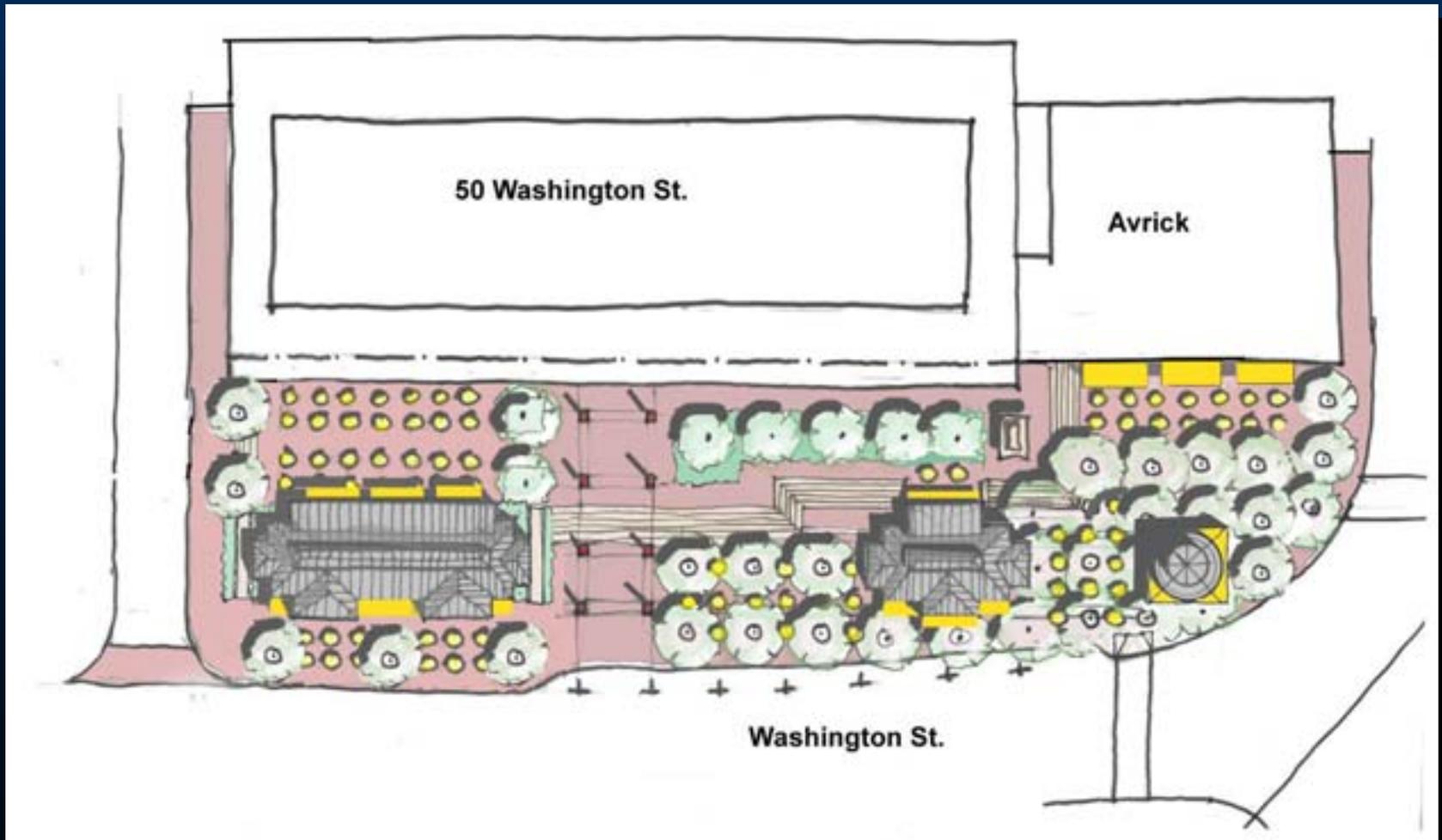
Circulation

Pedestrian Paths

- *Activate with adjoining retail and restaurant uses*
- *Movable seating*
- *High quality landscaping*
- *Clear signage*



Washington Street Public Plaza



View of Washington Street Public Plaza



**Possible
Future**



Existing

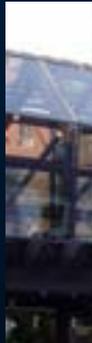
Norwalk Webster Block Planning & Urban Design Study

Plaza Elements



- *Open existing blank walls*
- *New uses open on to plaza*
- *New free-standing glass kiosks*
- *Create new destinations across Main Street*

Plaza Elements



- *Kiosks could contain food service, florists, news, information, etc.*
- *Moveable tables and chairs*
- *Programmed seasonal events*

Parking & Development Economics

1. Parking Garage Economics

- ***Stand-alone analysis for Garage No. 1***
- ***Construction cost, operations, debt service and income***

2. Development Analysis

- ***How private development can support public infrastructure construction***
- ***Prototypical proforma analysis***

Parking Garage No. 1 – Stand Alone

Development Cost (Includes hard & soft costs)

Parking Type	No. Spaces	Cost per Space	Total
Below Grade Structure	240	\$22,000	\$5,280,000
Above Grade Structure	510	\$16,000	\$8,160,000
Total	750		\$13,440,000

Financing

- ***Entire development cost***
- ***25 years at 5%***

Parking Garage No. 1 – Stand Alone

Estimate of Annual Operating Expenses

Expense Category	Year 1	Year 2	Year 3	Year 4	Year 5
Salaries	\$225,000	\$231,750	\$238,703	\$245,864	\$253,239
Repair & Maintenance	\$78,200	\$79,496	\$80,831	\$82,206	\$83,622
Other Operational Expenses	\$65,000	\$66,950	\$68,959	\$71,027	\$73,158
Grand Total Operating Expenses	\$368,200	\$378,196	\$388,492	\$399,097	\$410,020
Cost per space (750) per year	\$491	\$504	\$518	\$532	\$547

