

SoNo Collection
Comprehensive Master Site Plan
Peer Review Observations

Prepared for the Norwalk Redevelopment Agency

Prepared by The Cecil Group

September 15, 2015

Peer Review Team

The Cecil Group – Urban Design and Planning

Tighe & Bond – Circulation and Parking

Gibbs Planning Group - Retail Market and Development



Site Context
This photograph indicates key geographic references employed in the observations and comments on the CMSP.

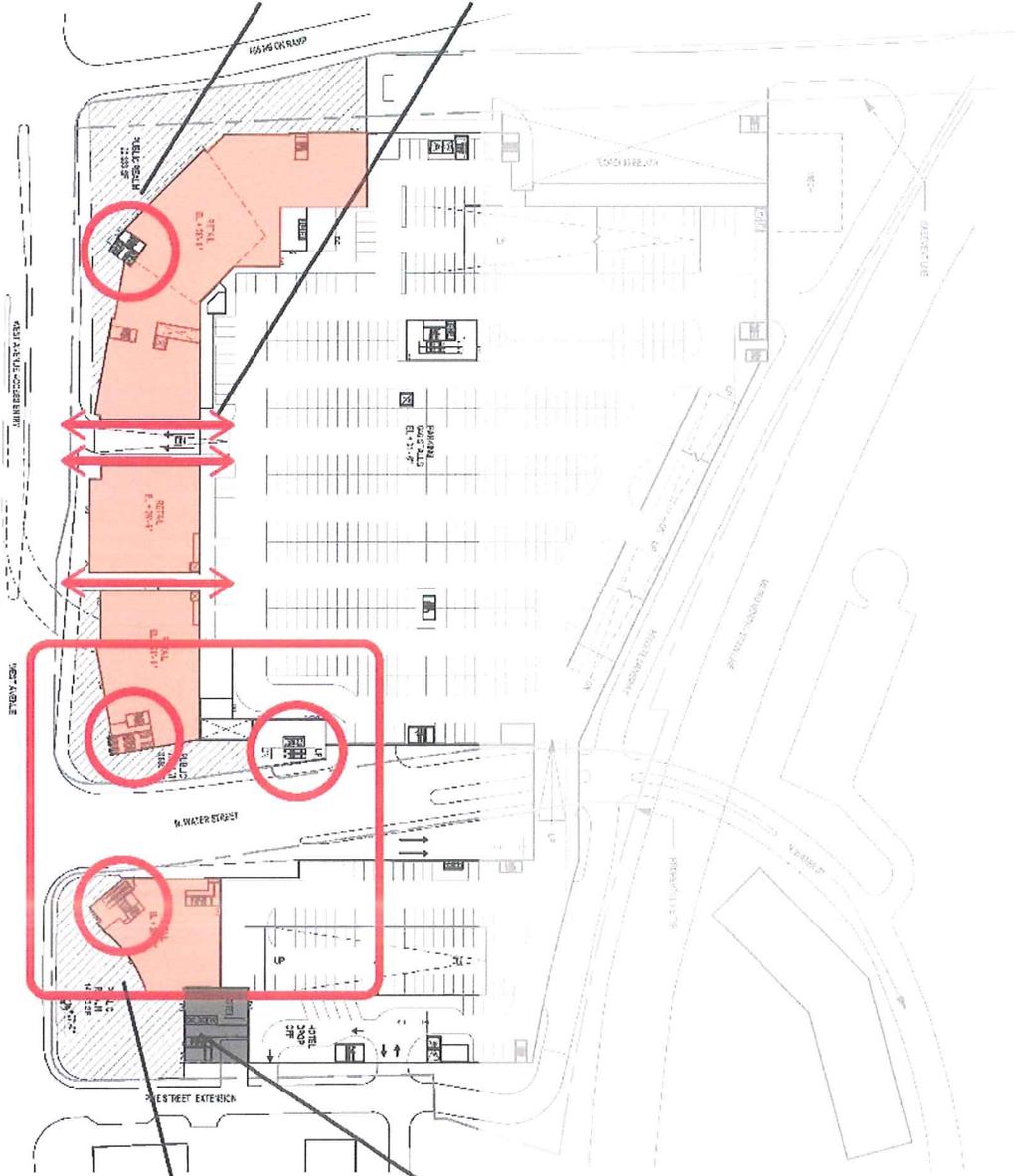
Access to Ground Level Retail

2

Garage Entrances
These two pedestrian passageways flank a busy vehicle exit to the street.

