Saugatuck Center
Transit Oriented Design Master Plan

Westport, Connecticut

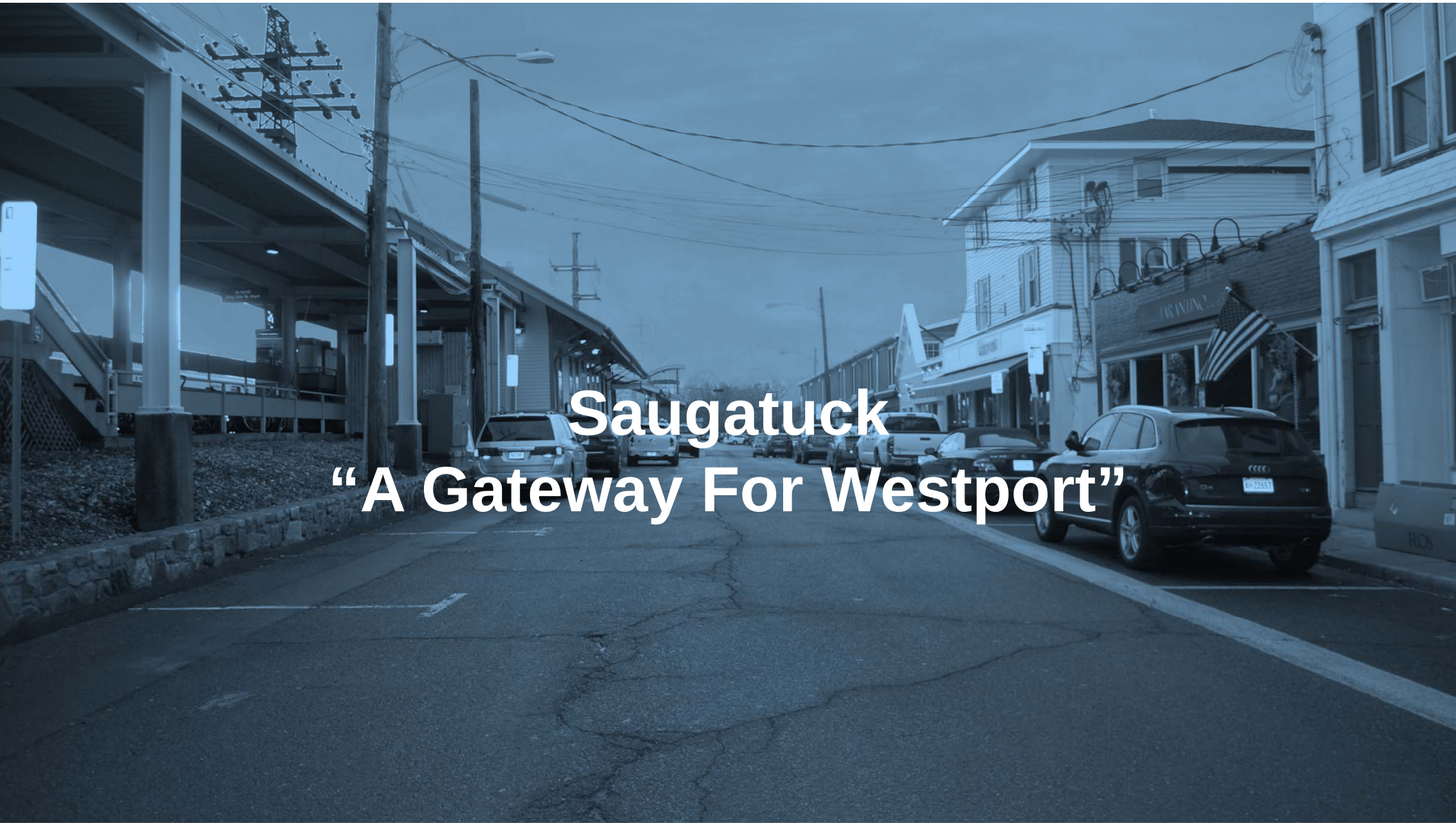
11.27.17 Presentation

BARTONPARTNERS
urban design + architecture + interiors

LANGAN

4WARD PLANNING

PAL
Public Archaeology Laboratory


Saugatuck
“A Gateway For Westport”

Agenda

1. Review Design Principles
2. Review of Illustrative Plan as Presented in September
   - Plan Revisions
3. Visualizations
4. Implementation
   - Proposed Program
   - Economic Feasibility Analysis
   - Zoning Recommendations
5. Traffic/Transportation Analysis
   - TDM (Transportation Demand Management)
   - Specific Traffic Improvements
   - Preliminary Cost of Streetscape Improvements
6. Review of Final Report Outline