Parking Garage No. 1 – Stand Alone

Financial Summary

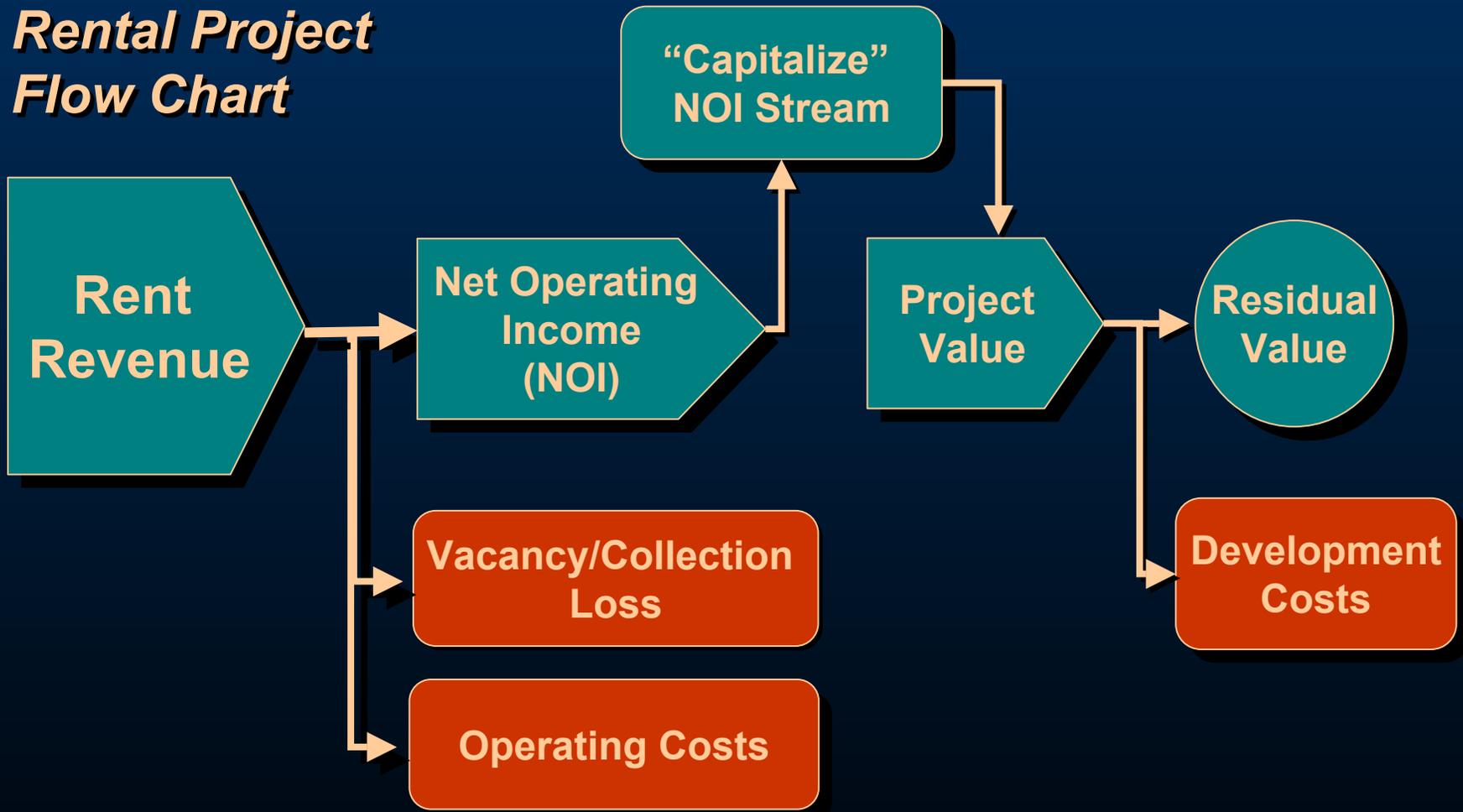
Year of Operation	Estimated Income	Estimated Expense	Debt Service Payment	Profit or (Shortfall)
1	\$1,245,000	368,200	942,827	(66,027)
2	\$1,245,000	378,196	942,827	(76,023)
3	\$1,245,000	388,492	942,827	(86,319)
4	\$1,245,000	399,097	942,827	(96,924)
5	\$1,571,625	410,020	942,827	218,778

Housing and Retail Development

- 1. Development of the Webster Lot can create significant value out of City-owned land.***
- 2. The value created can be used to reduce the cost of construction of public infrastructure including garages.***
- 3. This approach can reduce debt load and lower revenues requirements***
- 4. New development can also include a significant percentage of affordable housing.***

Development Economics

Rental Project Flow Chart



Development Economics

Illustrative Rental Project Proforma

Project Description

Number of Units	50
Unit Types	1 & 2 Bedroom
Average Size	950 Sq. Ft.
Average Monthly Rent	\$1,985
Annual Rent Revenue	\$1,191,000

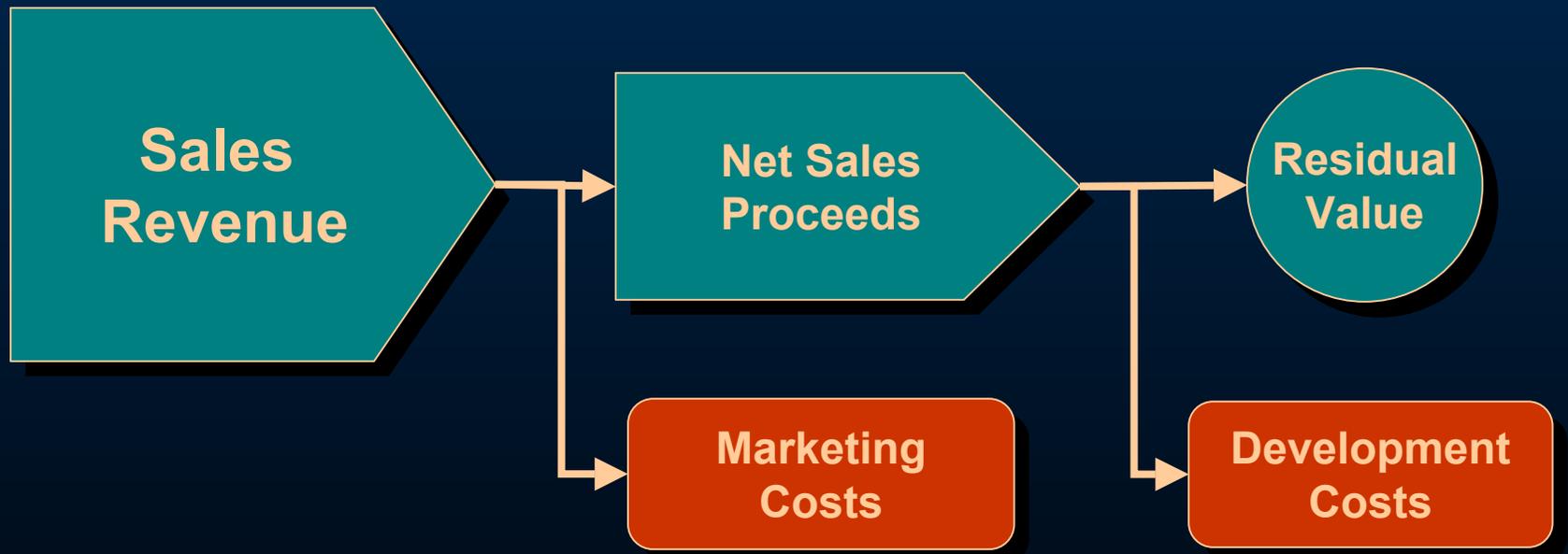
Development Economics

Illustrative Rental Project Proforma

Cash Flows	Annual Revenue (Cost)
Potential Gross Rental Income	\$1,191,000
Other Revenue	\$15,000
Potential Total Gross Income	\$1,206,000
Vacancy & Collection Loss	(\$75,375)
Operating Expenses	(\$365,000)
Net Operating Income	\$765,625
Project Value (8% Capitalization Rate)	\$9,570,313
Development Cost	(\$7,468,750)
Residual Value	\$2,101,563
Per Unit	\$42,031