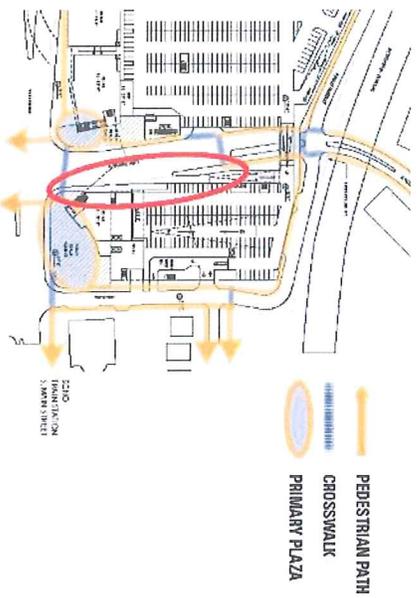
Limited Mall Access to Ground Level Retail at the Northwest Part of the Project

There is only one stairway connection at this end of the ground level retail. Access is limited although one of the studies suggests an elevator will be studied in this area. It is not currently in the CWS/P



Potential Retail Space
This area may be retail if the anchor extends to ground level.

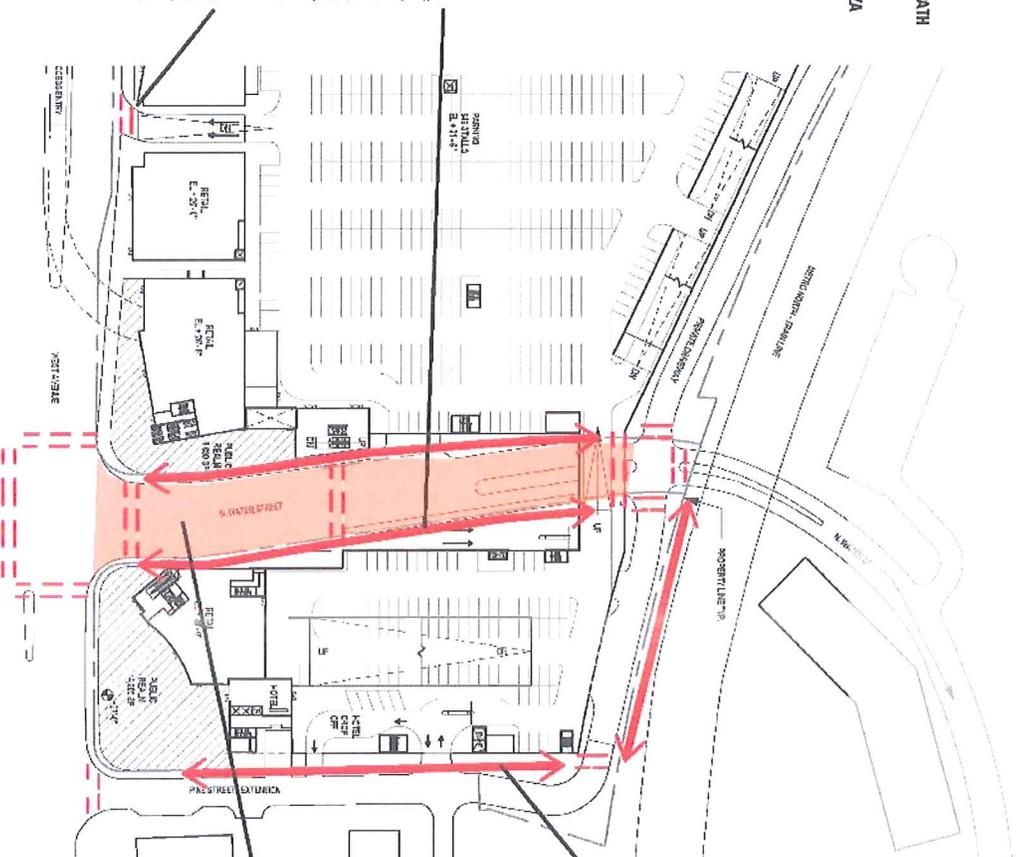
Concentrated Mall Access to Ground Level Retail at the Southwest Part of the Project
There are three vertical connection points clustered on the southern end of the complex near a relatively limited amount of ground level retail space.