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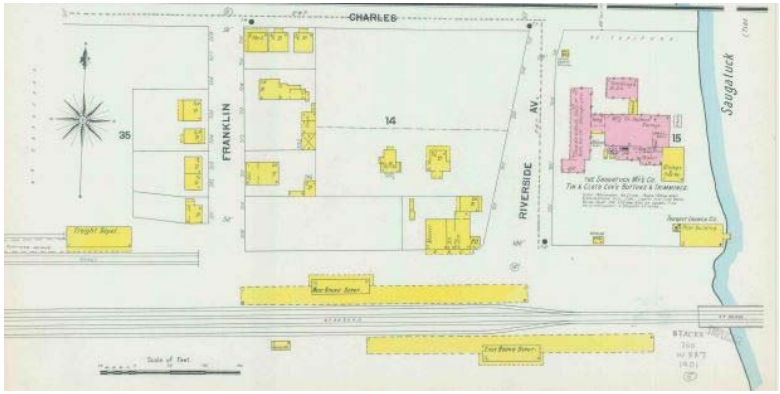
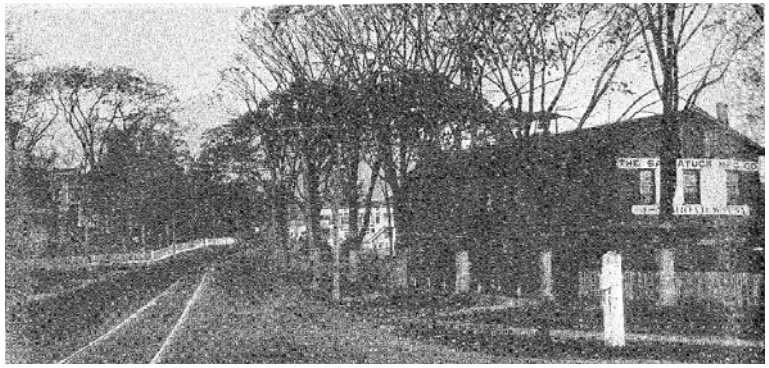
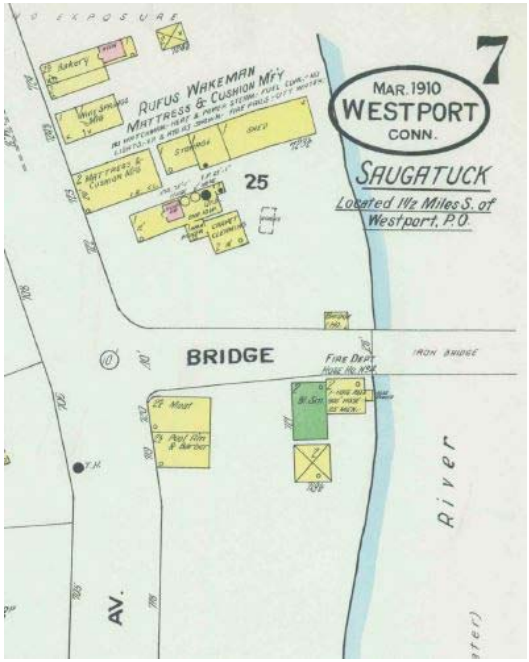
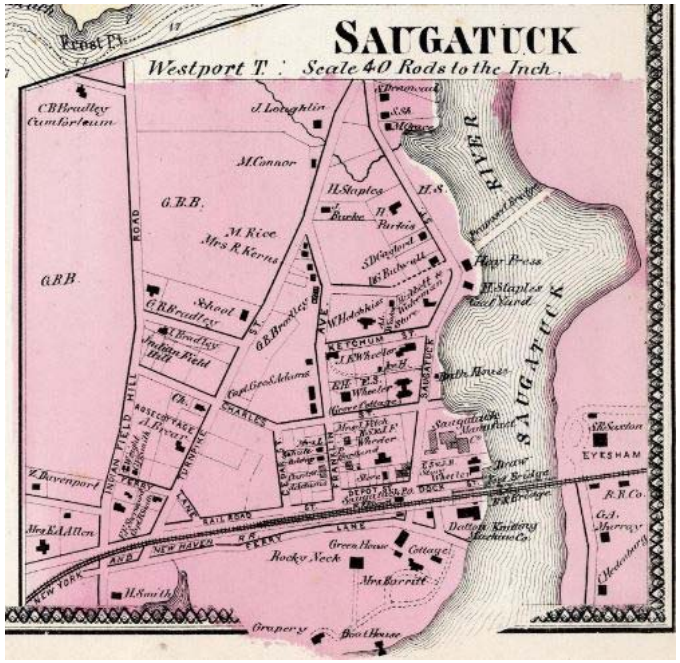
Why Are We Here?









