



WEST HAVEN TOD VISION PLAN & CODE CHARRETTE

ROA | DPZ | HR&A | NELSON NYGAARD | TIGHE & BOND |
STREET PLANS COLLABORATIVE | J. MASSENGALE

OCT. 9, 2014

The City of West Haven is engaged in an open planning and design process that will create vision plans to guide future growth around the year-old West Haven Train Station. The Consultant team developed a short-term, minimal intervention plan and a longer-term, bolder vision plan for the City and its stakeholders to imagine and gain a deeper understanding of all the possibilities for growth. While these vision plans are quite different, they were both developed using smart growth principles, and will be used as a framework to re-write the City's Transit Oriented Development (TOD) Zoning District to encourage a more walkable, bikeable, mixed-use and pedestrian-friendly environment.

Another goal of this planning process is to create a strategy for economic development that will connect the station to downtown West Haven and capitalize on the myriad opportunities the transportation hub presents for adding new residential, commercial and public space amenities. Additionally, a comprehensive transportation framework will also accompany the vision plans. Finally, cost estimates for future capital infrastructure improvements will be provided to the City for their comprehensive evaluation of the vision plans.

During the second week of October 2014, the City engaged in a week-long design and planning Charrette – a concentrated series of work sessions that assembled stakeholders to help develop initial ideas for the vision plans.

In addition to one-on-one meetings with local experts and key community stakeholders throughout the week, the Charrette included two open public forums in which public presentations were made. The public forums were held on Tuesday, October 7th and Thursday, October 9th from 7:00-9:00PM at West Haven's First Congregational Church on the Green. The forums provided an opportunity for members of the public to share their vision for future growth around the station.

The following slides were presented to the public on the evening of Thursday, October 9th. Images in this presentation are draft graphics for the vision plans and are provided for illustrative purposes only.

If you have any questions about this presentation, please contact project public outreach lead, Julie Flynn at: julie@streetplans.org. As a next step, the project team will submit a more developed draft vision plan to the City of West Haven Planning and Zoning Board for review and comment.

If you missed the public forums and would like to learn more, please visit our project Facebook page to see relevant media coverage of the events:

<http://bit.ly/WestHavenStationTOD>

Charrette

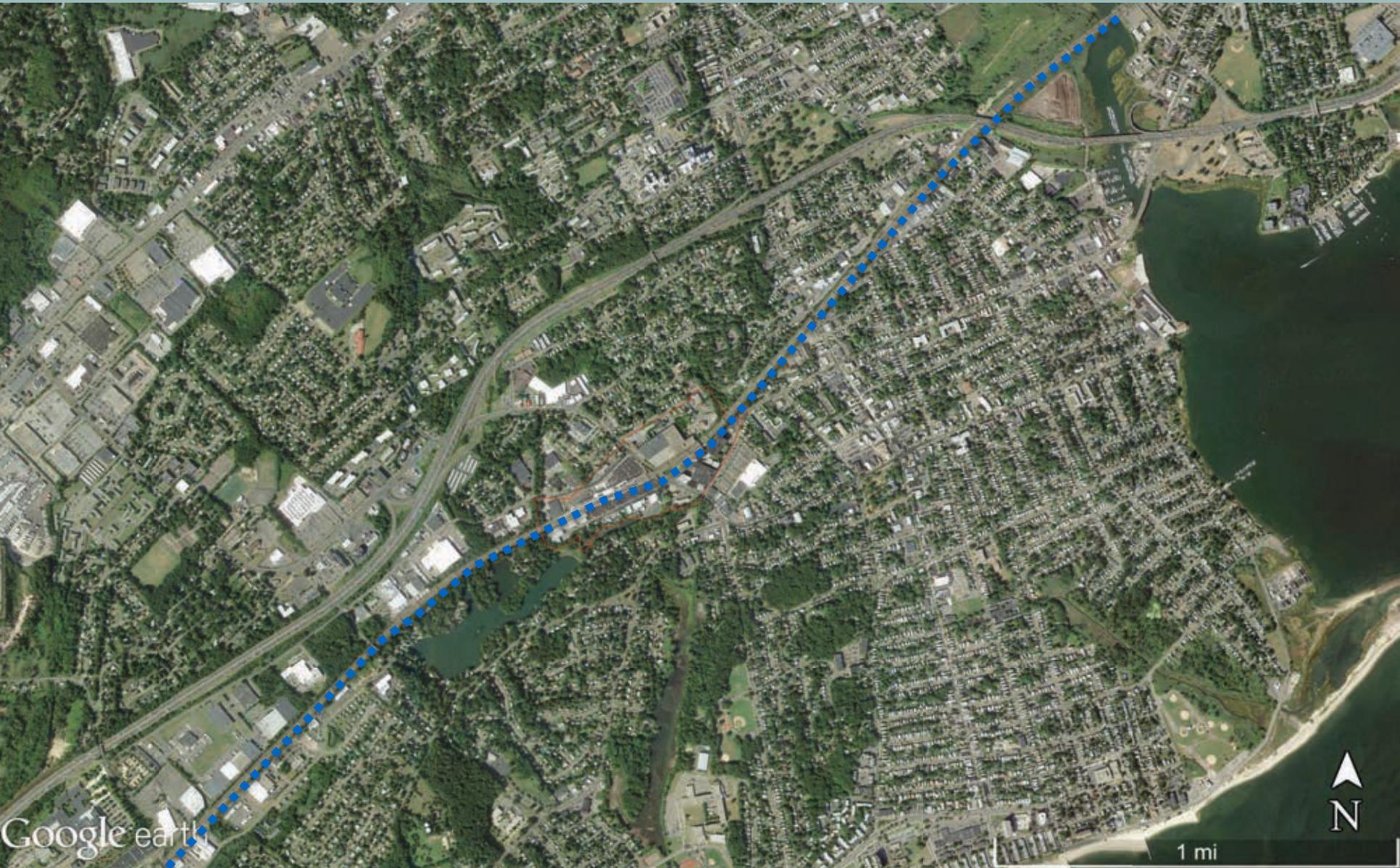


Charrette

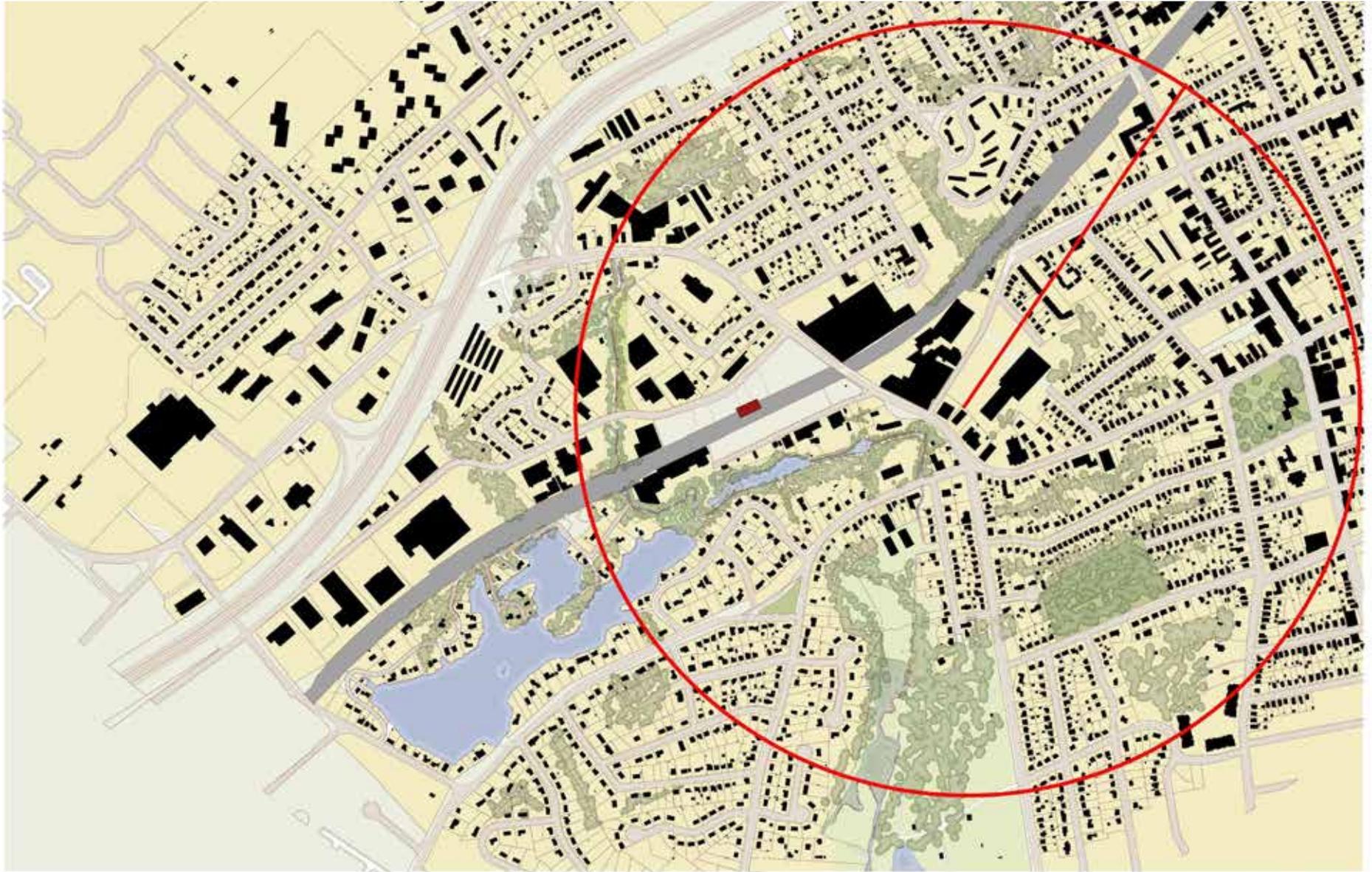


EXISTING CONDITIONS ANALYSIS

Regional Context



Existing Conditions



Train Station as catalyst



Armstrong Buildings

Underutilized Armstrong buildings take up acres of prime land in the TOD district.