Development Economics

Condominium Project Flow Chart



Development Economics

Illustrative Condominium Proforma

Unit Type	No. Units	Sq. Ft.	Price/Sq. Ft.	Unit Price	Total
1 Bedroom	10	875	\$270	\$236,250	\$2,362,500
1 Bedroom Plus Den	10	1,050	\$300	\$315,000	\$3,150,000
2 Bedroom	30	1,250	\$300	\$375,000	\$11,250,000
Total/Avg.	50			\$335,250	\$16,762,500
Marketing Costs (5%)					(\$838,150)
Net Sales Proceeds					\$15,924,350
Development Costs					(\$13,500,000)
Residual Value					\$2,424,350
Per Unit					\$48,487

Development Economics

- *Residual value of developments can be used to help reduce the cost of parking and other public infrastructure*
- *In exchange the developer will receive one dedicated parking space per unit of housing*
- *10% of housing on City-owned parcels will meet current affordable criteria*

Development Economics

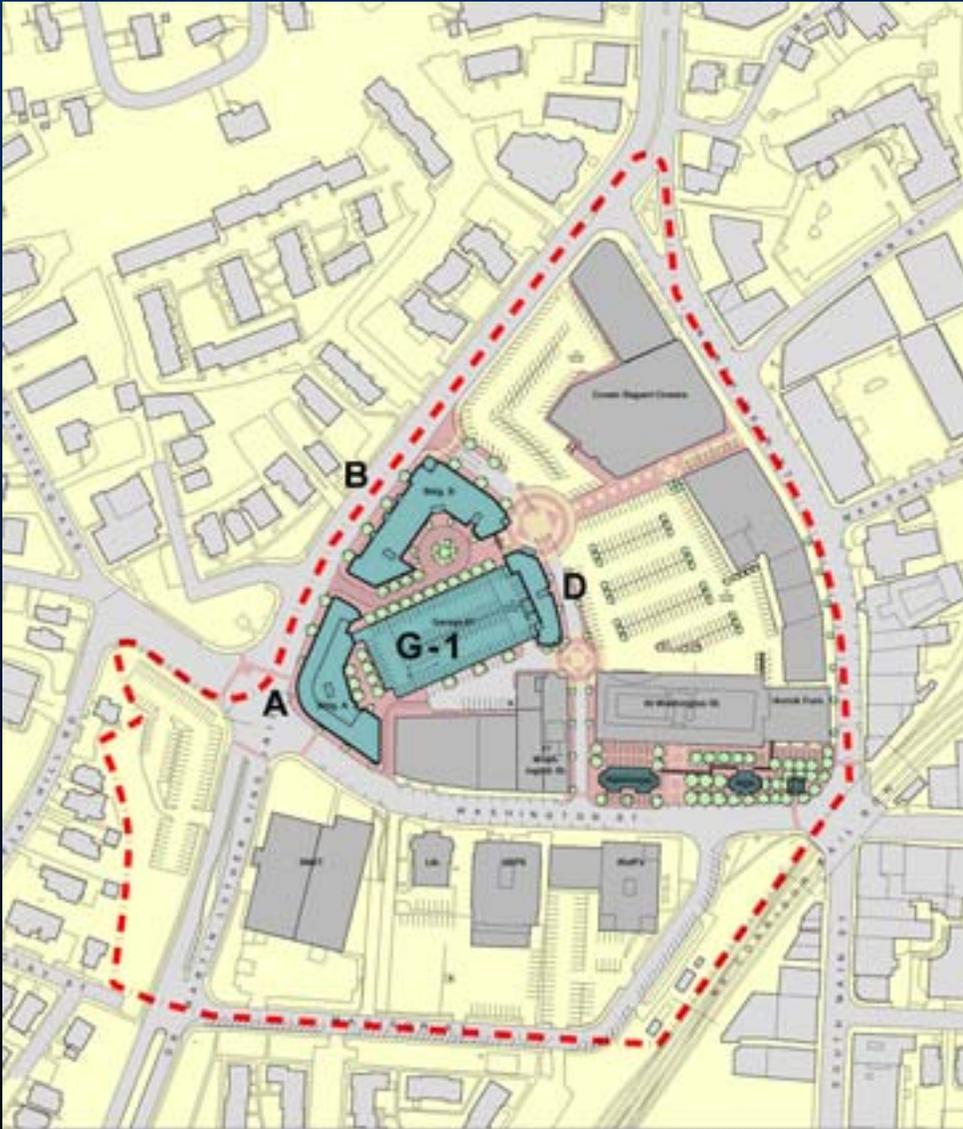
Estimated Residual Value of Phase I Development

Properties	A, B & D
Ownership:	Public
Primary Use	Residential
Type	Condo & Rental
Floors	4 to 7
Total Units	162
Affordable Units	16
Other Use	1st-Flr Retail
Retail Sq. Ft.	9,000
Bldg Size (approx. - may vary)	205,000
Project Value	\$43,967,619
Less Development Cost	(\$35,817,969)
Less Private Land Acquisition	\$0
Residual Value (Avail. for Public Costs)	\$8,151,181
Potential Contribution/Dwelling Unit	\$50,316

Development Economics

- *Residual value of leveraged developments on private land can also help to reduce the cost of parking.*
- *The degree to which this can be done will depend on future negotiations.*
- *Affordable housing on private parcels will be provided as required by prevailing housing regulations*

Phase 1 Analysis



- ***Garage & public infrastructure costs***
- ***Estimated residual value of projects A, B & D***
- ***Other potential funds***

Phase 1 Analysis

Public Costs

Item	Cost
Parking Garage No. 1	\$13,440,000
New Roadway	\$962,644
Pedestrian Way & Plaza Areas	\$1,177,801
Surface Parking Reconfiguration	\$560,000
Service Roads	\$367,688
Utility Relocations	\$928,038
Traffic Signals	\$187,500
Signage	\$125,000
Construction Phase Parking	\$250,000
Technical Studies	\$125,000
Miscellaneous	\$200,000
Total	\$18,323,670

Phase 1 Analysis

Illustrative Development Cost Projection – Garage No.1

Development Cost	Amount
Estimated Total Public Cost	\$18,323,670
Estimated Contribution of A,B & D	(\$8,149,650)
Possible Other Non-Municipal Public	(\$2,500,000)
Net Amount to be Financed	\$7,674,020
Annual Debt Service	\$538,344
Annual Operating Cost (Year 3)	\$388,492
Total Annual Cost	\$926,836

Phase 1 Analysis

Comparison with 400-space stand-alone garage

Capital Cost			
Item	Cost		
	Phase I	400 Car Garage	% Difference
Garage	\$13,440,000	\$6,400,000	
Site Improvements	\$4,883,670	\$3,186,504	65%
Total Capital Cost	\$18,323,670	\$9,586,504	52%
Contribution of Private Development	(\$8,149,650)	\$0	
Non-Municipal Public Funds	(\$2,500,000)	(\$2,500,000)	
Net Cost	\$7,674,020	\$7,086,504	92%
Total Number of Spaces	750	400	
Dedicated Residential Spaces	(162)	0	
Net Total Spaces	588	400	68%
Capital Cost/Net Space	\$13,051	\$17,716	136%