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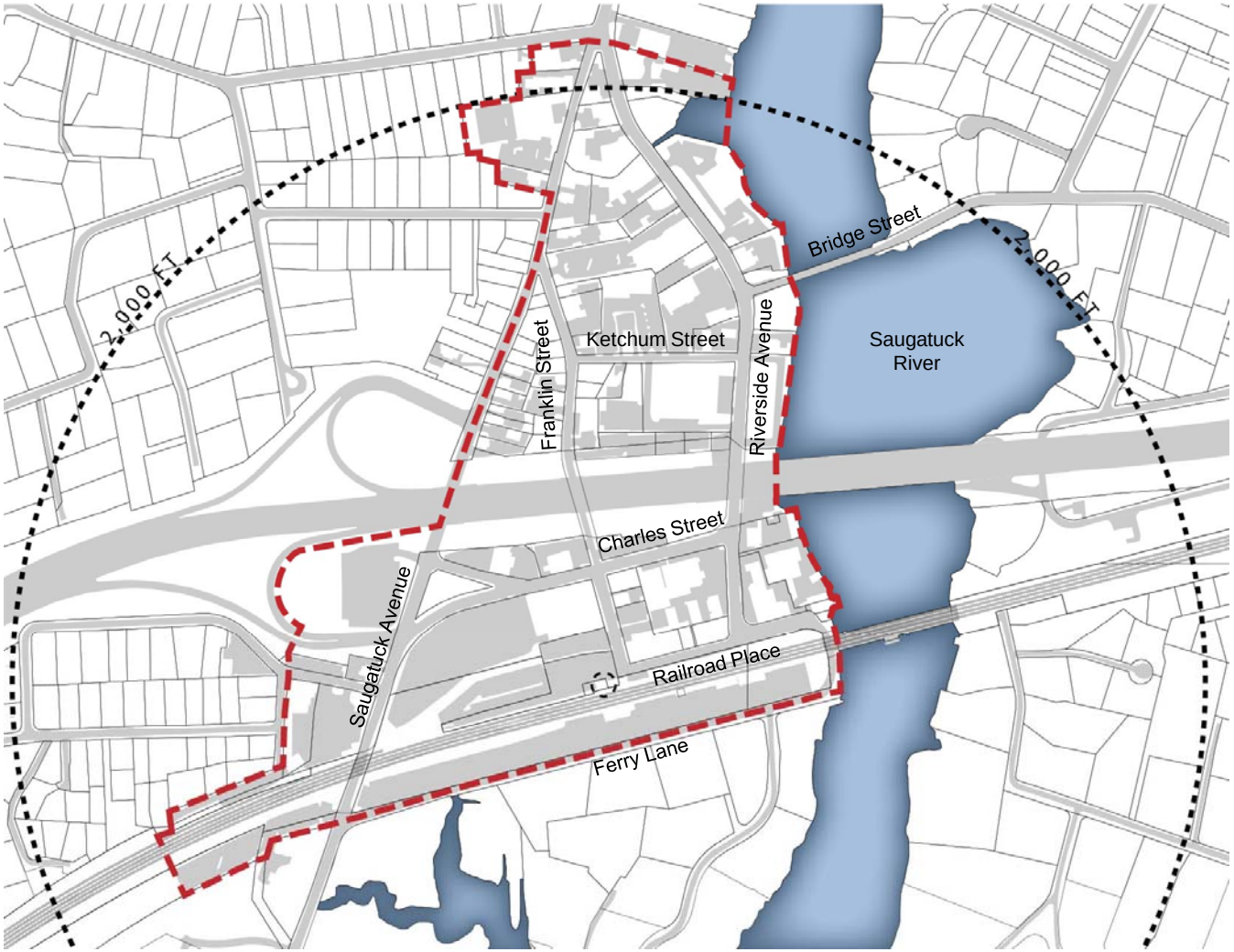
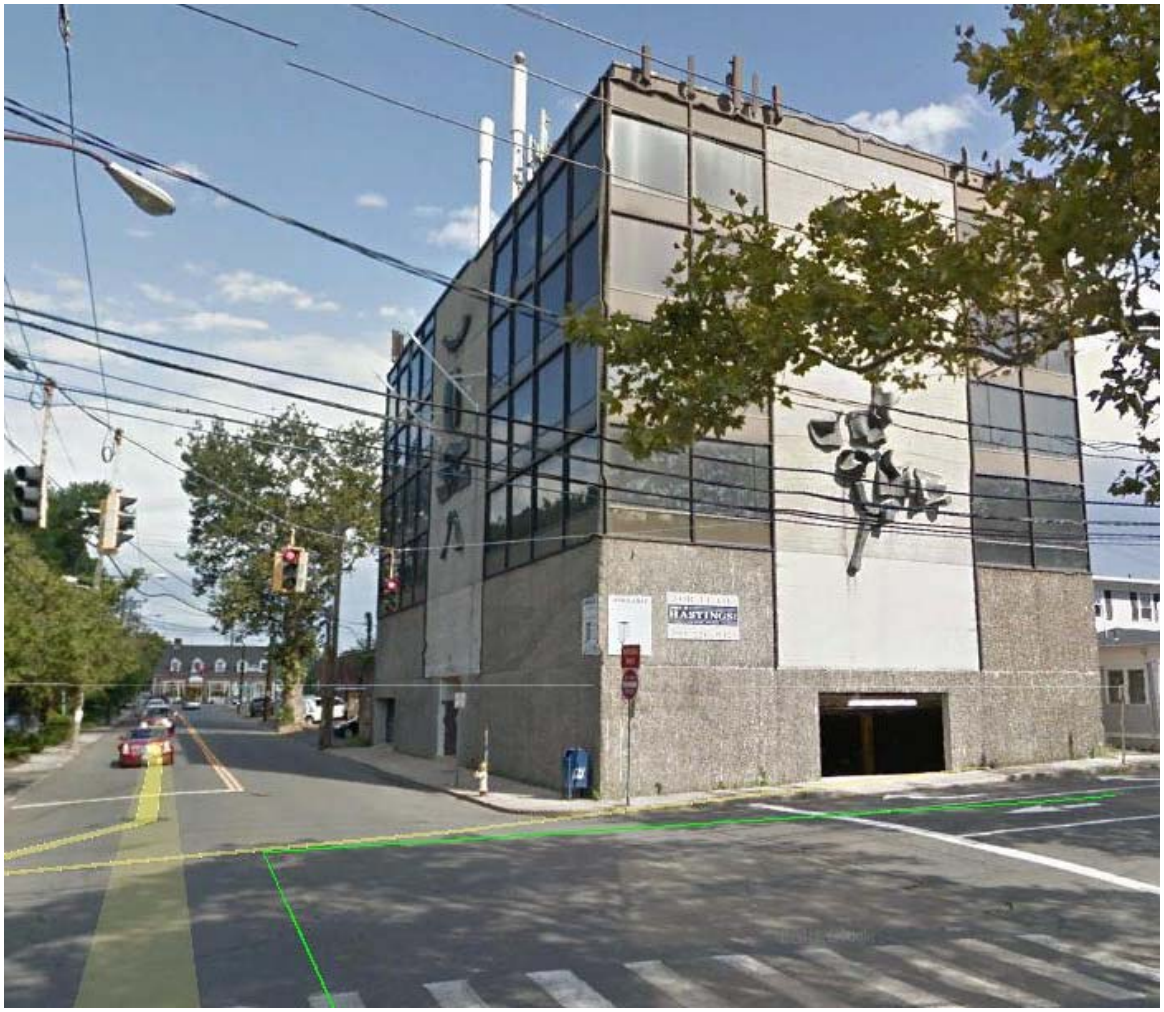


Auto Real Estate (Shown in light grey)



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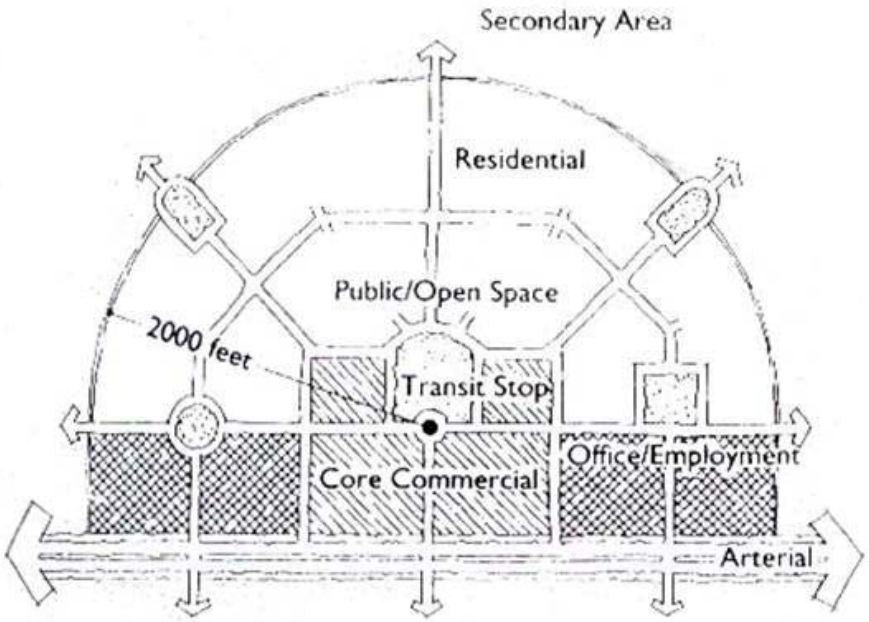

Principles of TOD

Organize growth at a regional level to be compact and transit supportive

Place commercial, housing, jobs, parks and civic uses within walking distance of transit stops

Create pedestrian-friendly street networks, which directly connect local destinations

Provide a mix of housing types, densities and costs

Preserve sensitive habitat, riparian zones, and high quality open space

Make public spaces the focus of building orientation and neighborhood activity

Encourage infill and redevelopment along transit corridors within existing neighborhoods.