Non-residential context



Residential context



Context



Access to nature / greenway connections



Civic context



TOD Zoning Area (130 acres)



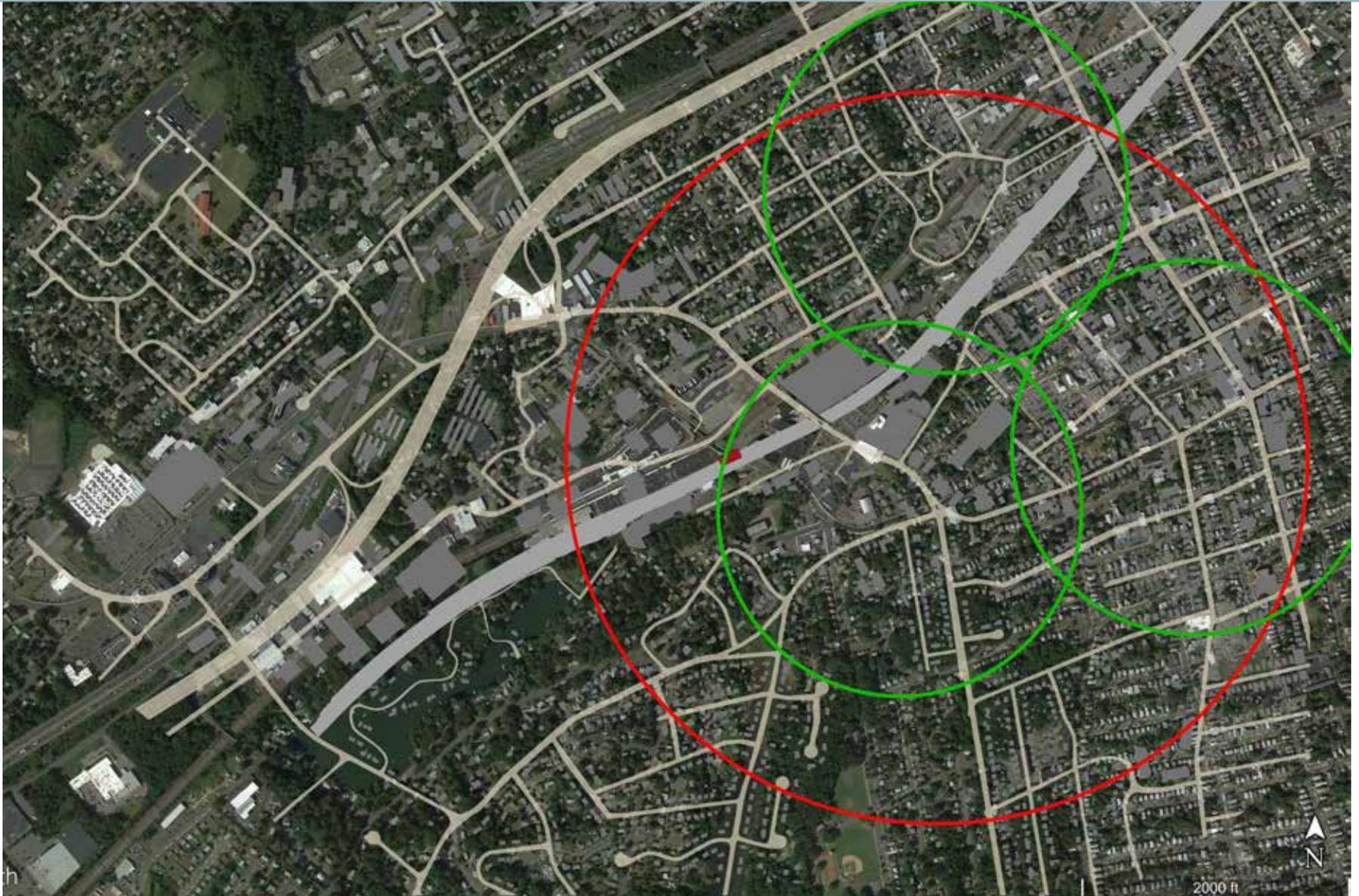
Scale Comparison: Lake Forest, IL (1917)