Phase 1 Analysis

Comparison with 400-space stand-alone garage

Operations Cost			
Item	Cost		
	Phase I	400 Car Garage	% Difference
Annual Estimated Operations Cost (year 3)	\$388,492	\$372,897	96%
Contribution of Dedicated Residential Spaces	(\$38,880)	\$0	
Net Estimated Annual Operations Cost	\$349,612	\$372,897	107%
Total Spaces	750	400	
Dedicated Residential Spaces	(162)	0	
Net Spaces	588	400	68%
Operations Cost/Net Space	\$595	\$932	157%

Phase II

- *Garage No. 2*
- *Buildings C & E*
- *Emphasis on private participation as required to support Garage No. 2*
- *Buildings F, G, or H*
- *Or 10 year commitment to lease portion of spaces.*



Possible Future Program – Phase II

Land Use	Units	Existing	Proposed New	Total	Percent Increase
Office	GSF	231,000	0	231,000	0%
Retail	GSF	178,209	13,400	191,609	8%
Restaurant	GSF	58,292	9,900	68,192	17%
Residential	DU's	46	389	435	846%
Cinema/Theater	Seats	2,200	0	2,200	0%
Gov't Institutional	GSF	21,972	0	21,972	0%
Museum	GSF	11,768	0	11,768	0%

Notes: Existing uses are those within the Webster service area as of 2003
Proposed new uses are cumulative by phase

Phase II Parking

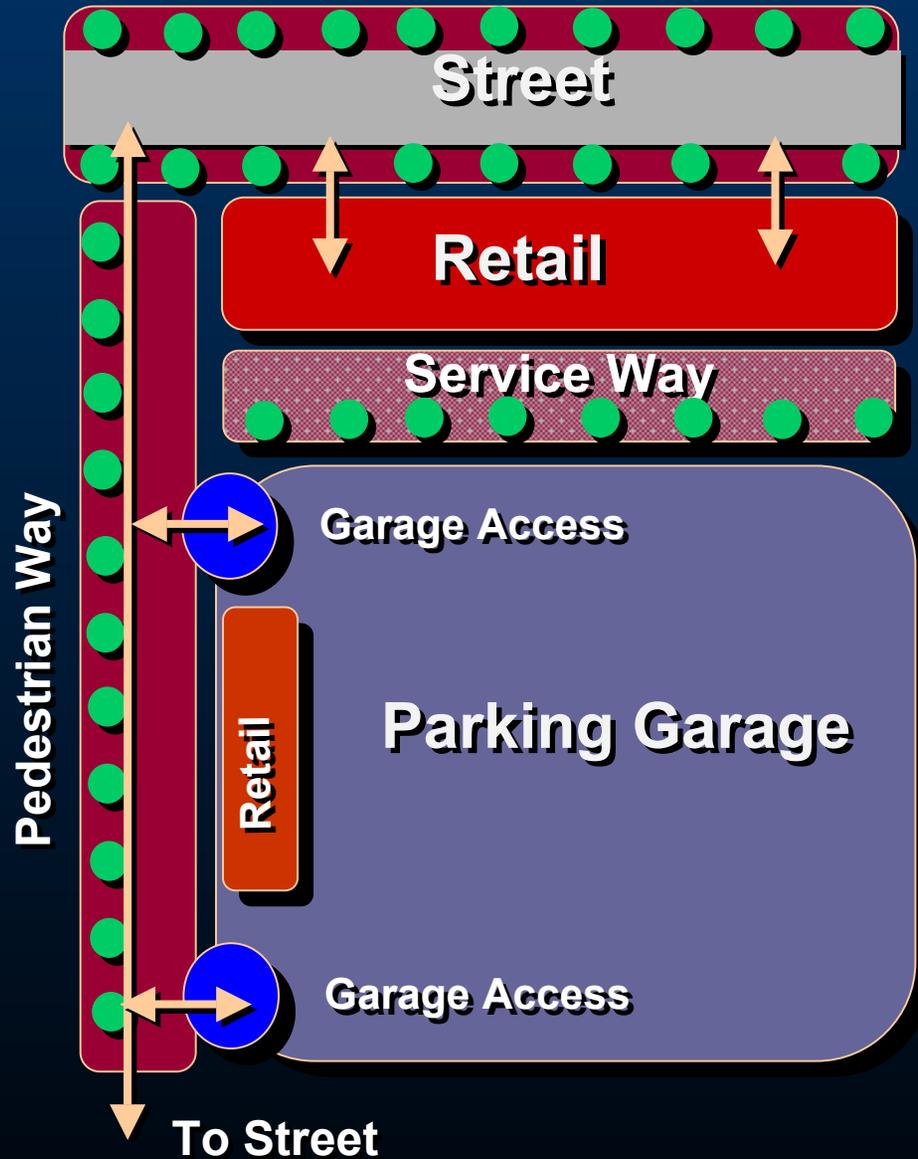
- **Garage No. 1**
 - 750 Spaces
- **Garage No. 2**
 - 425 Spaces
- **Surface Parking**
 - 35 Spaces
- **Washington Street**
 - 21 Spaces
- **Madison Street**
 - 57 Spaces



Phase II Demand/Supply

New Land Use	Unit Type	Net Units	Demand Factor	Parking Demand
Office	SF/GLA	0	2.85	0
Retail	SF/GLA	11,540	2.2	25
Restaurant	SF/GLA	8,415	1.42	12
Residential	Units	389	1.25	486
Cinema/Theater	Seats	0	0.16	0
Gov't Institutional	SF/GLA	0	2.85	0
Museum	SF/GLA	0	0.8	0
Total New Demand		--	--	523
Existing Baseline Demand				774
Total Combined Demand				1,297
Garage 1	5 levels plus basement			750
Garage 2	4 levels plus basement			425
Surface				35
On Street - West Washington/Madison				78
Total				1,288
Surplus/Deficit				-9