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Design Principles

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Design Principles

1. Enhance the pedestrian experience in Saugatuck with emphasis on:
   - Waterfront Access
   - Additional Civic/ Park Space
   - Sidewalk/ Streetscape/ Landscape/ Lighting Improvements throughout
2. Encourage and enhance multi-modal choices, including local transit service to the station, to reduce the demand for additional commuter parking.
3. Provide parking strategies to support both commuters and local businesses while reducing the appearance of parking as the primary land use in Saugatuck.
4. Enhance the gateway experience to Saugatuck and the Town of Westport.
5. Promote a mix of uses that protects the resiliency, vibrancy and character of Saugatuck.
6. Reduce traffic congestion and discourage cut through traffic.
7. The Cribari Bridge's existing function and structure shall be preserved.
8. Establish a regulatory framework for implementation of development plan recommendations that:
   - Recognizes the importance of Saugatuck's transportation infrastructure
   - Celebrates and integrates the existing historic resources of Saugatuck
   - Enhances the unique character of Saugatuck

Illustrative Plan

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Illustrative Plan

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Illustrative Plan

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Plan Revisions

North Gateway at Treadwell as Previously Presented

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Plan Revisions

North Gateway at Treadwell - Revision

Option A - Textured Paving in Intersection + Gateway Signage

Advantages:
1. Enhances Pedestrian Experience
2. Relatively Inexpensive

Disadvantages:
1. Does Not Relieve/Effect Traffic Flow

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Plan Revisions

North Gateway at Treadwell - Revision

Option B - Roundabout

Advantages:
1. Assists Traffic Flow
2. Provides for a Formal Gateway

Disadvantages:
1. Can Limit Pedestrian Connectivity
2. Expensive Solution That May Require Taking Private Property

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Plan Revisions

Girden Block – Public Realm as Previously Presented

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Plan Revisions

Girden Block – Revisions Per Committee Feedback

- Reversal of Angle Parking
- Restoration of “Free Right” onto Charles Street from Southbound Riverside
- Conversion to Parallel Parking in front of Tutti’s
- Flipping of Angle Parking on Railroad/Ferry Avenue Extension

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Plan Revisions

Girden Block – Revisions Per Committee Feedback

Advantages:

1. Increases Business Supportive Parking
2. Enlivens and Defines the Public Realm
3. Mitigates Traffic Blockages From Parking Vehicles.

Disadvantages:

1. May Require Expansion of R.O.W.

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Plan Revisions

Rizzutto’s Site as Previously Presented

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Plan Revisions

Rizzutto's Site Revisions Per Langan Review

- Removal of Driveway from Riverside into Site

<u>Advantages</u>:
1. Eliminates Potential Traffic Bottleneck
2. Provides for a Formal Gateway with Signage

<u>Disadvantages</u>:
1. None

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Visualizations

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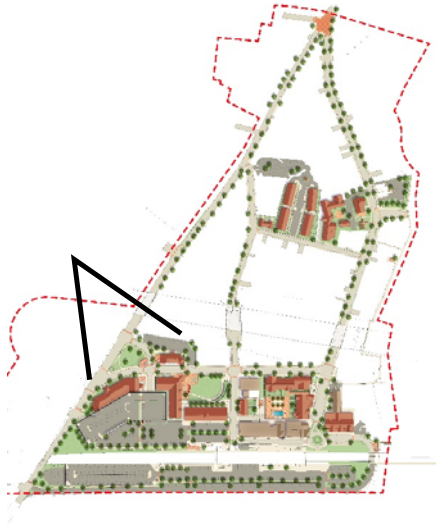
Stroffolino Park (Gateway) - Current



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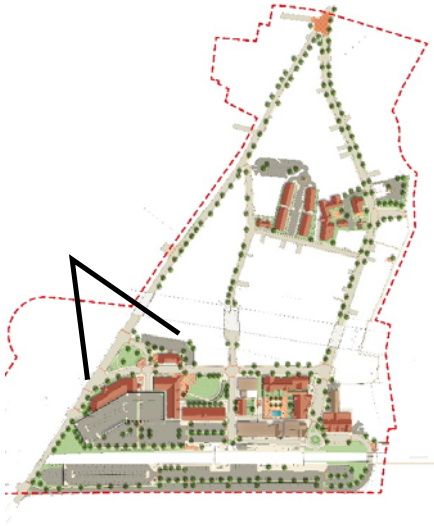
Stroffolino Park (Gateway) - Proposed



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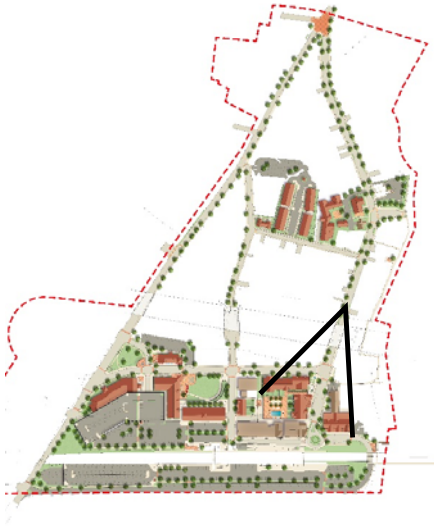
Riverside Avenue (South) - Current