Pedestrian Connections along North Water Street
 As shown, there is effectively only one side of North Water Street with continuous sidewalk/pedestrian areas.

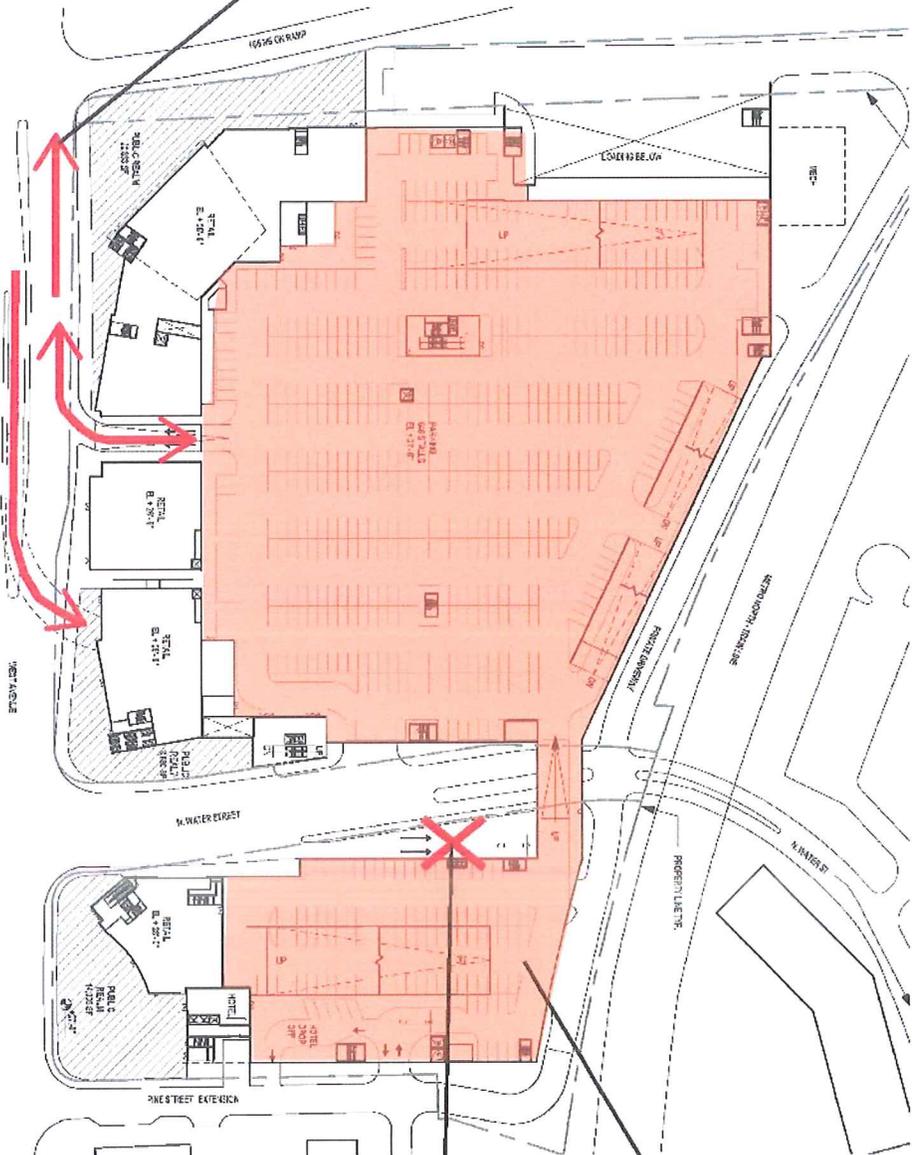
Parking Slip Ramp
 The existing configuration of a parking slip ramp effectively prevents continuous pedestrian access along North Water Street. A proposed alternative would remove the ramp and connect the area for conjoined pedestrian access.