Scale Comparison: Milford



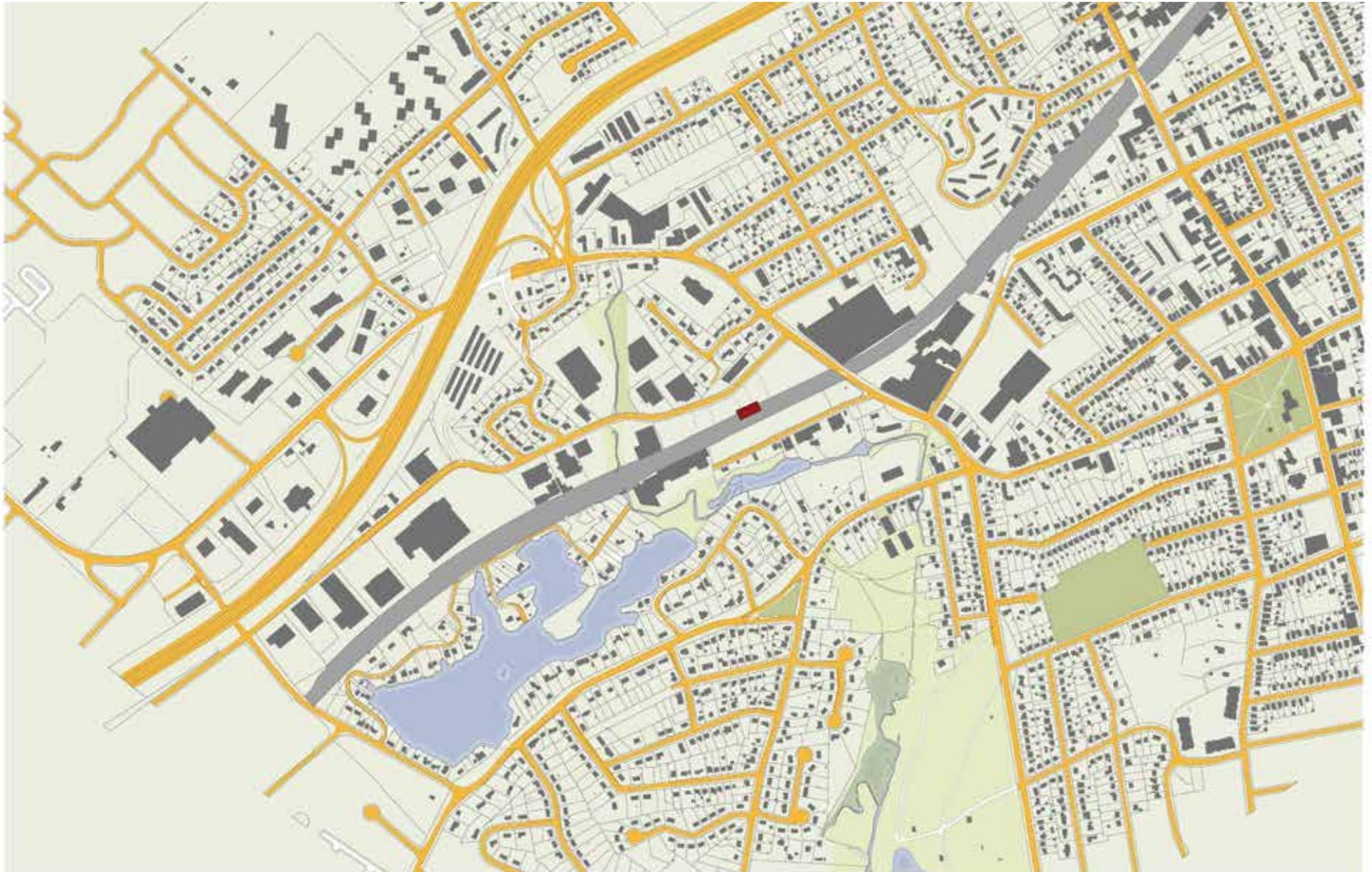
Pedestrian Sheds: Study Area



Existing Conditions



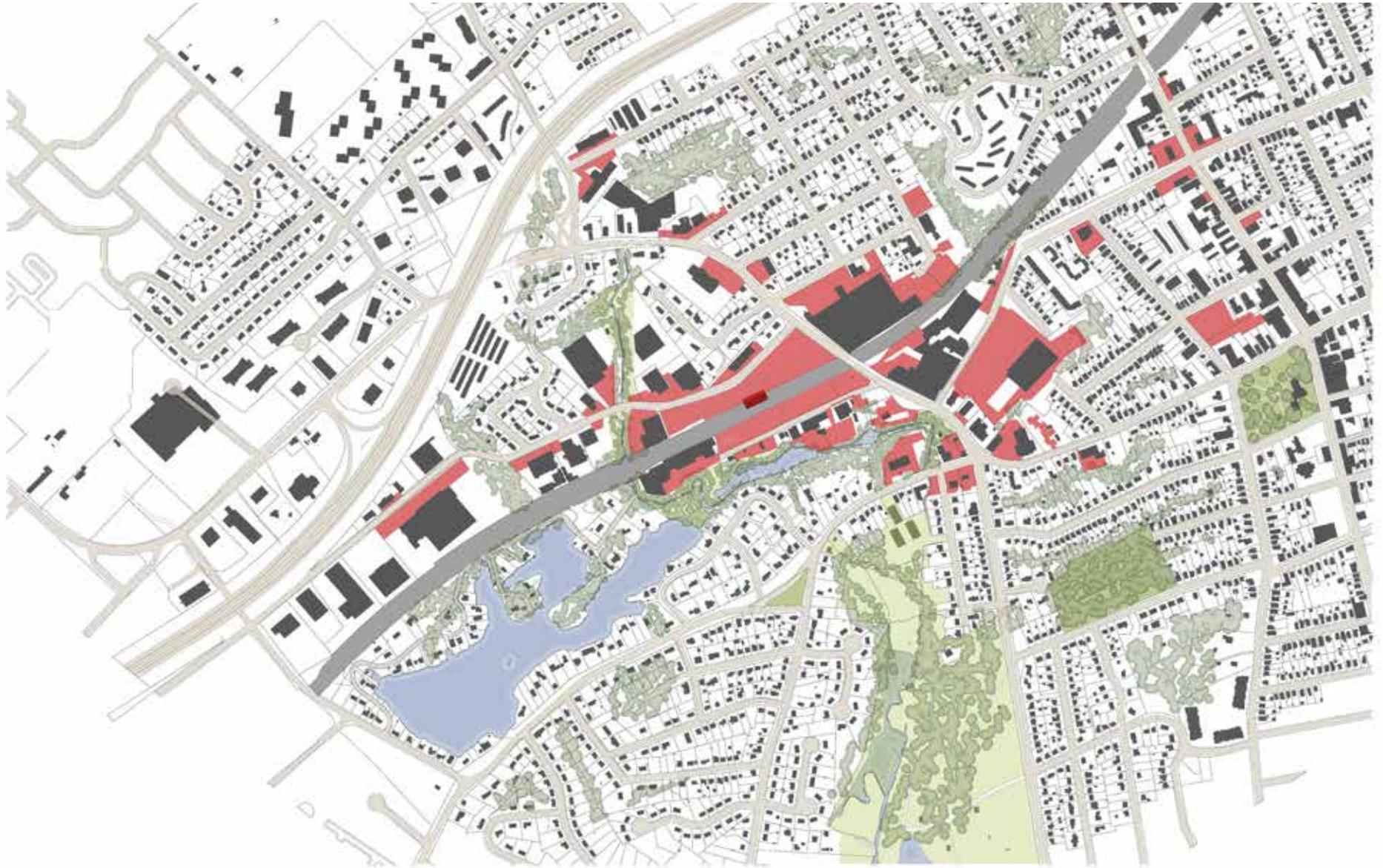
Existing Street Network



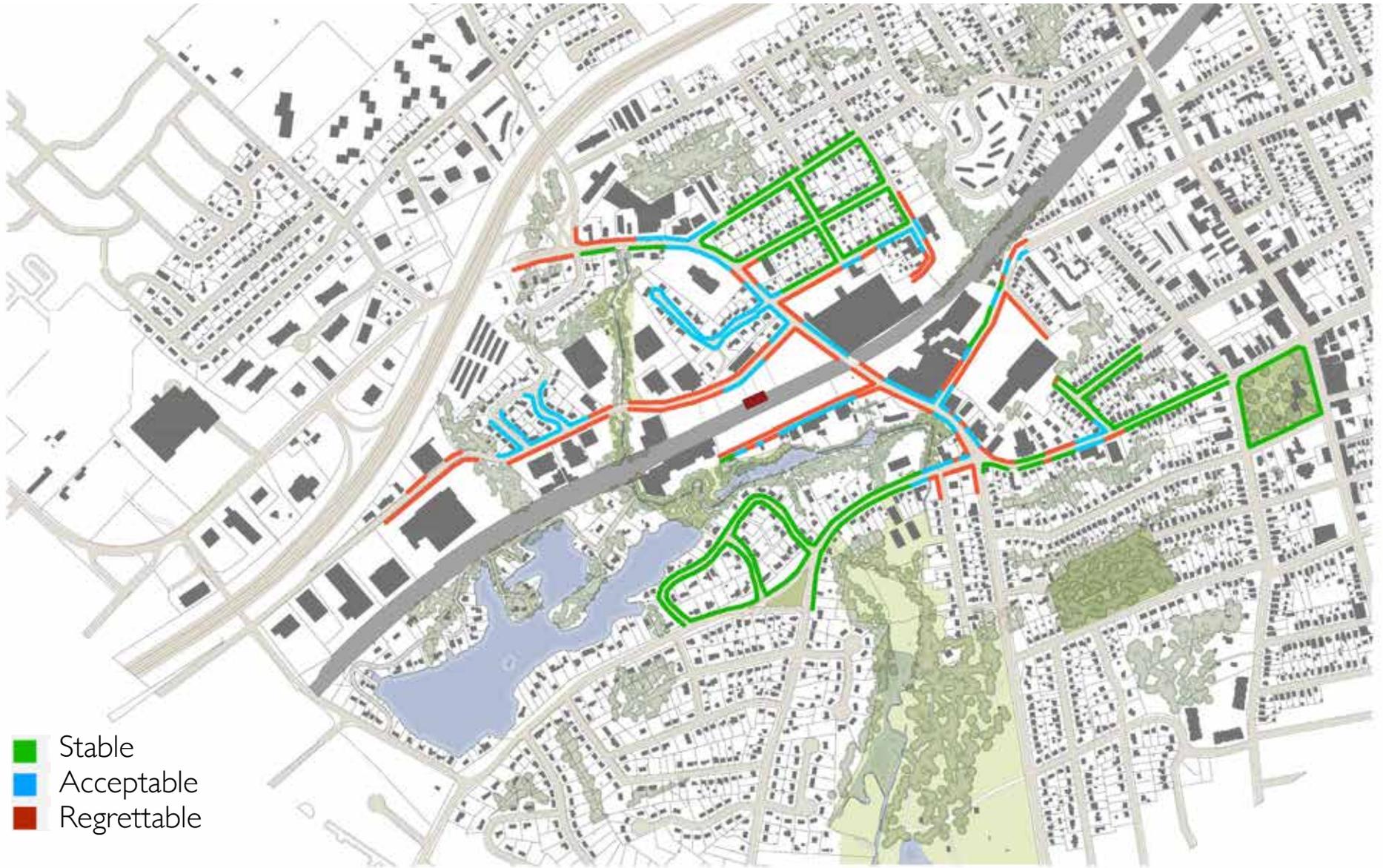
Existing Open Space Network



Existing Parking



Existing Frontage Analysis



Existing Property Lines



MARKET ANALYSIS

West Haven Key Assets



Transportation Networks



Major Institutions

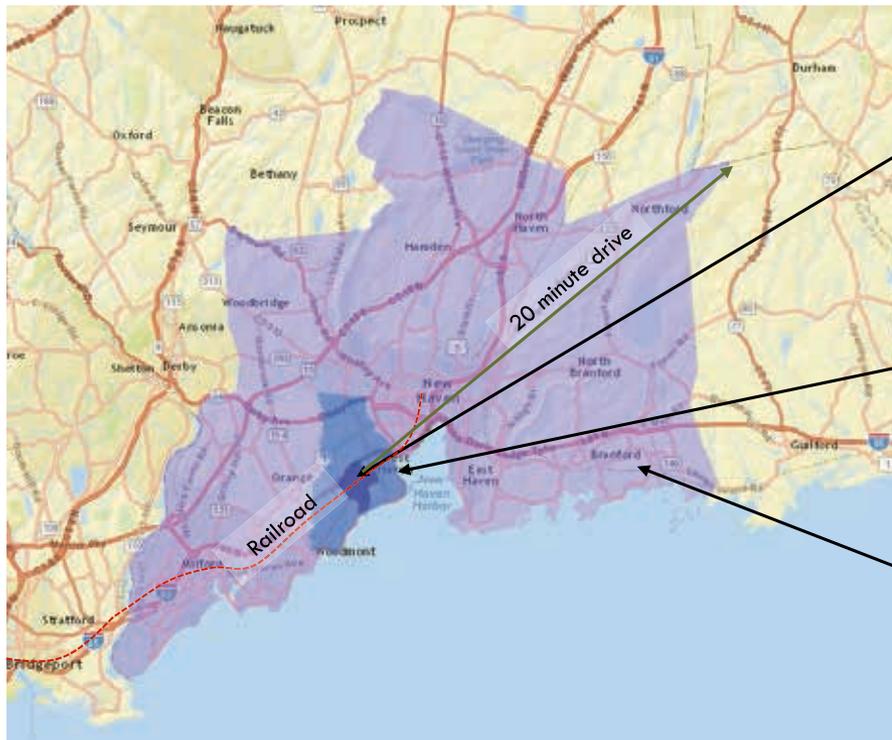


Coastal Amenities



Market Analysis: Region

HR&A examined demographic trends in three areas: the station area, the City, and the region, defined as 10 surrounding towns and cities.



Station Area:
Approximately within 1/2 mile of West Haven Station

Local:
City of West Haven

Region:
10 towns and cities defined by regional transportation linkages

Sources: ESRI, HR&A Advisors

HR&A Advisors, Inc.

DRAFT

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Market Analysis: demographic trends

- WH experiencing faster growth since 2000 than every other municipality in region, except Hamden (5.7%)
- WH is characterized by a middle income population.
- 50% of households have household incomes between \$35k - \$100k (41% is region avg).
- Despite major institutions in region, WH attracting fewer college graduates.
- 55% of Millennials want walkable urban environments.
- Employment has stayed constant / stagnant.

West Haven can capitalize on existing growth trends and leverage amenity of train station to attract new development that contributes to the revitalization of the City's core.

Residential Analysis

- WH has aging housing stock (before 1980s) that will not attract Baby Boomers or Millennials unless dramatically transformed.
- Total vacancy rate is 7%.
- >2% lowest vacancy rate for multi-family rentals of 79 tracked markets in US. Little built (36 in 2014) but quickly absorbed. and rents steadily increasing (2% annually)
- Multi-family rents lower, condo prices in line with region.
- Analysis:
 - Understand household distribution by age and income
 - Use census relocation rates to identify new households in a given year that will move
 - Use nationwide trends to determine people willing to live in walkable TOD area.
 - TOD area to absorb +/- 5% of market.

West Haven TOD area can absorb 100-150 units/year that could support 10,000-15,000 sf of retail and restaurants over next 10 years.

Office & Light Industrial Analysis

- WH only has 2% of region's office space, with an aging Class B properties of over 85 years old.
- Region currently has over 3 million sf of vacant office space. WH's stands at 11% vacancy.
- WH has extensive industrial legacy (20% of region's industry), but industry lagging.
- Analysis:
 - Identified and projected regional employment trends
 - Identified potential industry space needs among key industries.
 - Calculated WH's share of total demand.
 - TOD area can capture 1.9% of WH's market share for office growth.
 - TOD area can capture 13% of WH's market share for light industrial growth

West Haven TOD area can absorb up to 95,000 sf of office & light industrial space over next 10 years.

PUBLIC OUTREACH

Pre-Charrette: Public Outreach

What is your vision for the future?



West Haven Station

Ask Questions • Comment on Design Ideas

Make Recommendations • Share Your Vision for the Future

Join the City of West Haven for series of public forums to develop a community vision to jumpstart future development around the year-old West Haven Train Station.

The public forums are part of an open planning and design process that will help the City create a strategy for economic development that connects the station to downtown West Haven and capitalizes on the numerous opportunities the station presents for adding new residential, commercial and public space amenities.

Please join us to provide your input:

Public Open House
Tuesday, October 7, 2014
from 7:00-9:00PM

First Congregational Church
on the Green, 1 Church St.
West Haven, CT 06516

Draft Plan Presentation
Thursday, October 9, 2014
from 7:00-9:00PM

First Congregational Church
on the Green, 1 Church St.
West Haven, CT 06516

For more information and to RSVP via Facebook, visit:

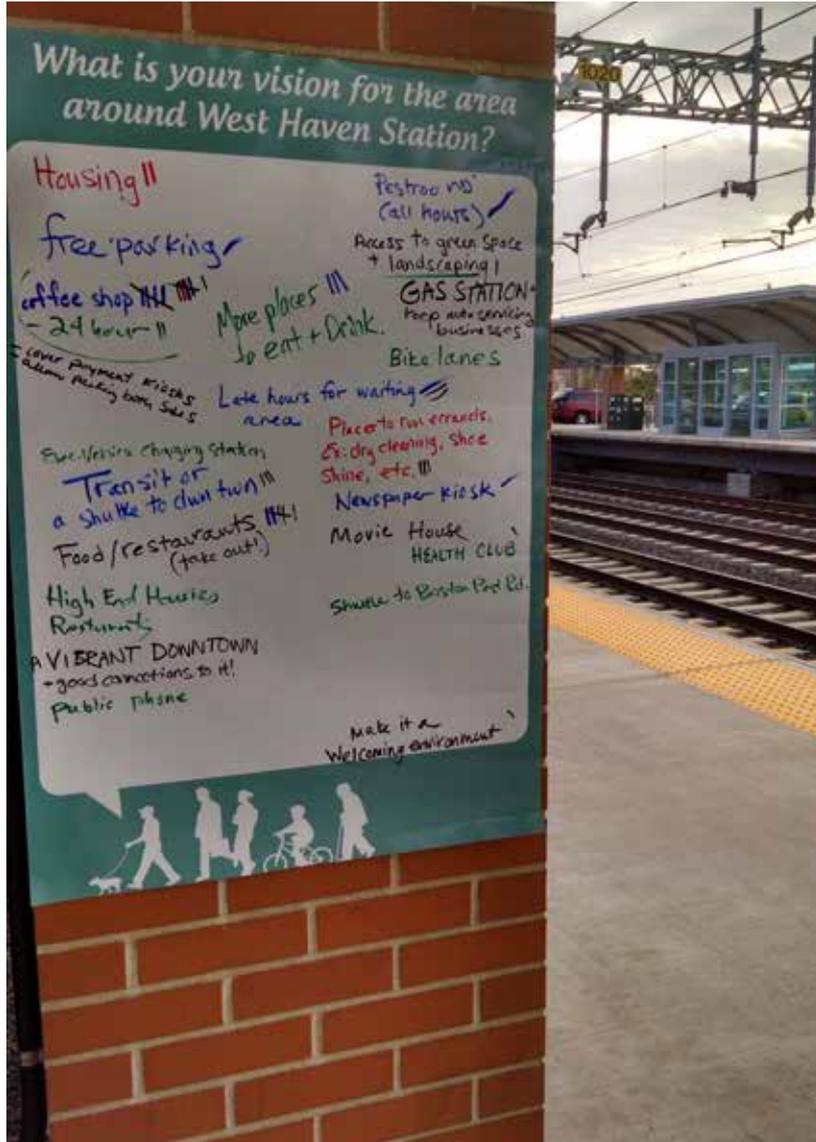
<http://www.cityofwesthaven.com/>

<http://bit.ly/WestHavenStationTOD>



A screenshot of a Facebook page for the 'West Haven Station Transit Oriented Development Plan Community'. The page features a cover photo of the station area with a sign that says 'West Haven Station'. The page has 26 likes and a post from Julie Flynn asking for input on amenities like coffee shops and housing. A public open house event is also advertised for Tuesday, October 7th from 7:00-9:00 PM at the First Congregational Church. The page includes navigation tabs for Timeline, About, Photos, Likes, and More.