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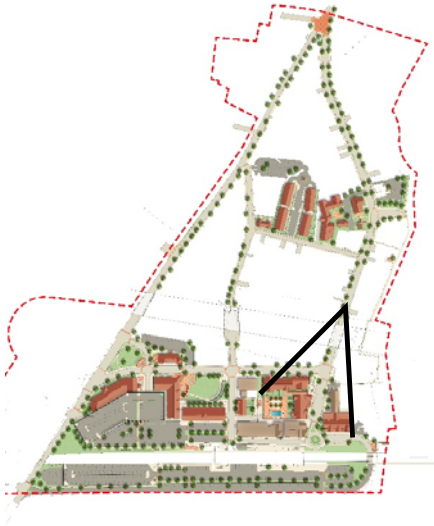
Riverside Avenue (South) - Proposed



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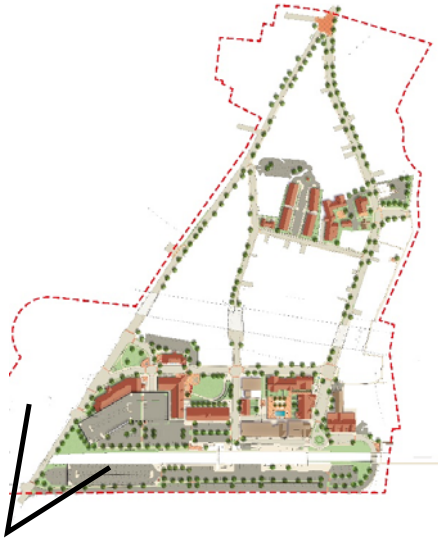
Saugatuck Avenue at Ferry Lane - Current



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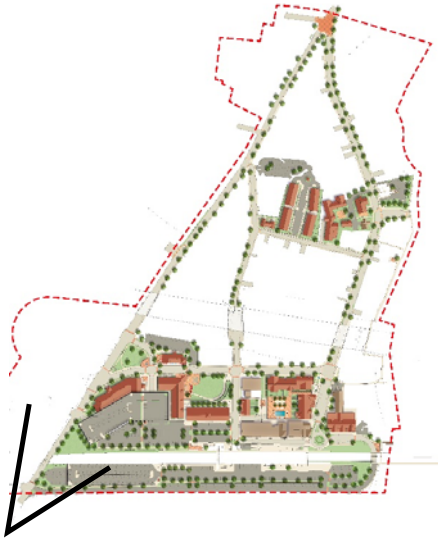
Saugatuck Avenue at Ferry Lane - Proposed



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Implementation

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Proposed Program
(12 Year Build Out)

	Development Scenario 1	Development Scenario 2
- Retail	36,000 SF	51,000 SF
- Office	20,000 SF	35,000 SF
- Residential	150 residences	200 residences

According to the Market Analysis prepared by 4Ward Planning:
There is strong market demand for residences within the 15-minute Primary Market Area (PMA). This analysis projects that the Saugatuck area could capture 5 to 10% of this market demand which represents 320 to 640 residences. The 150 to 200 units identified at various sites within the Saugatuck TOD Plan for potential development represents 2 to 3% of the current market demand for residential in the PMA over the next 12 years.

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Economic Feasibility Analysis

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Financial Feasibility of Key Sites

Financial Feasibility Analysis Overview

The objectives for performing the financial feasibility analyses were:

(a) to determine if the proposed development scenarios (as would be permitted by proposed zoning changes) are financially viable (that is, if the proposed mix and scale of residential and commercial uses provide a risk appropriate rate of return, given a hypothetical property acquisition costs, local area construction costs, operating expenses, market supportable lease rates and allowed densities),

(b) if the modeled development scenarios were deemed to offer an appropriate risk appropriate rate of return, to identify what, if any, financial contribution towards public realm improvements the project could be made by the developer while still realizing risk appropriate financial return rate.

Financial Feasibility Analysis Overview

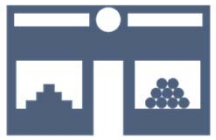
The market analysis earlier performed identified demand for a range of uses, including multi-family residential, convenience retail and dining, and office space (principally, medical office and small scale professional office space).

Subsequent to completing the market study, 4ward Planning collaborated with Barton Partners for purposes of developing a build-out program, based on the aforementioned market supportable uses. 4ward Planning then performed a financial feasibility analysis on three specific redevelopment scenarios:

Gerdin Block – 606 Riverside Avenue	**Option 1**	**Option 2**
Retail/Restaurant	8,000 s.f.	12,000 s.f.
Multi-family Residential	44 units @ 900 n.s.f.	60 units @ 900 n.s.f.
Residential GSF	50,000 s.f.	66,000 s.f.
Parking Spaces	66 spaces (surface & structured)	90 spaces
Button Factory – 611 Riverside Avenue	**Option 1**	**Option 2**
Retail/Restaurant	2,000 s.f.	2,000 s.f.
Multi-family Residential	24 units @ 900 n.s.f.	30 units @ 900 n.s.f.
Residential GSF	28,000 s.f.	33,000 s.f.
Parking Spaces	36 spaces (surface & structured)	45 spaces
Rizzuttos – 540 Riverside Avenue	**Option 1**	**Option 2**
Retail/Restaurant	4,000 s.f.	7,000 s.f.
Multi-family Residential	24 units @ 900 n.s.f.	36 units @ 900 n.s.f.
Residential GSF	28,000 s.f.	40,000 s.f.
Parking Spaces	36 spaces (surface & structured)	54 spaces

Gerdin Property (Option 1)

Total Units: 44
Avg. S.F./Unit: 900
Avg. Monthly Rent: $2,085



Total G.S.F.: 8,000
NNN Rent/S.F.: $30.00
Avg. Expenses/S.F.: $9.00

Total Parking Spaces.: 66
Structured Spaces: 33
Total Cost of Construction: $495K

Land Cost

2016 Appraisal Estimate: 3.03MM

Total Project Cost
$14,397,778

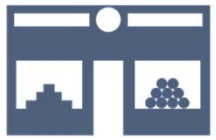
Levered ROE
14.5%

Levered IRR
4.9%

LTV ratio: **70%**
Loan Rate: **6%**
Term: **15 Years**
Amortization: **25 Years**

Gerdin Property (Option 2)