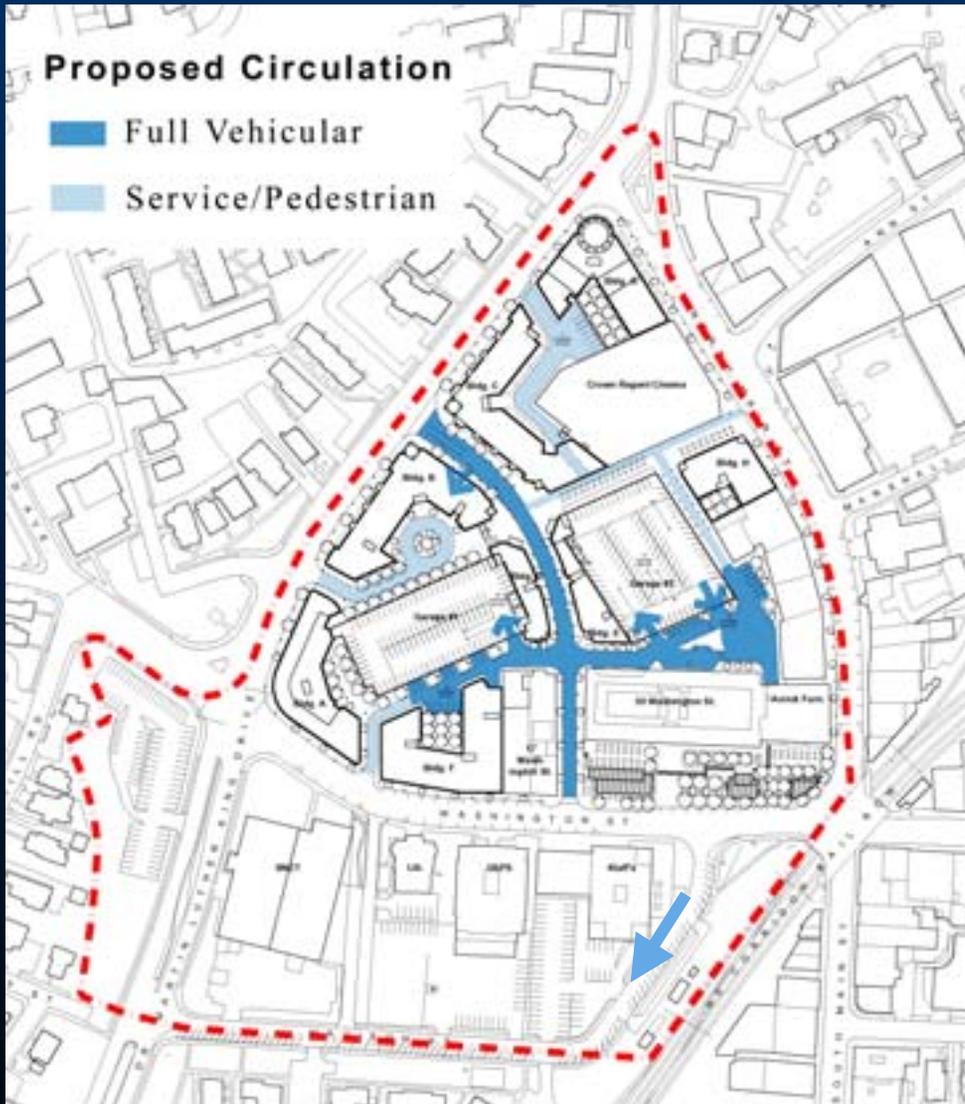
Note: Restaurant includes Washington Plaza GLA



Circulation

Proposed Circulation

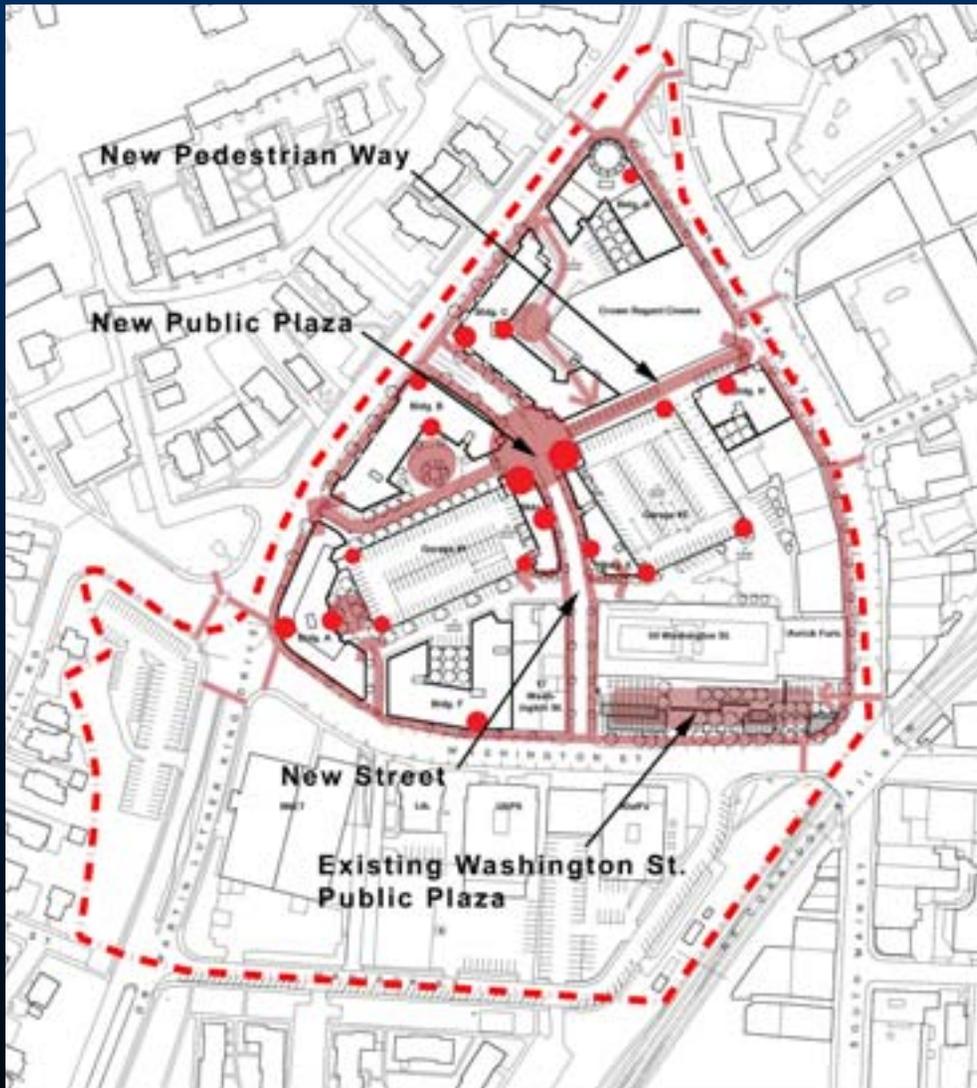
- *Buildings are accessed from the street*
- *Building backs become well-landscaped service ways*
- *Visitors arrive at parking and are directed to the street system*