Charrette Public Outreach



Pre-Open House Outreach Summary:

- Poster distribution
- Press releases on City website
- Facebook Page
- Conversations with over commuters.
- Conversations with business owners

YOUR TICKET

To helping shape the future of

West Haven Station

1 2 3 4 5 6 7

**YOUR IDEAS
MATTER**

JOIN US

Public Forums:

1 Church St.
West Haven, CT

10/07 & 10/09
7pm to 9pm

More information at:

<http://bit.ly/WestHavenStationTOD>

Public Outreach

*What amenities would you like to see
at the West Haven Station?*

Covered payment kiosks

Snack/coffee kiosk

Newspaper kiosk

twenty four hour waiting area

Electric vehicle charging stations

Affordable parking



Public Outreach

*What is your vision for the area
around West Haven Station?*

Welcoming environment
Hotel/Conference Center

More places to eat and drink

Quality Housing

Movie theater Health club
Industrial uses Bowling Alley Bank
Art Center

Rehabilitate Armstrong Building Night life

Access to Green Space

Children's Science Center

Places to run errands

Auto Serving Businesses

Coffee Shop

No more housing



How can we connect the station and downtown West Haven?

Pleasant Pedestrian environment

Frequent and reliable transit

Revitalize Campbell Ave

Shuttle to key destinations
Bicycle lanes



Charrette Public Comments



Overall Concerns:

- Cost of living / Property taxes
- Negative impacts of affordable housing
- Skepticism about need for new housing
- Decline of Downtown area
- Blighted properties

Desires for West Haven's Future:

- Vibrant Community
- Attractive Amenities
- Job opportunities
- Economic energy
- Right kind of growth

STREET DESIGN

















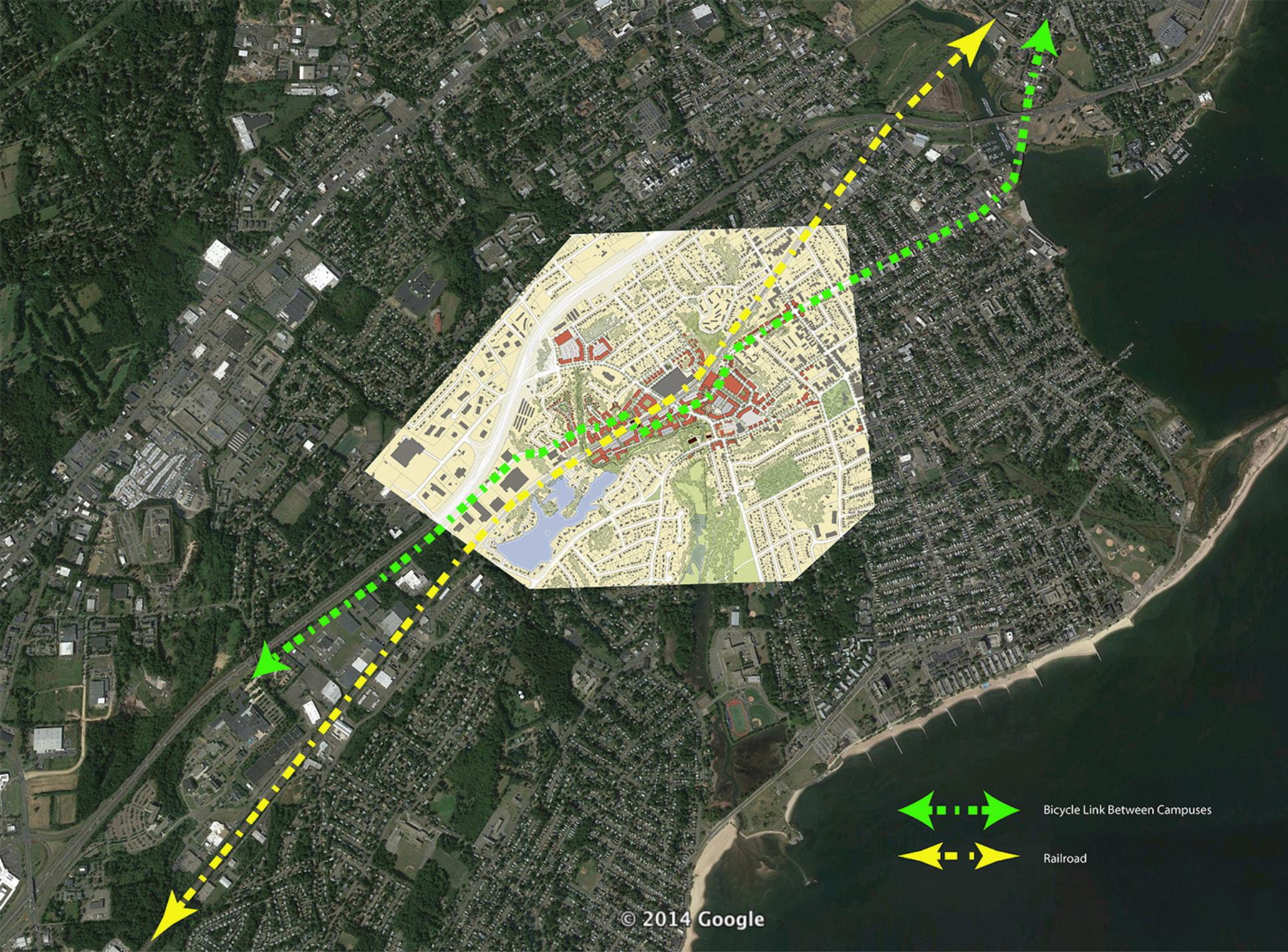












Bicycle Link Between Campuses

Railroad

West Haven TOD

Streets Specifications and Palette

October 9, 2014

STREET CODE: *ST-75PPCT* & *ST-75PP*

SECTION AND PLAN VIEW



ST-75PPCT INTENT

This street allows for robust non-motorized travel (NMT) with robust pedestrian & bicyclist facilities, additional parking, and vehicle travel spaces.

- This street serves all types of development and provides crosstown connections.
- This is an option for portions of Elm Street, with and without on-street parking.
- Parallel parking on both sides of the street provides a buffer for NMT.
- Tree-frontage serves as a buffer between dedicated, separated lanes for pedestrians and cyclists.
- ST-75PP is the same street without cycletracks.

ST-75PPCT SPECIFICATIONS

VEHICULAR REALM	
Target Speed	25 mph
Street Typology Family	Primarily Shopping/Mixed-Use, Neighborhood
Travel	2-way
Travel Lanes	1 lane in each direction
Lane Width	11'
Allowable Turn Lanes	No
Parking Lanes	Parallel required on both sides
Curb to Curb Pavement Width	37'
Curbs	Vertical
Median	No
Bicycle Facilities	Yes
Bike Lane	No
Cycletrack	Yes, one-way both sides
Sharrows	No
Bike Boulevard	No
Principal Frontage Street	Yes, but not required
Queuing Street	No
PEDESTRIAN REALM	
Pedestrian Facilities	8'
Street Buffer	11' shared
Pedestrian Crossing Time	10 seconds
Pedestrian Threshold Gap	110'

Street Codes: ST= Street; PP = parallel parking on both sides (P = on only one side); Y = yield lane; M = median; CT = cycletrack; SH = sharrow
 BVD= Boulevard; MU= Multi-use path. Buildings shown in section are illustrative only.

STREET CODE: *ST-60YPP*

SECTION AND PLAN VIEW



ST-60YPP INTENT

This neighborhood street is a lower capacity street designed for slower speeds within a narrower right-of-way.

- Space is dedicated to a separated pedestrian realm and a substantial street buffer is provided.
- This street should be considered an option for existing one-way streets in West Haven.
- There is parallel parking on both sides of the street, also serving as a buffer between pedestrians and vehicular traffic.
- There is a shared center space serving as a yield area for two-way vehicular traffic.
- Bicycle facilities are shared in the yield area.

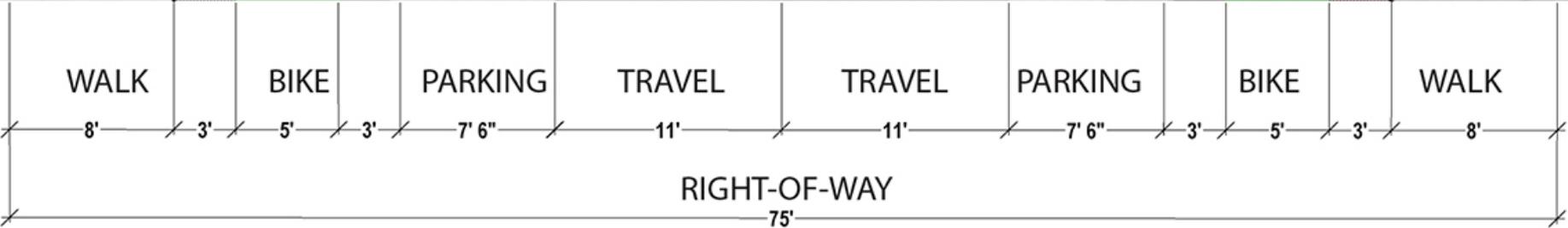
ST-60YPP SPECIFICATIONS

VEHICULAR REALM	
Target Speed	15-20 mph
Street Typology Family	4
Travel	2-way
Travel Lanes	1 yield lane shared by both directions
Lane Width	16'
Allowable Turn Lanes	No
Parking Lanes	Parallel on both sides
Curb to Curb Pavement Width	30'
Curbs	Vertical
Median	No
Bicycle Facilities	Shared
Bike Lane	No
Cycletrack	No
Sharrows	Optional in both directions
Bike Boulevard	Optional in both directions only where average daily traffic is <500 and parking occupation <50%
Principal Frontage Street	No
Queuing Street	Yes
PEDESTRIAN REALM	
Pedestrian Facilities	8'
Street Buffer	7'
Pedestrian Crossing Time	8 seconds
Pedestrian Threshold Gap	48'-64'

Street Codes: ST= Street; PP= parallel parking on both sides (P = on only one side); Y = yield lane; M = median; CT = cycletrack; SH = sharrow
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Street Buffer	11' shared
Pedestrian Crossing Time	10 seconds
Pedestrian Threshold Gap	110'





Tree Planting

The West Haven TOD Plan recommends a systematic plan for new street trees that coordinates tree planting with infrastructure construction and reconstruction.