Total Units: 60
Avg. S.F./Unit: 898
Avg. Monthly Rent: $2,099



Total G.S.F.: 12,000
NNN Rent/S.F.: $30.00
Avg. Expenses/S.F.: $9.00

Total Parking Spaces.: 90
Structured Spaces: 45
Total Cost of Construction: $675K

Land Cost

2016 Appraisal Estimate: 3.03MM

Total Project Cost
$18,662,701

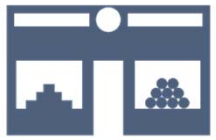
Levered ROE
17.95%

Levered IRR
6.71%

LTV ratio: **70%**
Loan Rate: **6%**
Term: **15 Years**
Amortization: **25 Years**

Button Factory (Option 1)

Total Units: 24
Avg. S.F./Unit: 908
Avg. Monthly Rent: $2,058



Total G.S.F.: 2,000
NNN Rent/S.F.: $30.00
Avg. Expenses/S.F.: $9.00

Total Parking Spaces.: 36
Structured Spaces: 18
Total Cost of Construction: $270K

Land Cost

2016 Appraisal Estimate: 3.04MM

Total Project Cost
$8,928,333

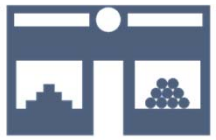
Levered ROE
4.23%

Levered IRR
-2.76%

LTV ratio: **70%**
Loan Rate: **6%**
Term: **15 Years**
Amortization: **25 Years**

Button Factory (Option 2)

Total Units: 30
Avg. S.F./Unit: 896
Avg. Monthly Rent: $2,067



Total G.S.F.: 2,000
NNN Rent/S.F.: $30.00
Avg. Expenses/S.F.: $9.00

Total Parking Spaces.: 45
Structured Spaces: 22
Total Cost of Construction: $338K

Land Cost

2016 Appraisal Estimate: 3.04MM

Total Project Cost
$10,234,270

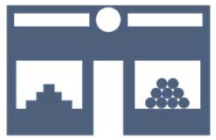
Levered ROE
6.28%

Levered IRR
-0.79%

LTV ratio: **70%**
Loan Rate: **6%**
Term: **15 Years**
Amortization: **25 Years**

Rizzutto's (Option 1)

Total Units: 24
Avg. S.F./Unit: 900
Avg. Monthly Rent: $2,002



Total G.S.F.: 4,000
NNN Rent/S.F.: $30.00
Avg. Expenses/S.F.: $9.00

Total Parking Spaces.: 36
Structured Spaces: 18
Total Cost of Construction: $270K

Land Cost

2016 Appraisal Estimate: 3.14MM

Total Project Cost
$8,676,364

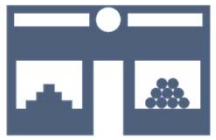
Levered ROE
13.31%

Levered IRR
4.32%

LTV ratio: **70%**
Loan Rate: **6%**
Term: **15 Years**
Amortization: **25 Years**

Rizzutto's (Option 2)

Total Units: 36
Avg. S.F./Unit: 898
Avg. Monthly Rent: $2,052



Total G.S.F.: 7,000
NNN Rent/S.F.: $30.00
Avg. Expenses/S.F.: $9.00

Total Parking Spaces.: 54
Structured Spaces: 26
Total Cost of Construction: $405K

Land Cost

2016 Appraisal Estimate: 3.14MM

Total Project Cost
$11,427,484

Levered ROE
21.47%

Levered IRR
8.46%

LTV ratio: **70%**
Loan Rate: **6%**
Term: **15 Years**
Amortization: **25 Years**

Financial Feasibility of Development Scenarios: Takeaways

Assuming third party developers carried out development, all development scenarios examined, and based on market area development and operating inputs, fail to achieve the target minimum internal rate of return (IRR) of 10 percent.

While many factors contribute to the development scenarios falling short of reaching the target IRR, the key factor preventing the target IRR from being achieved is the relatively high property acquisition costs. To a lesser extent, the modest density of residential development also serves to lower the financial return rate.

Financial Feasibility of Development Scenarios: Takeaways

Assuming existing property owners were to serve as the developers of their respective properties (that is, acquisition cost would be zero), sites two and four (both scenarios) would achieve at least the minimum 10 percent IRR threshold. Site three (the Button Factory) fails to achieve the minimum target threshold, even factoring out acquisition costs. This is due to the fact that this development scenario features too little commercial and residential development to achieve a risk appropriate rate of return and, thus, neither development option for site two would likely be pursued.

Only to the extent that current property owners serve to redevelop their properties would there be an ability to provide some amount of financial contribution towards offsite public improvements. That is, the prospective financial return rates available to existing property owners who redevelop their properties should be significantly great enough to permit a material contribution towards offsite public improvements. Said contributions will vary according to the scale of development and the willingness of property owners to voluntarily contribute.

Financial Feasibility of Development Scenarios: Takeaways

Westport should consider the creation of one or more tax increment financing (TIF) districts (as permitted under state statute (An Act Establishing Tax Increment Financing Districts, P.A. 15-57)) which will offer the benefit of capturing net new real property tax revenues of both nearby properties which benefit from new private investment, as well as the new private investment. Further, and under the current TIF statute, municipalities can levy "benefit assessments" that are an additional assessment on properties within the district, which allows the municipality to finance construction, improvements, repairs, and rehabilitations within the district.