Vehicular Access

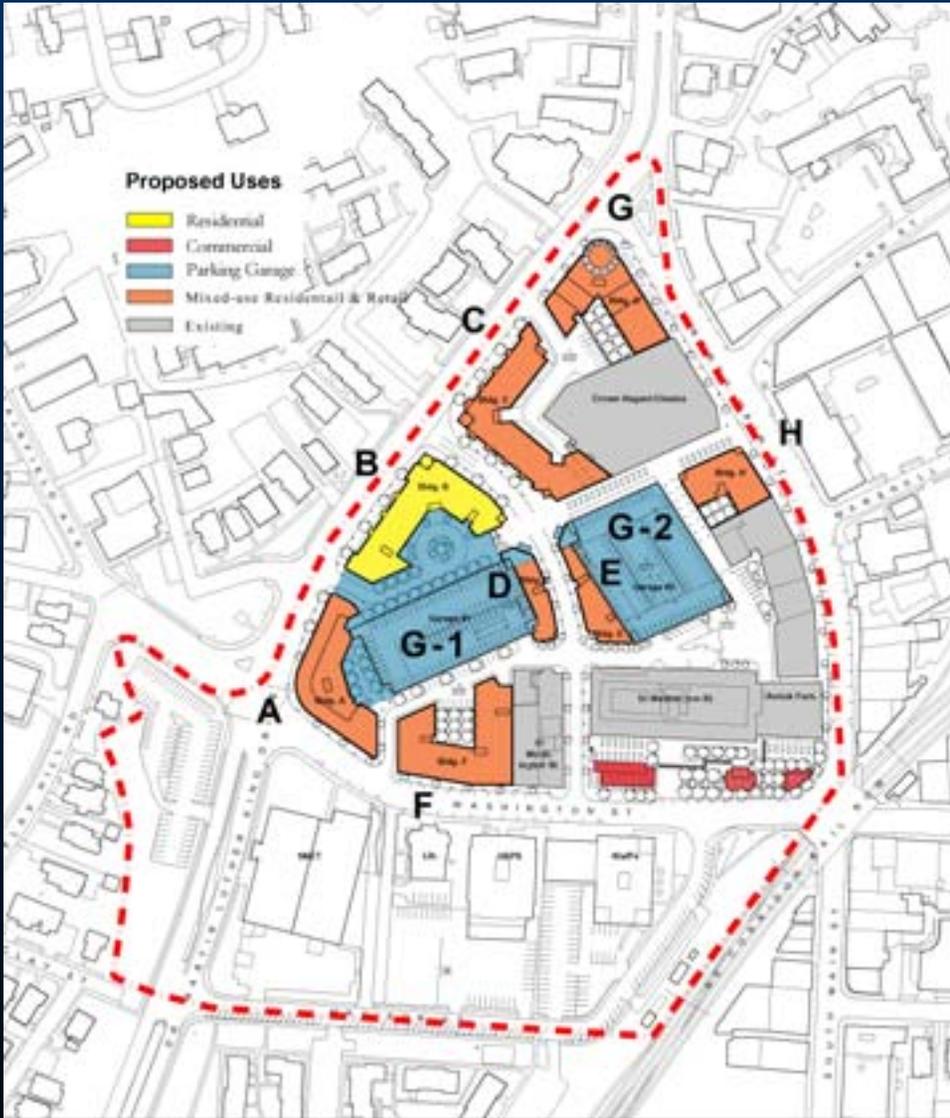
- ***New street provides main vehicular & pedestrian access***
- ***Service ways lead to garages and building service areas***
- ***Madison Street one-way***

Pedestrian Access



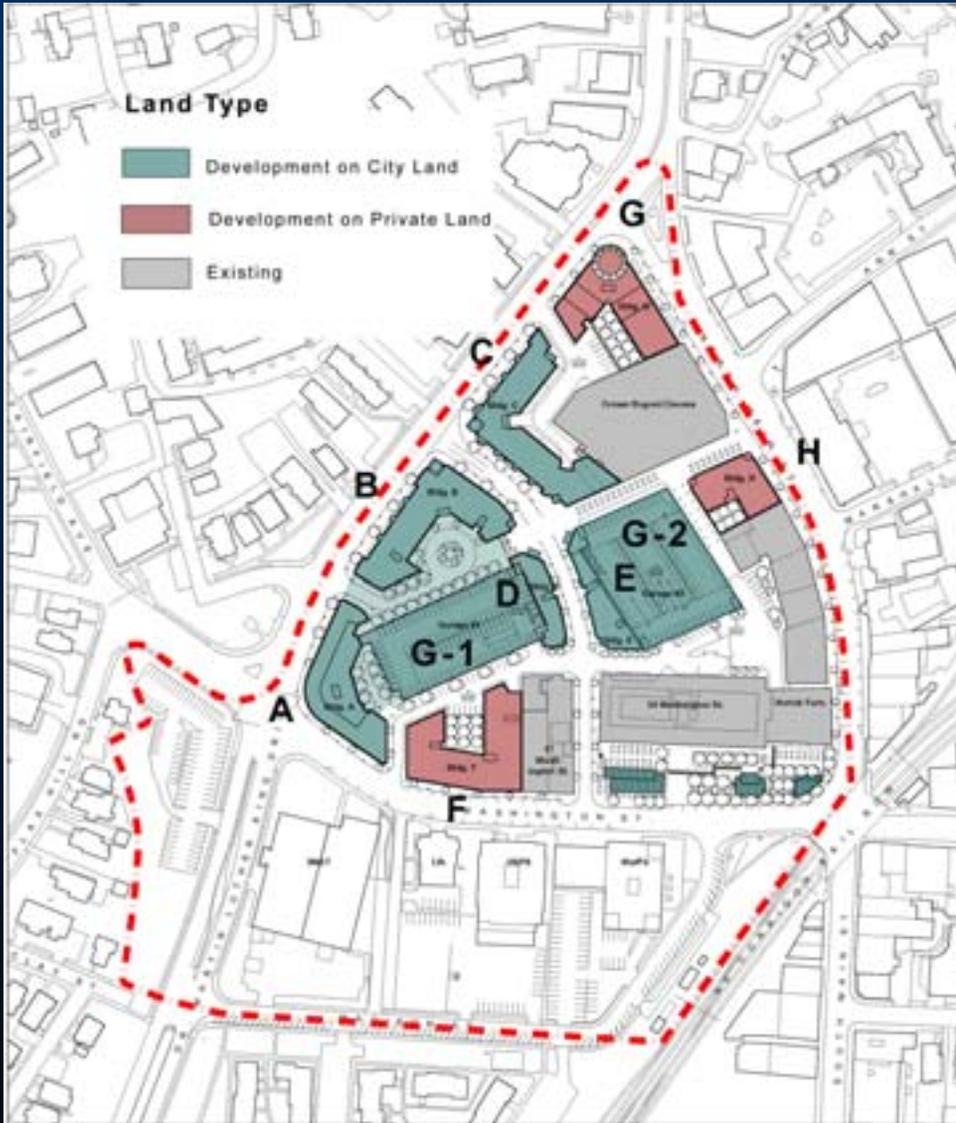
- ***Pedestrian way connects to N. Main and MLK Drive***
- ***New street connects Washington Street and MLK Drive***
- ***Garage access along pedestrian way and new street***

Land Use Plan



- **Housing along MLK Drive**
- **Mixed use housing & retail along new street**
- **Mixed use housing and retail at gateway corner sites**