The tree plan coordinates work in TOD plan with connections to downtown West Haven.

Benefits of street trees:

- Retail sales increase by more than 10%
- House prices increase by as much as 5%
- Walkability goes up
- Traffic deaths and pedestrian deaths go down
- Good tree planting practices are one of the most cost effective methods for:
 - stormwater management, and
 - climate change mitigation

After the Bradford Pear trees were cut down on Campbell Avenue, heat related emergencies along the street increased 200%.

MASTER PLANNING
A SHORT-TERM & LONG-TERM
VISION

Key Issues



- Capitalize on West Haven's location.
- Develop around train station to create a critical mass to support a vibrant pedestrian-friendly environment
- Design complete streets
- Weave a continuous greenway & bike network
- Provide strong linkages and improvements to downtown's Main Street
- Consider sensible adaptive reuse of Armstrong buildings
- Ensure appropriate transitions to single-family neighborhoods
- Make small possible, capitalize and redevelop infill lots

Smart Growth: 10 Principles

1. Create range of housing
2. Create walkable neighborhoods
3. Encourage community and stakeholder collaboration
4. Foster communities' sense of place
5. Make development decisions predictable and fair
6. Mix land uses
7. Preserve open space, farmland, natural beauty, & critical environmental areas
8. Provide transportation choices
9. Develop existing communities first
10. Encourage compact building design

Illustrative - Short Term Plan



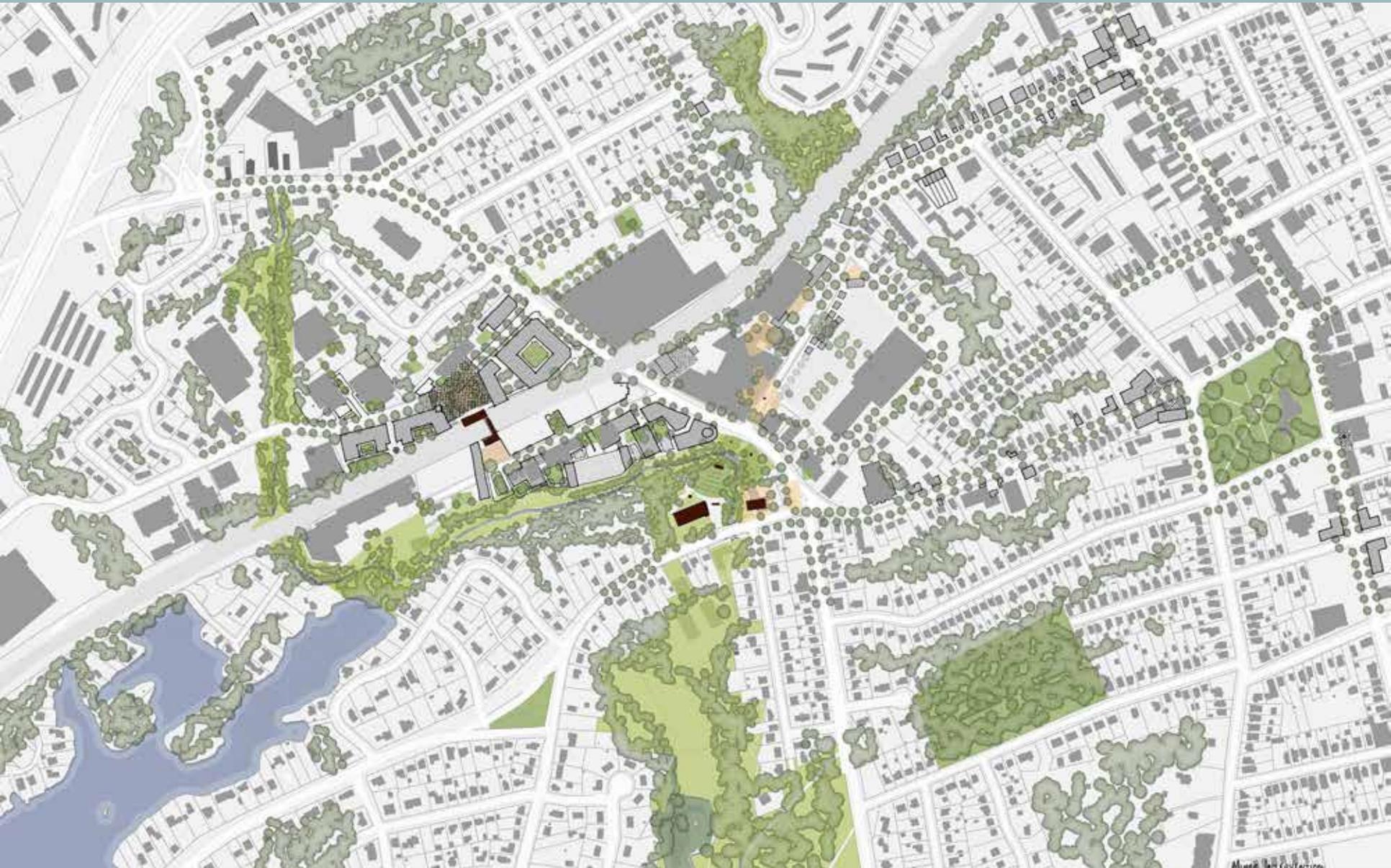
Illustrative - Short Term - New Buildings



Illustrative - Short Term - Potentially Affected Plots/Buildings



Illustrative - Short Term - Open Space



Illustrative - Long Term Plan



Illustrative - Long Term - New Buildings



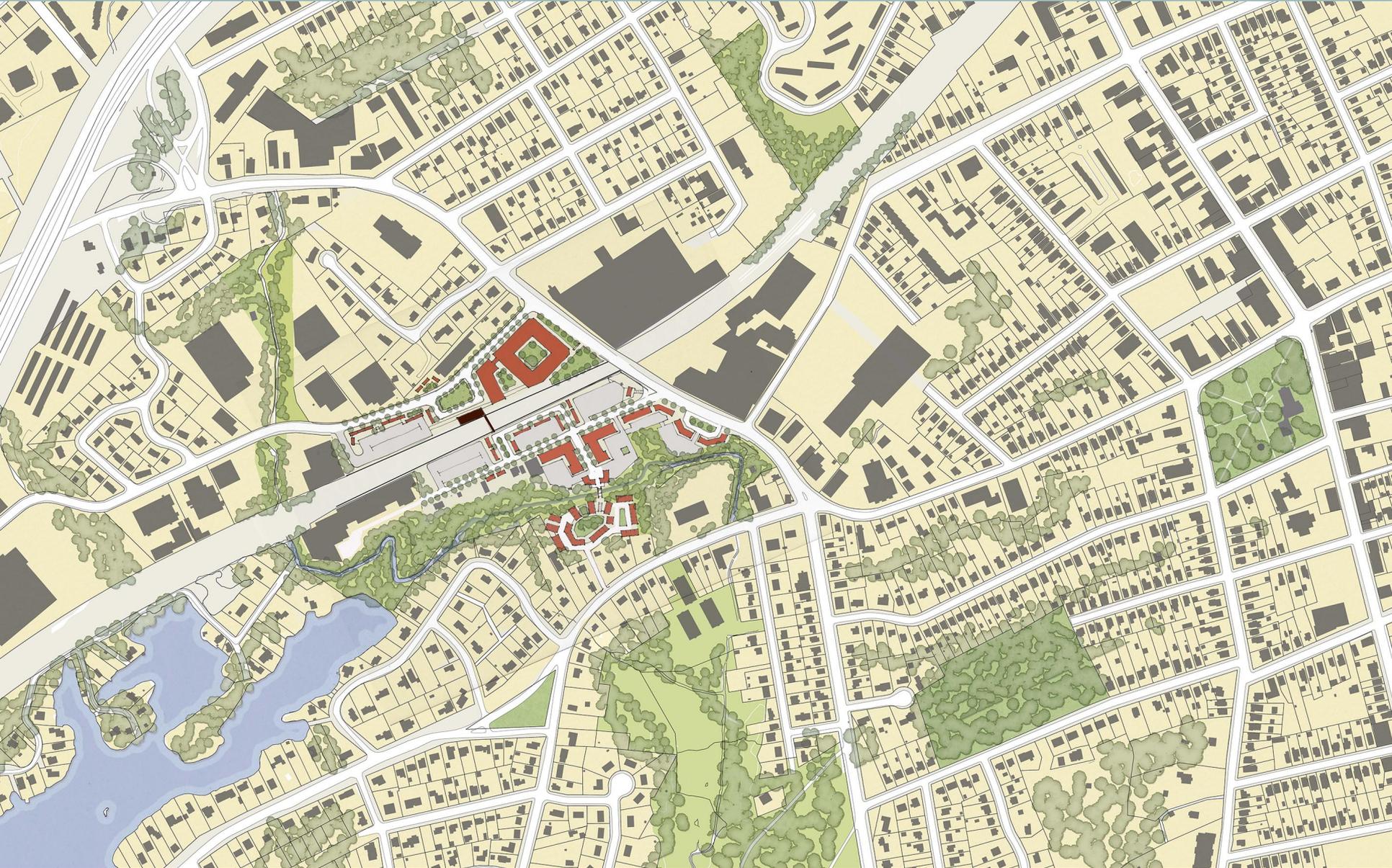
Illustrative - Long Term - Potentially Affected Plots/Buildings