Pedestrian Connections
 Significantly enhance public realm with special crosswalk treatment for all crossings.



Pedestrian Connections on the Project's Southern End
 An alternative exterior route for pedestrians could be provided using Pine Street Extension.

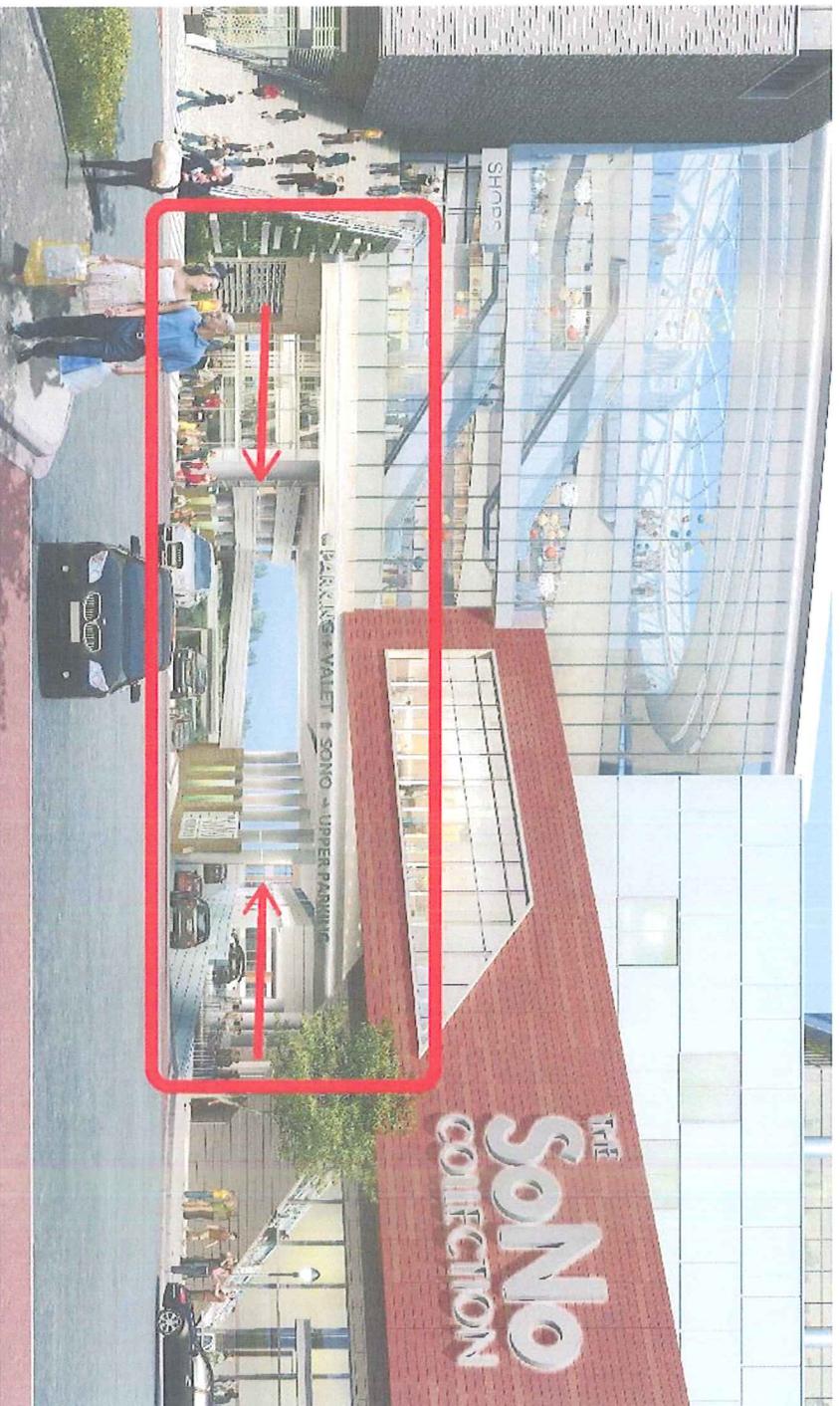
Realignment of North Water Street
 Consider the realignment of North Water Street to improve the urban design characteristics of the project, reduce development costs, and reduce the amount of building mass subject to easements by the City.