Public/Private

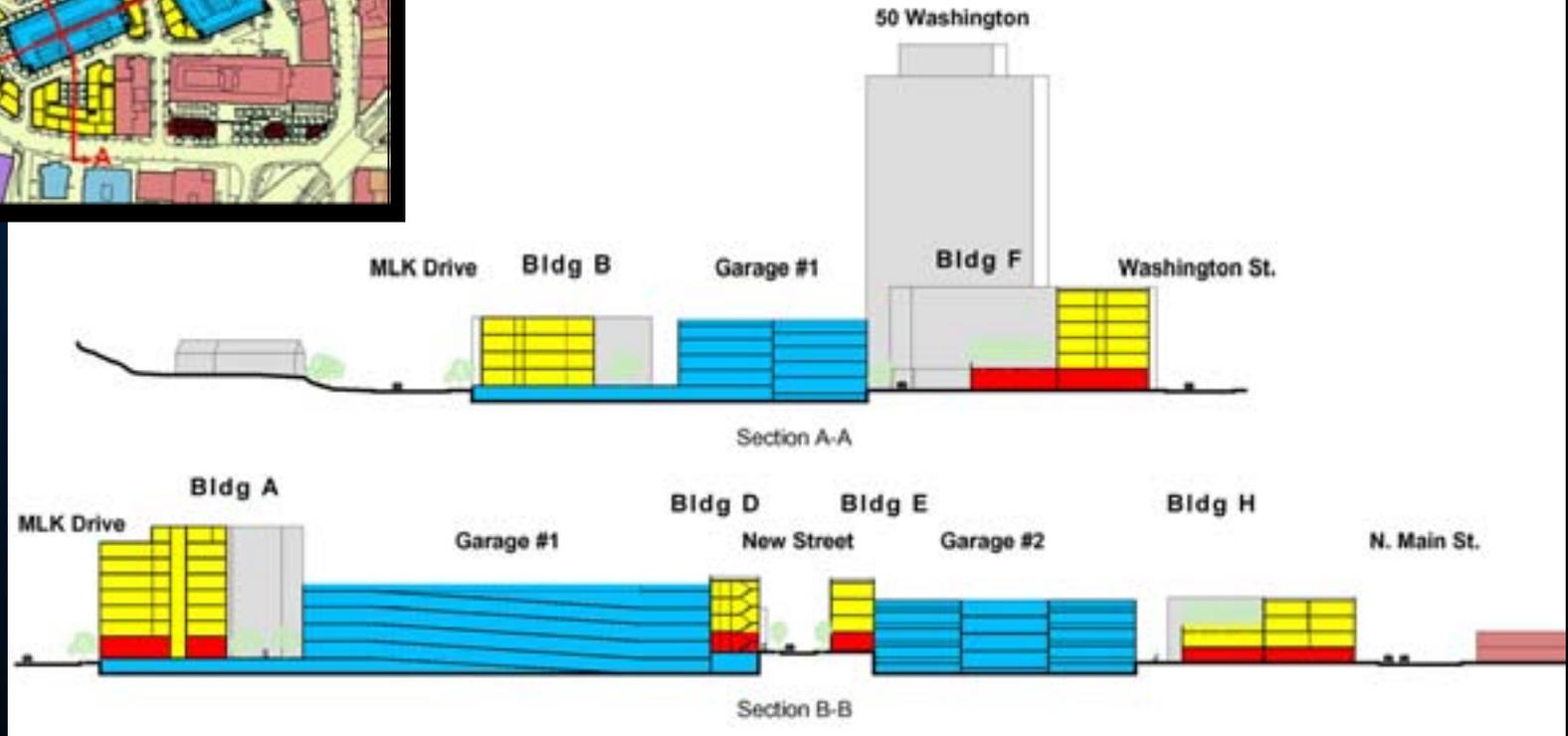


- ***The plan is focused specifically on development of City-owned land.***
- ***Action on City-owned land may leverage other private development***
- ***Projects F, G and H illustrate what some of the future possibilities might be***

Webster Block – Cross Sections



- Proposed Residential
- Proposed Commercial
- Proposed Parking Garage

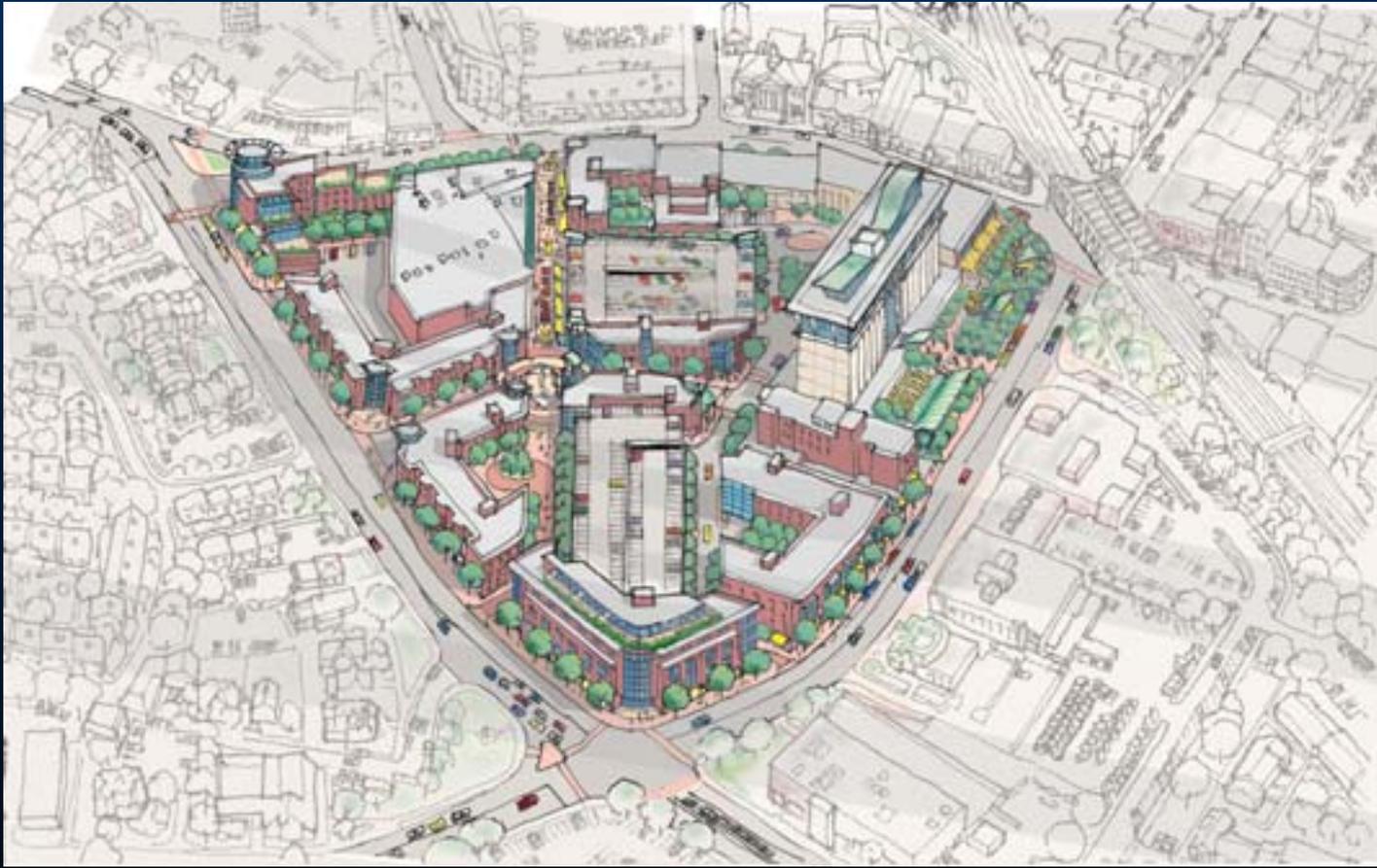




SoNo Scale

- ***Extending SoNo scale and character into the “superblock”***
- ***Smaller city blocks with public faces on streets and ways***
- ***Interior block locations reserved for parking and service.***
- ***High quality landscaping Throughout***