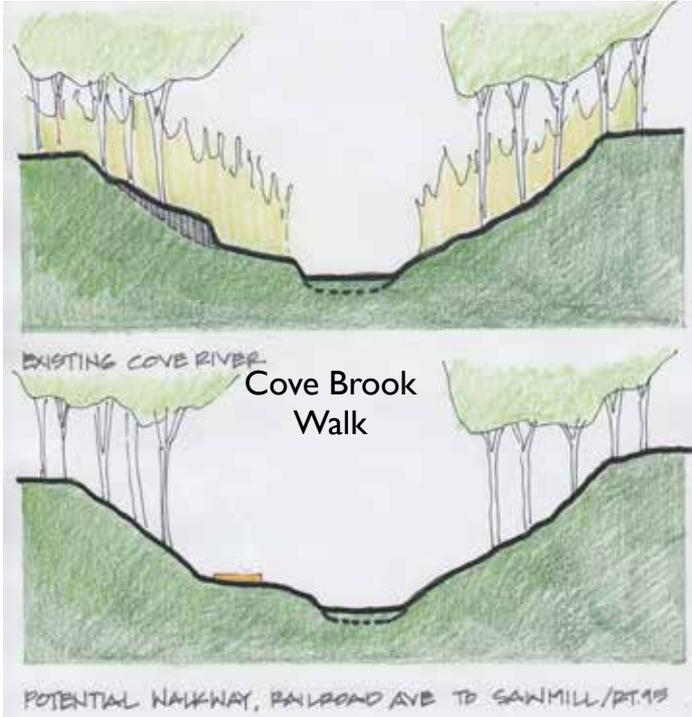
Illustrative - Long Term - Open Space



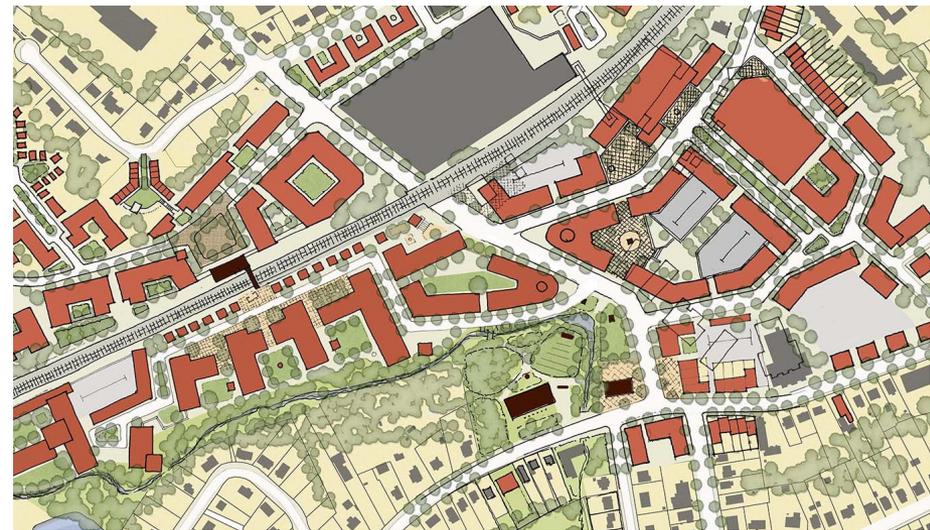
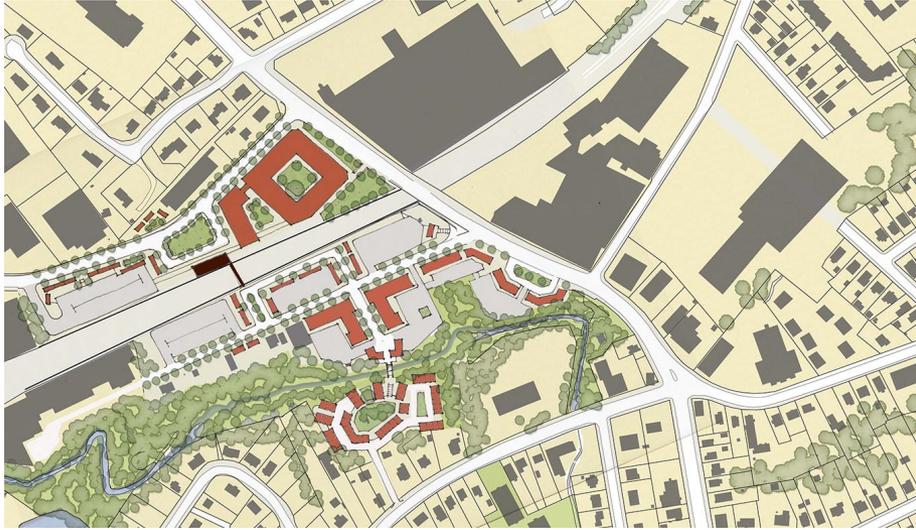
Illustrative - Short Term Plan - Alternative



Walkways



Illustrative - TOD Station Area Alternatives



Hood Terrace view



Railroad Avenue view



Lean Urbanism



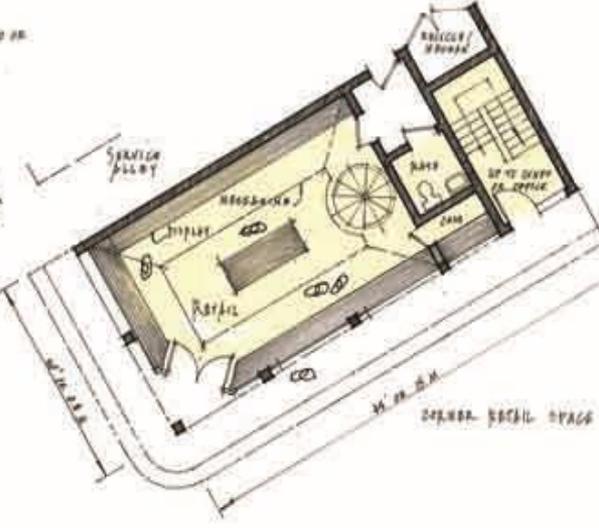
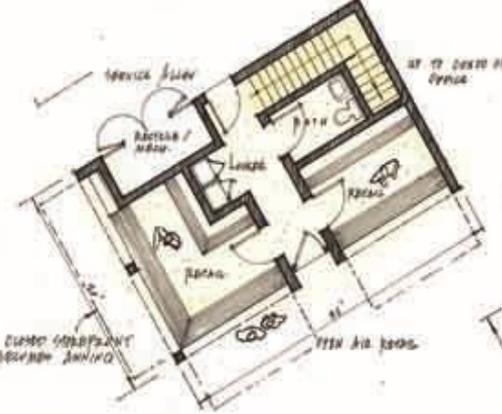
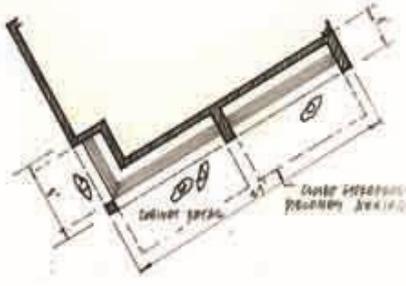
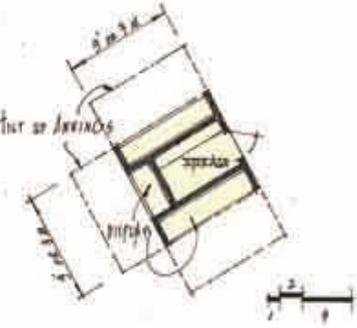
Lean Urbanism occupies the emerging seam between the pilot projects of Tactical Urbanism and the policy-focused national agendas of New Urbanism. Diminished circumstances call for a return to common sense in the processes of building, incubating small businesses, community engagement, and learning a trade.