Minimize Impact of Automobiles and Roadways on the Public Realm
 Future evaluations and design should minimize impacts on the public realm and design adjusted accordingly.

Necessary Parking Required
 Demonstration that sufficient parking is provided for patrons and employees.

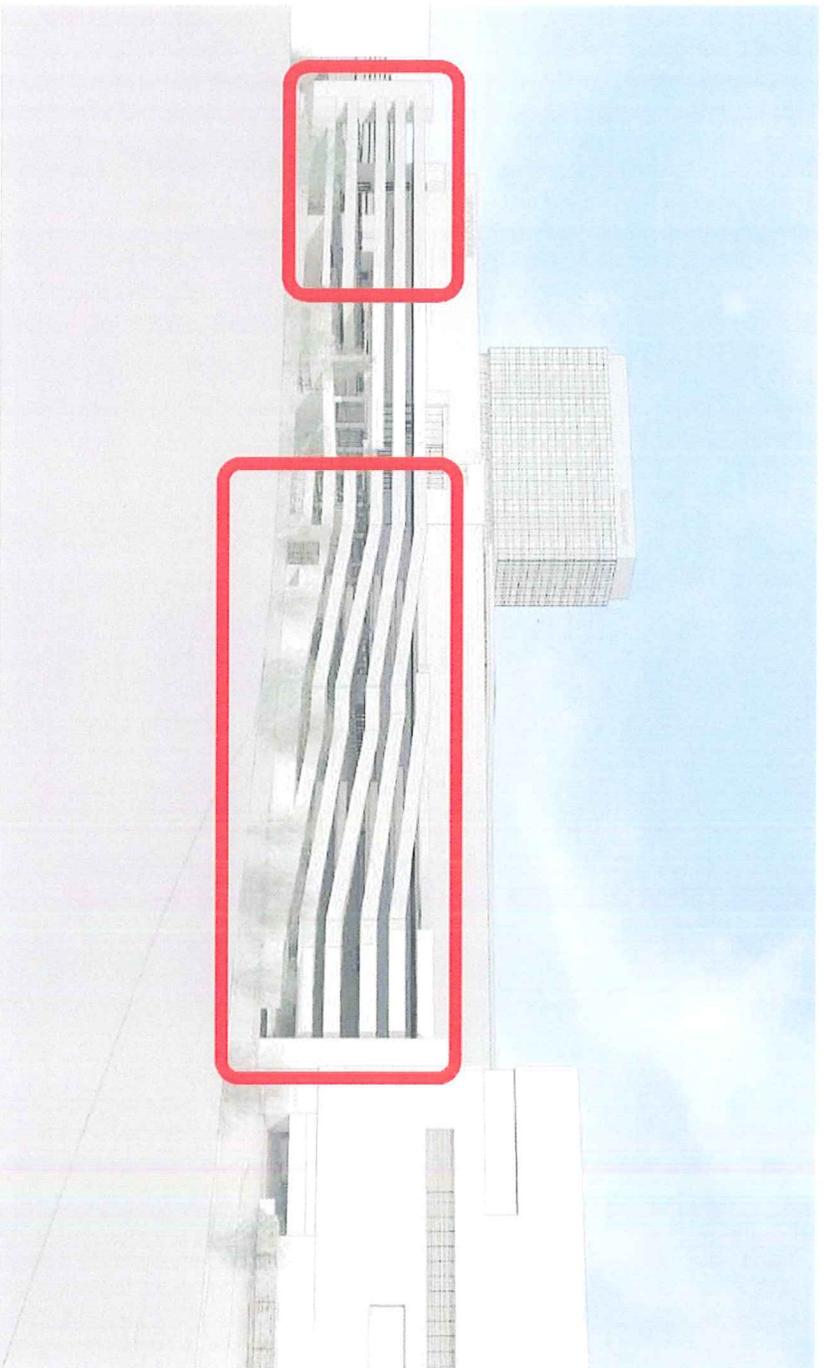
Removal of Parking Slip Ramp
 Removing this parking access ramp will enhance the pedestrian connectivity and reduce the impact of building height, massing, and bulk within the air rights above North Water Street.