Webster Block – Aerial View



**Possible
Future**



Existing



Norwalk Webster Block Planning & Urban Design Study

Conclusions

- *Redevelopment of the Webster Block can significantly enhance the SoNo district.*
- *Existing parking demand can be met while accommodating new development*
- *The value of City land can effectively serve to reduce the cost of new parking facilities.*
- *New development can include a significant percentage of affordable housing.*

Conclusions

- *The plan can be phased to allow a significant amount of surface parking to remain indefinitely*
- *The plan for the Webster Block will reinforce future development of Reed/Putnam*
- *When fully developed, the proposed plan will further SoNo as a mixed-use, walkable district that is amenable to transit*

Next Steps

- *Final Report*
- *Decision to Proceed*
- *Technical Studies*
 - *Permitting, traffic, site survey, geotechnical, engineering, legal, financial, other*
- *Board Approvals*
- *Funding Sources*
- *Property Negotiations*
- *Developer Packages*

A Broader View...



- *What began as a plan for expanding parking...*
- *Has become a plan for a vibrant new mixed-use neighborhood...*
- *That meets all parking goals while adding value...*
- *In discreet stand-alone phases.*

Maintaining a Tradition of Smart Growth

Maintaining a tradition of “smart growth” projects that began with the revitalization of Washington Street



and joining a trend that is sweeping the nation...

Norwalk Webster Block Planning & Urban Design Study

Smart Growth Infill - A Sweeping Trend

From California....



The Crossings in Mountainview, California

Normalk Webster Block Planning & Urban Design Study

Smart Growth – A Sweeping Trend

To Tennessee...



The Eastgate Mall in Chattanooga, Tennessee

Norwalk Webster Block Planning & Urban Design Study

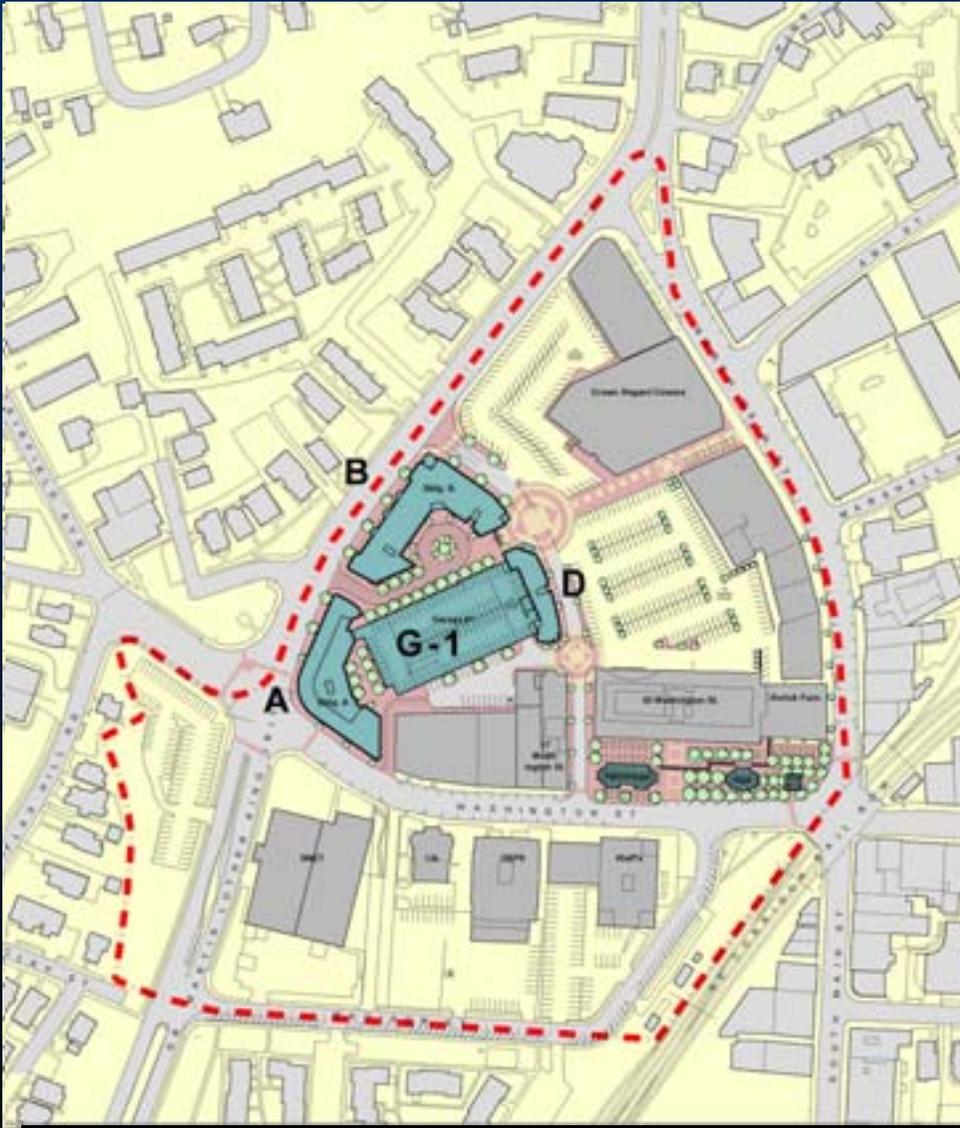
Smart Growth – A Sweeping Trend



**To New
England...**

**Where traditionally
suburban Westwood,
Massachusetts is
considering a new
mixed-use town
center complete with
structured parking.**

The Webster Block



- *Offers the same smart growth opportunities to Norwalk and the surrounding region*
- *The plan can be accomplished in part or in whole*
- *Or changed over time to best suit the needs of the entire community*

Helping to Combat the Problems of Sprawl



Vanishing open space...



Increasing pollution...



Congested roads...



While Supporting Other Local Initiatives

- *The Wall Street Area*
- *West Avenue*
- *Mid-Harbor*
- *Reed-Putnam*
- *The Webster Block
& SoNo*

Proposed Plan

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