Local & Regional Vernacular Precedents



Affordable tools for shaping neighborhood value

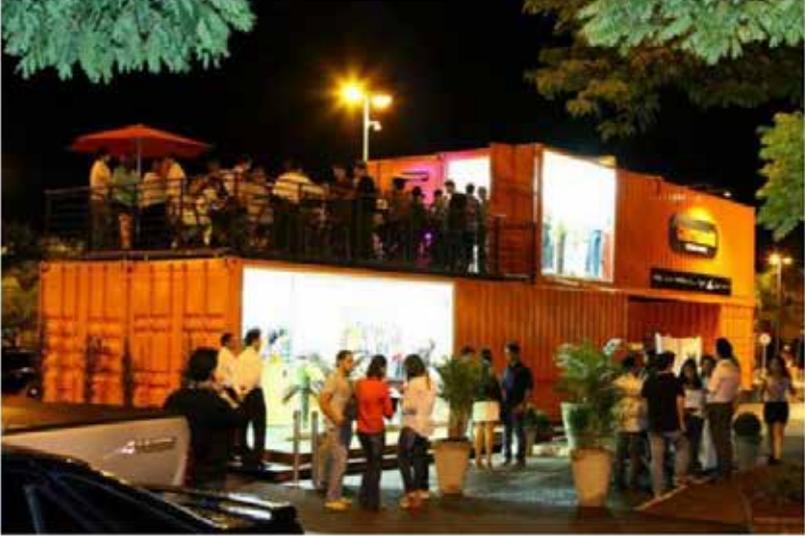


Affordable tools for shaping neighborhood value

RE:START POP-UP MALL CHRISTCHURCH,NZ



CONTAINER ECOLOGY STORE



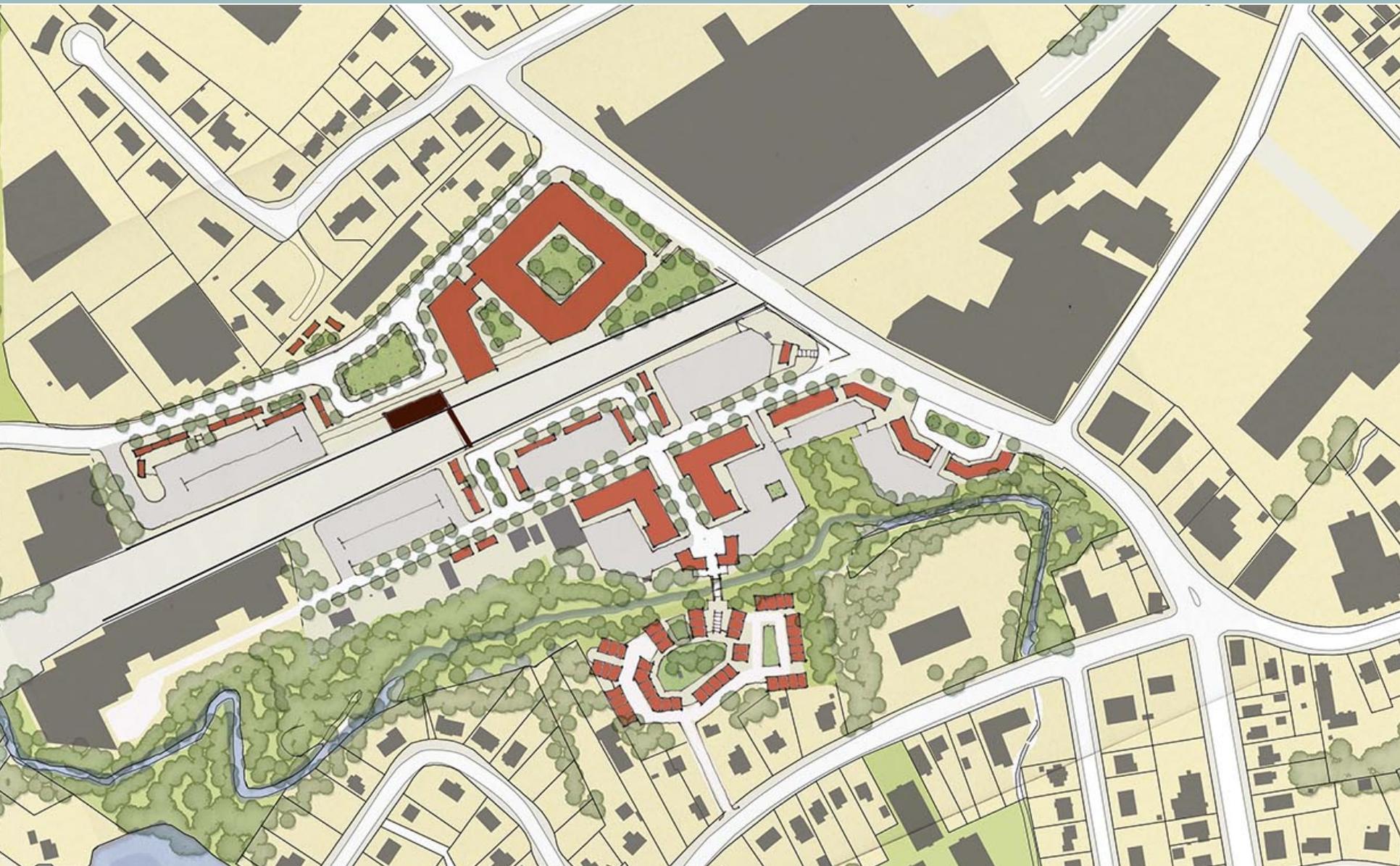
RE:START POP-UP MALL CHRISTCHURCH,NZ



Making growth possible



Affordable and Incubator Spaces



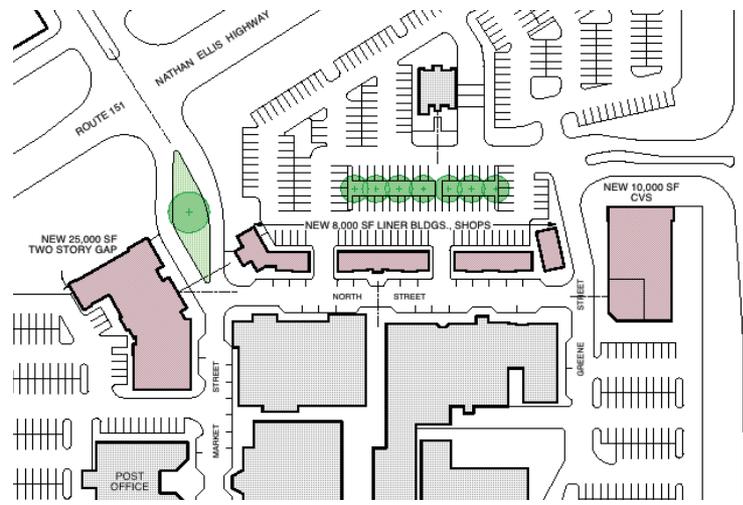
Affordable and Incubator Spaces



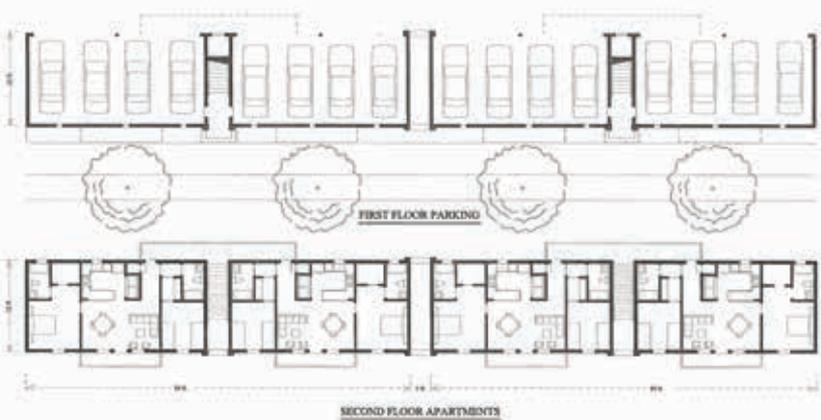
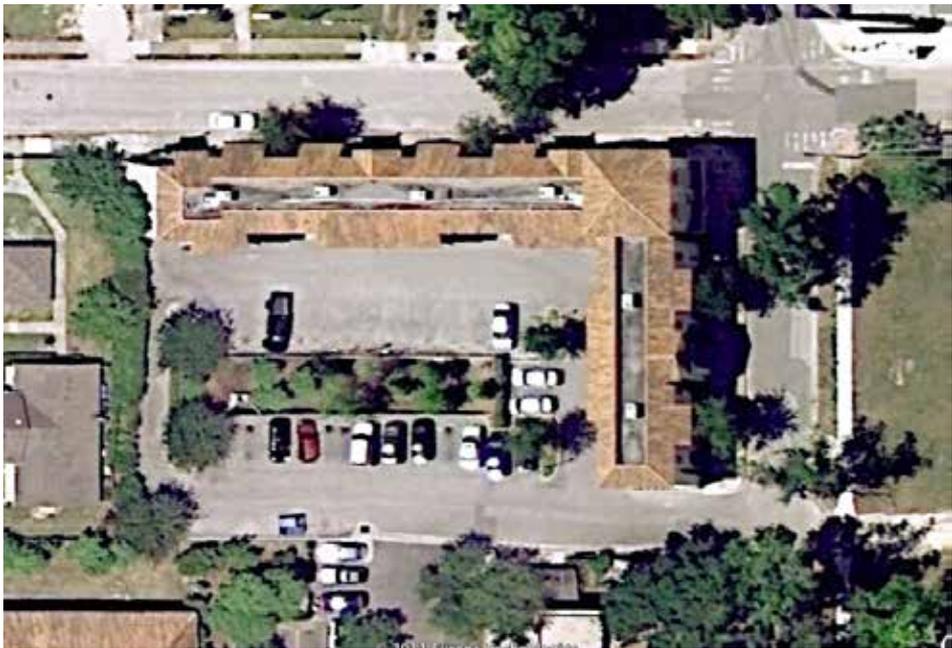
Wagner Place Plaza



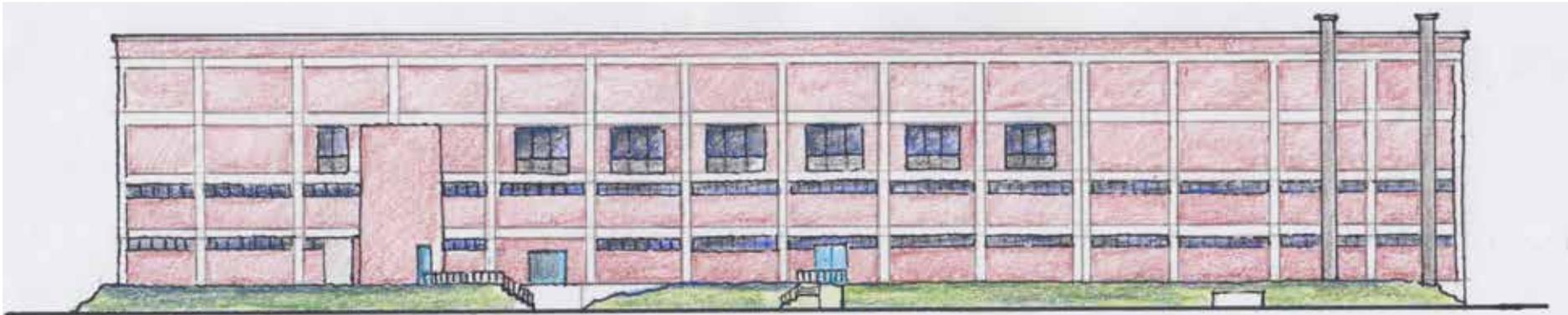
Commercial liner buildings as affordable incubator space



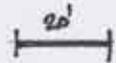
Residential liner buildings screening parking lots



Repurposing Armstrong South



EXISTING ARMSTRONG BLDG - SOUTH
SAWMILL @ ELM ST.