Removal of Parking and Ramps
Open parking and ramp levels will diminish noise and turns onto the North Water Street passageway.





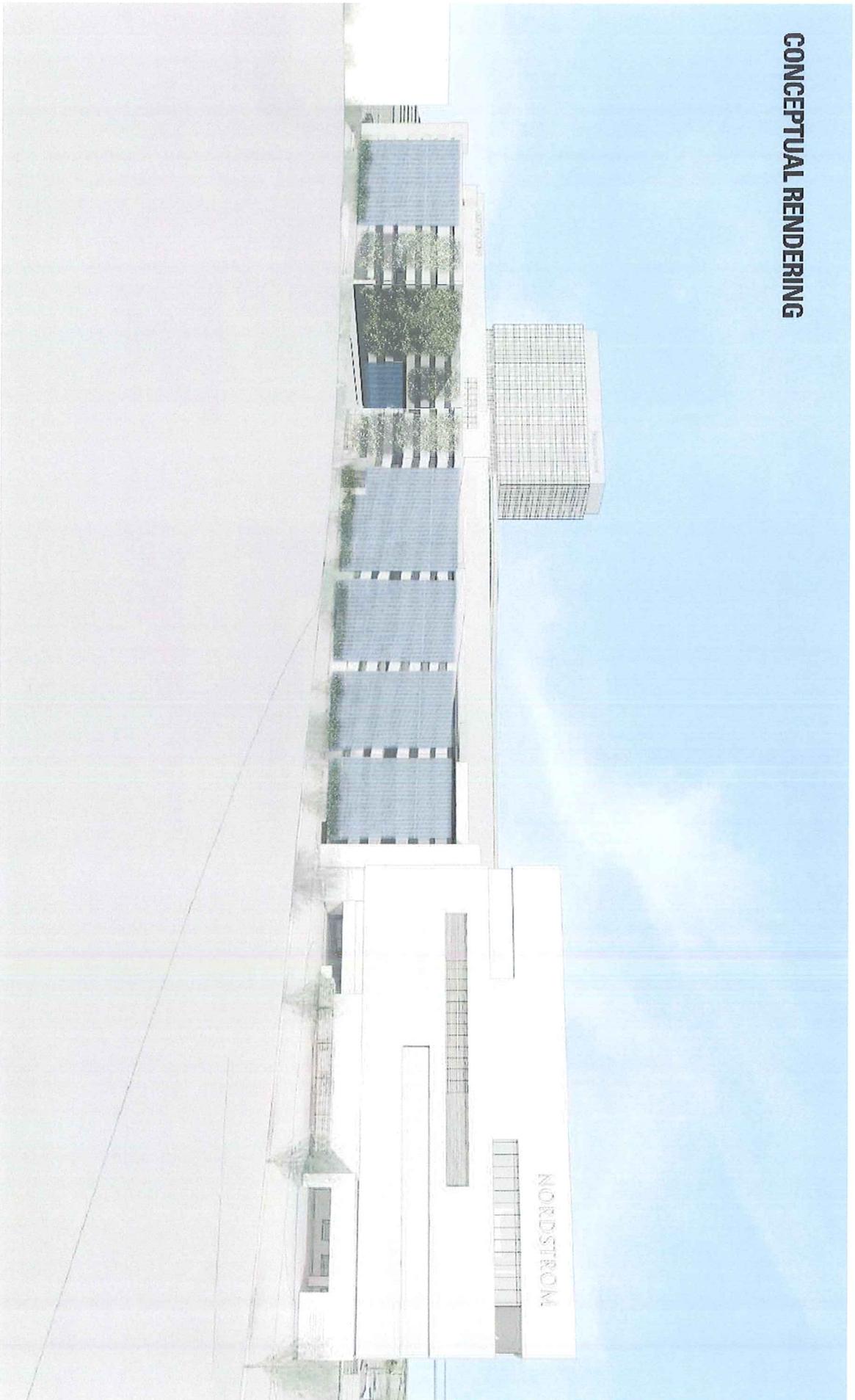


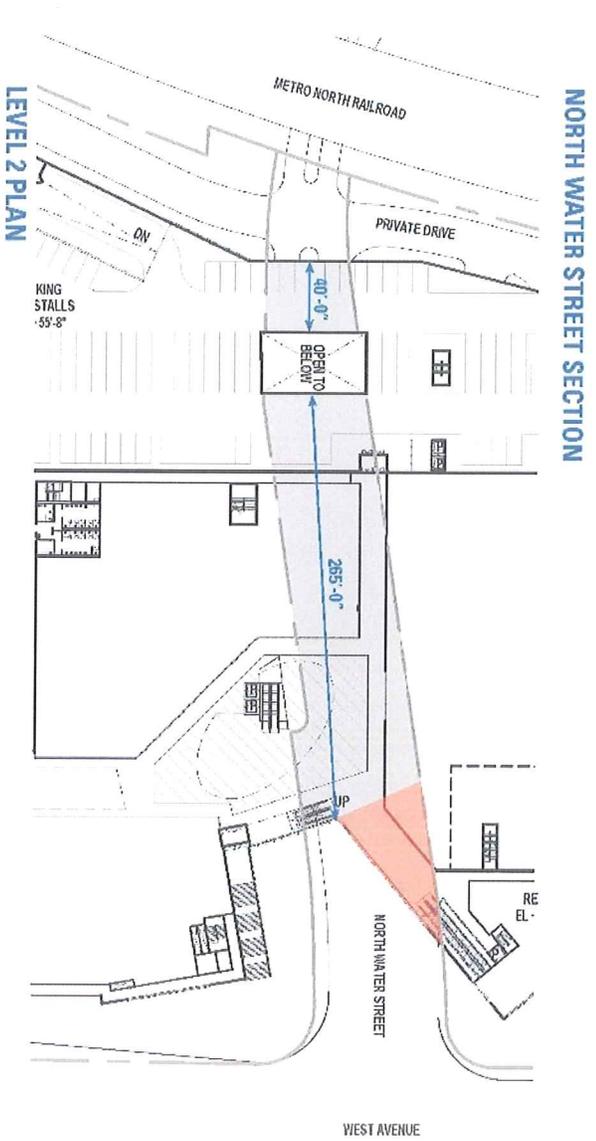
Reorganization and Redesign of Parking

The parking uses could be reduced by reorganizing the parking ramps and layout.

The scale and appearance of the parking levels will benefit from architectural and/or landscape architectural treatments.

CONCEPTUAL RENDERING





Reorganization and Redesign of Parking
This would be removed if the circulation is reorganized and/or North Water Street is realigned to the north.

OPTION FOR REDUCING BUILDING COVERAGE

Peer Review Observations

Discussion

- Questions
- Responses

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