Zoning Recommendations

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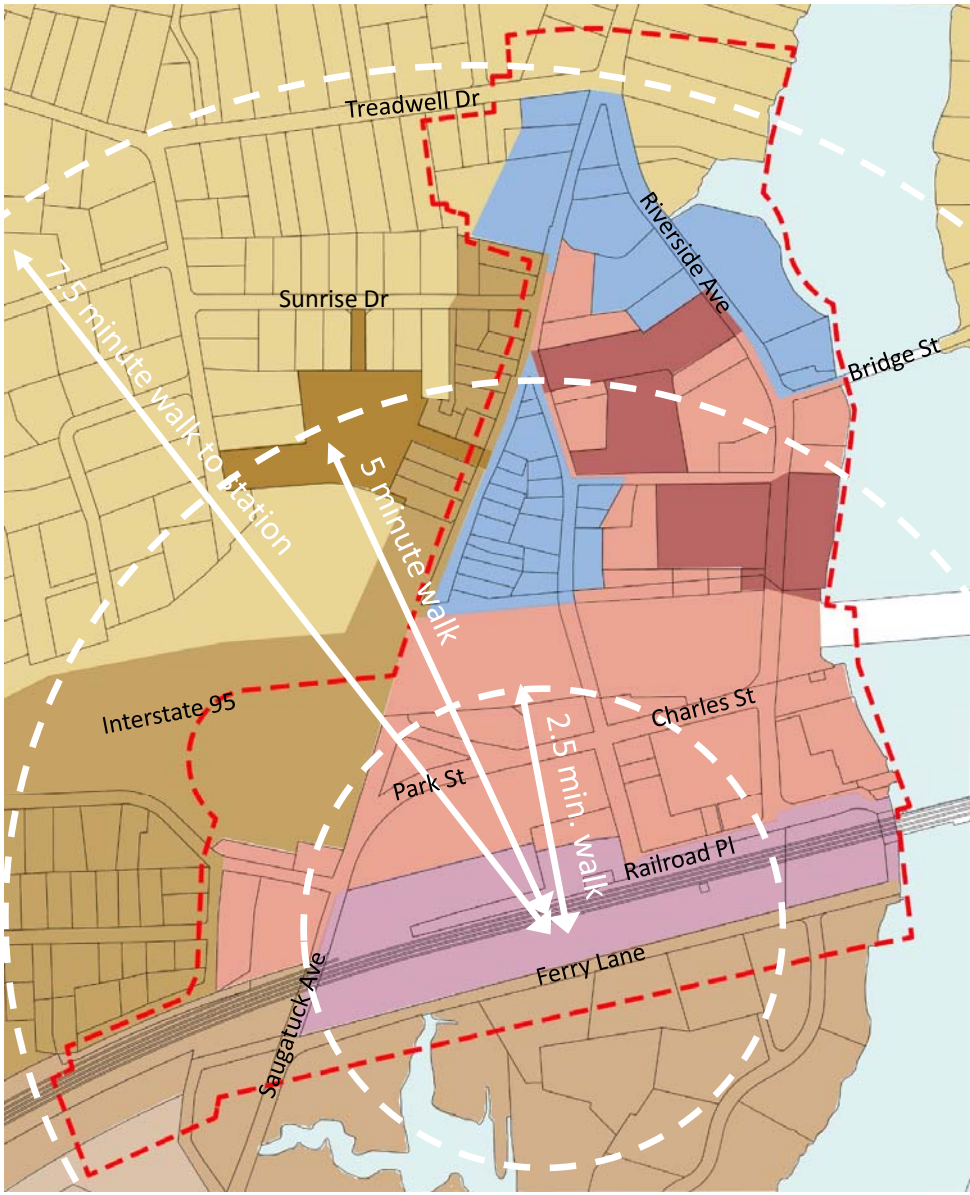
Zoning Recommendations (Review)

SUMMARY

- Re-Mapping of GBD-S to Certain Parcels South of I-95
- Revision of underlying GBD-S restrictions/requirements
- Establish Village District Overlay for Non-GBD-S Parcels
  - Village Edge District
  - Village Center District

Existing Zoning



GBD
GBD-S
RBD
RORD2
A
B
AA
AAA

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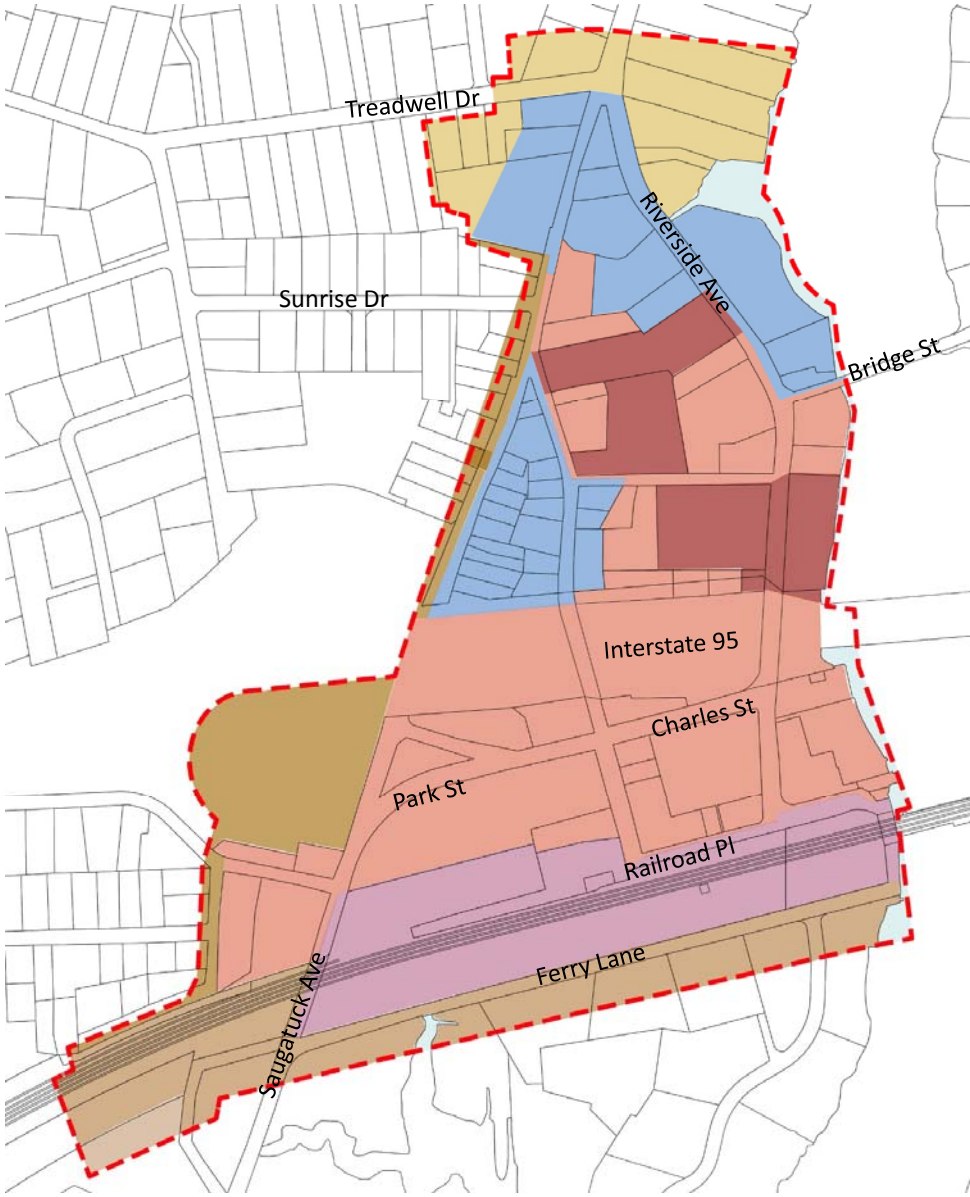
Existing Zoning - Study Area

Why Revise Existing Zoning?