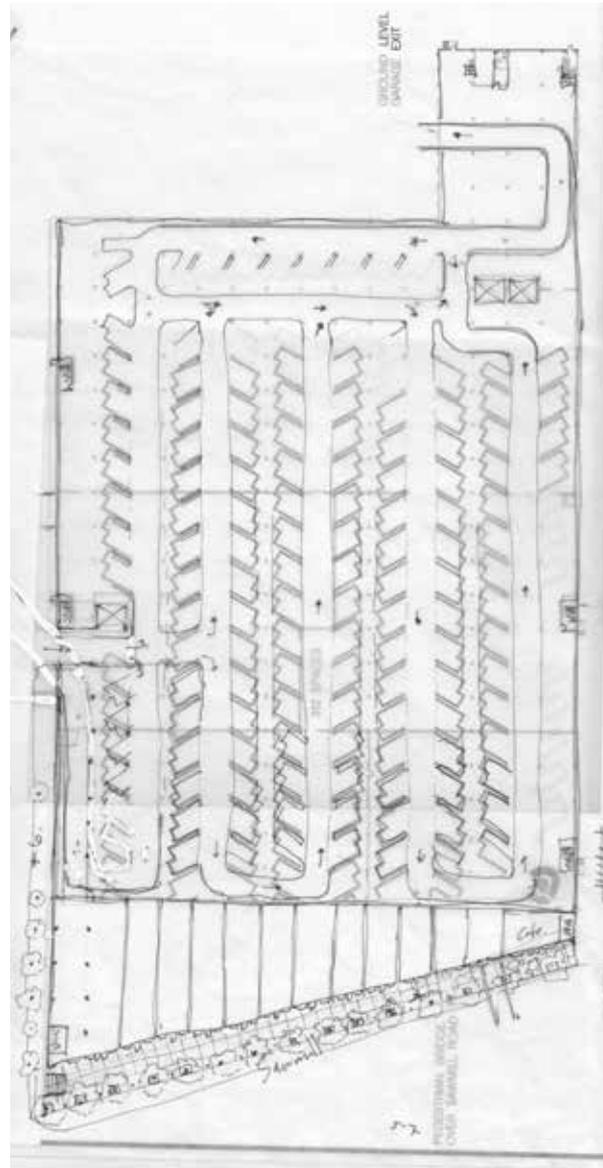


ARMSTRONG BLDG SOUTH - FACELIFT

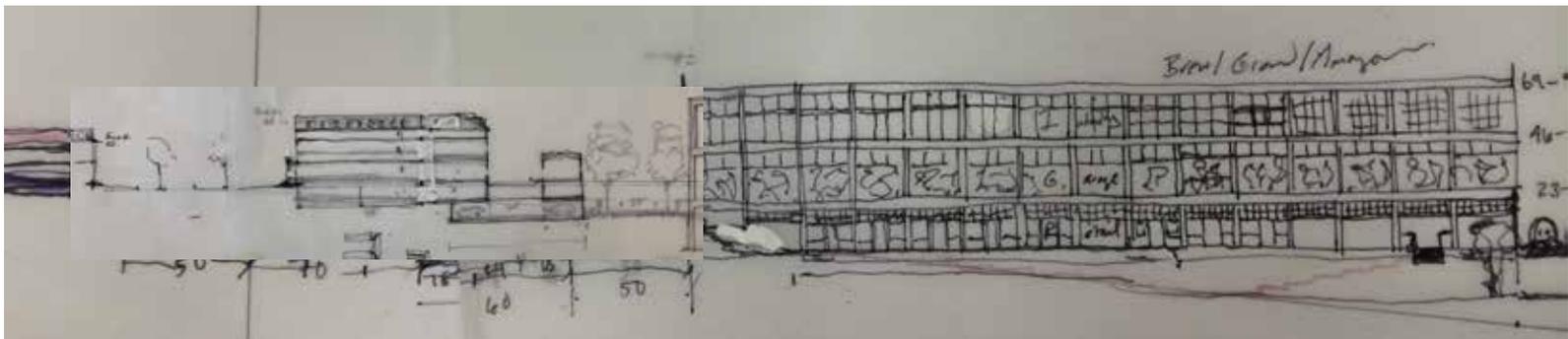
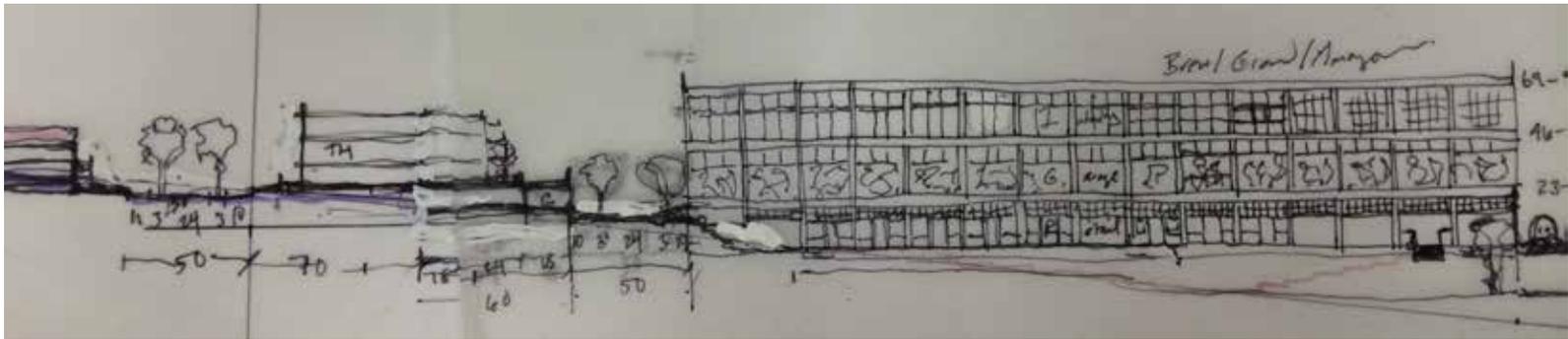
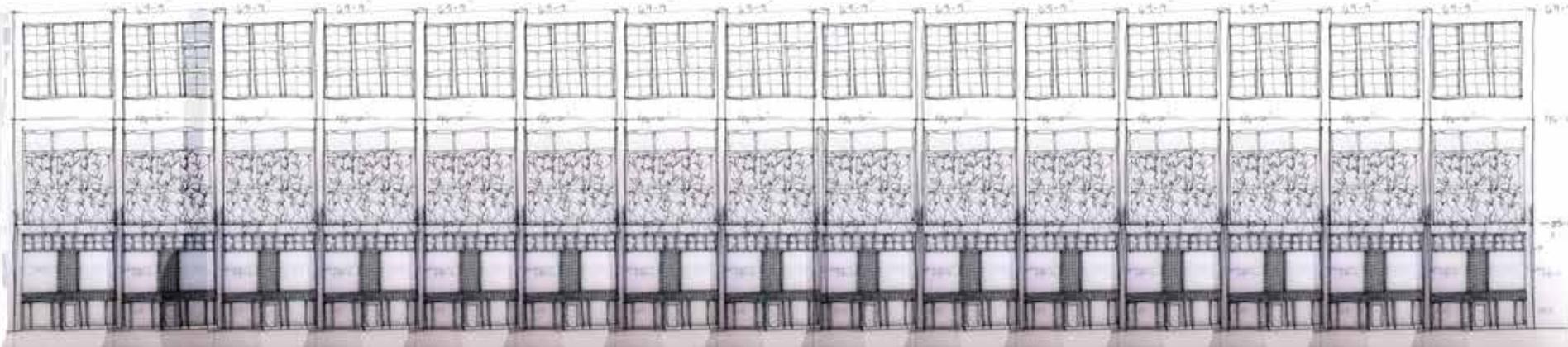
Armstrong South



Repurposing Armstrong North



Repurposing Armstrong North



Armstrong South



Transitioning single-family homes



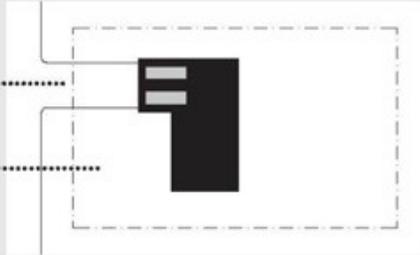
Sawmill Road North



Retrofitting single-family lots

Driveway dominates the public frontage

Deep front setbacks

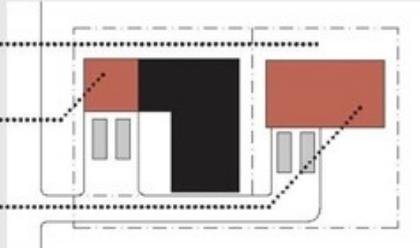


Remedial Techniques:

Subdivide the lot

Add to the house in the front setback, creating live-work, garage, family room or bedroom

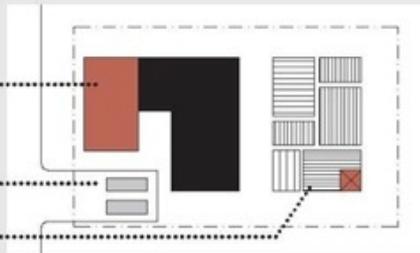
Add a second unit in the back



Add front auxiliary wing, replacing driveway

Add a driveway

Allow urban agriculture



Transitions: retrofitting single-family lots



Existing conditions around Armstrong building



Redevelopment around Armstrong building



Housing on train station



Station Area: Before



Station Area: After



Code: Model Building Types

Commercial with residential/office above

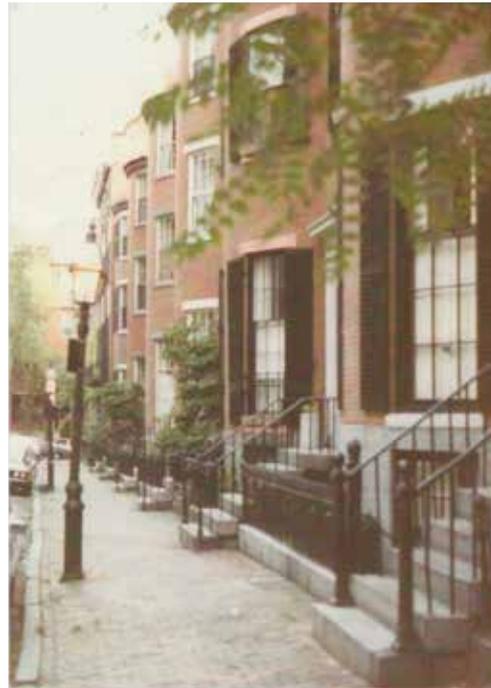


- Features
- Highly flexible types
 - Commercial 1st flr, offices or apts above
 - 2-4 stories
 - Footprint: approx 35 deep max to permit natural light
 - Zero front setback
 - First floor: 70% = windows
 - Operable awnings, cornices, projecting signs
 - Vertical proportion windows 2nd flr & above
 - Parking on-street and behind building

Multi-family Housing Types



Multi-family Housing Types



Station area



Housing Types



Redevelopment around Armstrong building



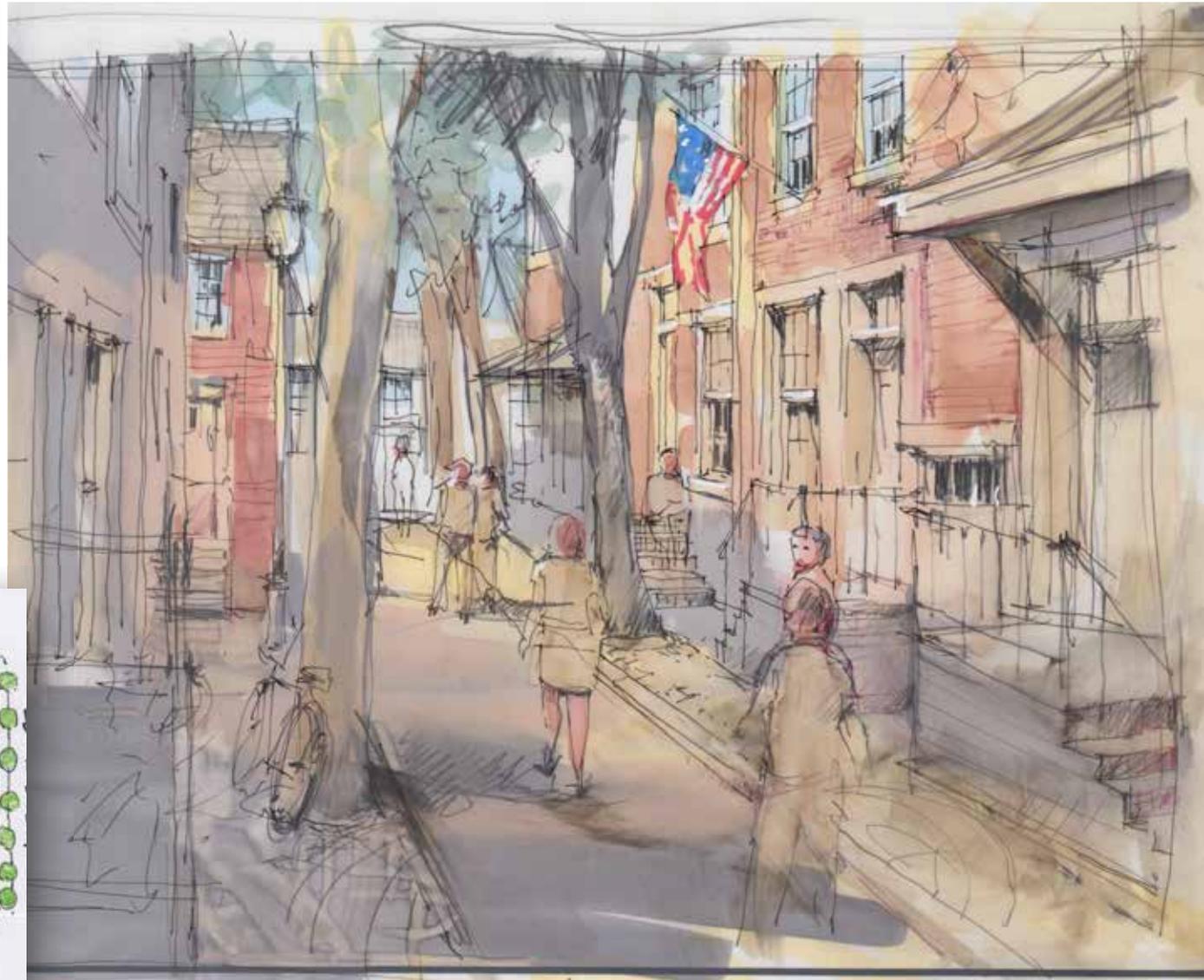
Housing Types



Main Street Townhouses



42 units:
4-story townhouses



Campbell Avenue



Placemaking!





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