1. Existing Zoning Within Saugatuck Does Not Provide Enough Flexibility for Viable New Construction
2. Existing Zoning Within Saugatuck Does Not Permit the Existing Character to be Reconstructed
3. Revised Zoning Provides the Regulatory Framework to Ensure Both the Public and Private Realms are Consistent with A Pedestrian Friendly Transit Oriented Village.



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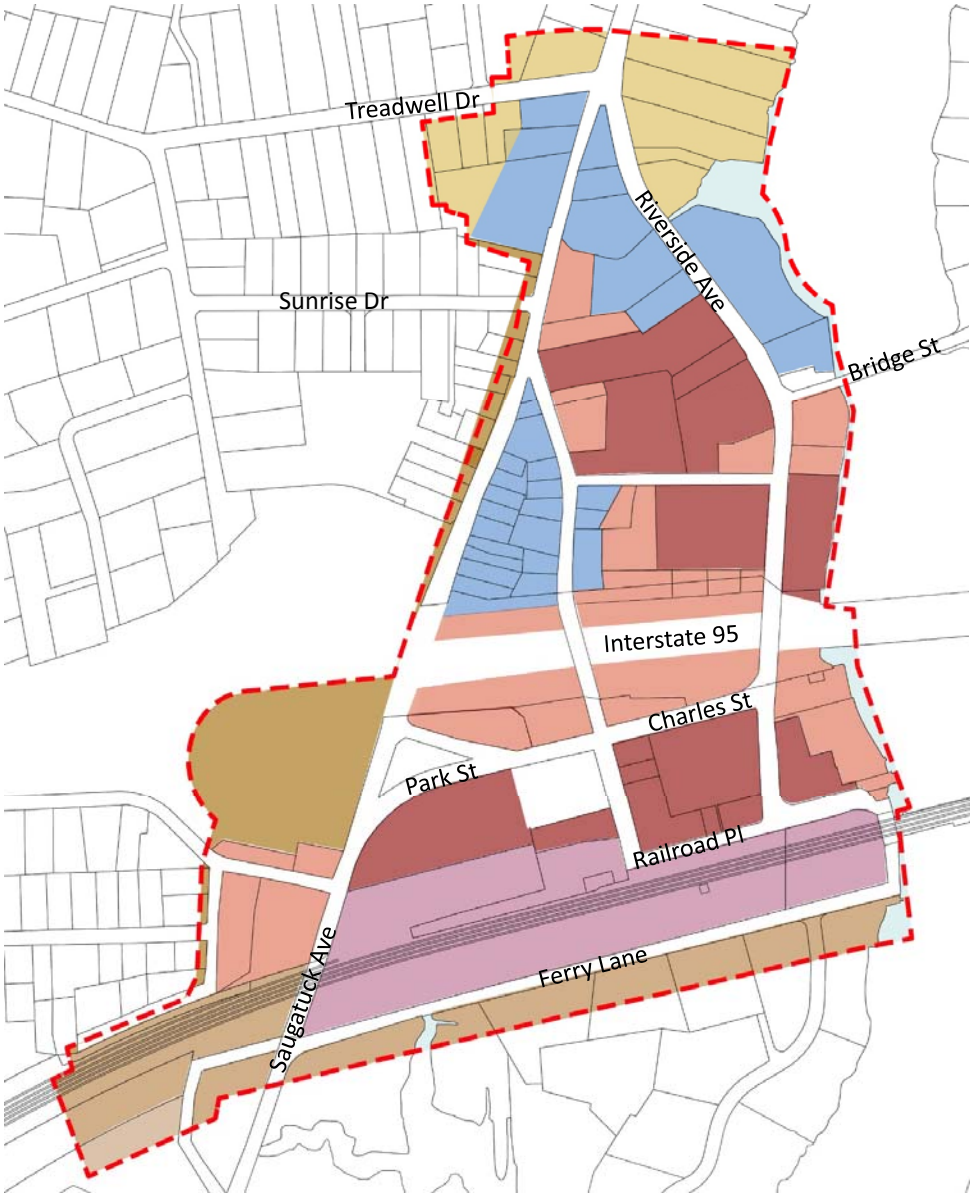
Proposed Zoning Districts

Artist's Rendering of 60 Charles Street and 1 Park Street, Facing East



GBD
GBD-S
RBD
RORD2
A
B
AA
AAA

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Revision to GBD-S

	EXISTING	PROPOSED
ZONING STANDARD	GBD-S	GBD-S
Min. Lot Area	40,000 SF	None Required
Max. Building Coverage	25%	40% - 60% ^
Max. Building Footprint	10,000 SF	20,000 SF
Max. Building Height	25'-35', 2 1/2 stories ^^	35', 3 stories
Building Setbacks		
Front Yard	0 Ft. Min	0 Ft. Min
Side Yard	15 Ft. Min	6 Ft. Min
Rear Yard	25 Ft. Min	12 Ft. Min
Floor Area Ratio		
Non-Residential	Up to 0.20	Not Applicable +
Residential *	Up to 0.65 *	Not Applicable +
Total	Up to 0.75 *	Not Applicable +
Maximum Density *		
Bedrooms/Acre	Up to 26	Not Applicable +
Dwelling Units/Acre	Up to 18	Not Applicable +

^ 40% max. bldg. cover; up to 60% w/ provision of civic space

^^ Existing code permits bldg. height of 35' w/in 100-year floodplain

* Includes 20% Affordable Units

+ Building mass controlled through form based design standards

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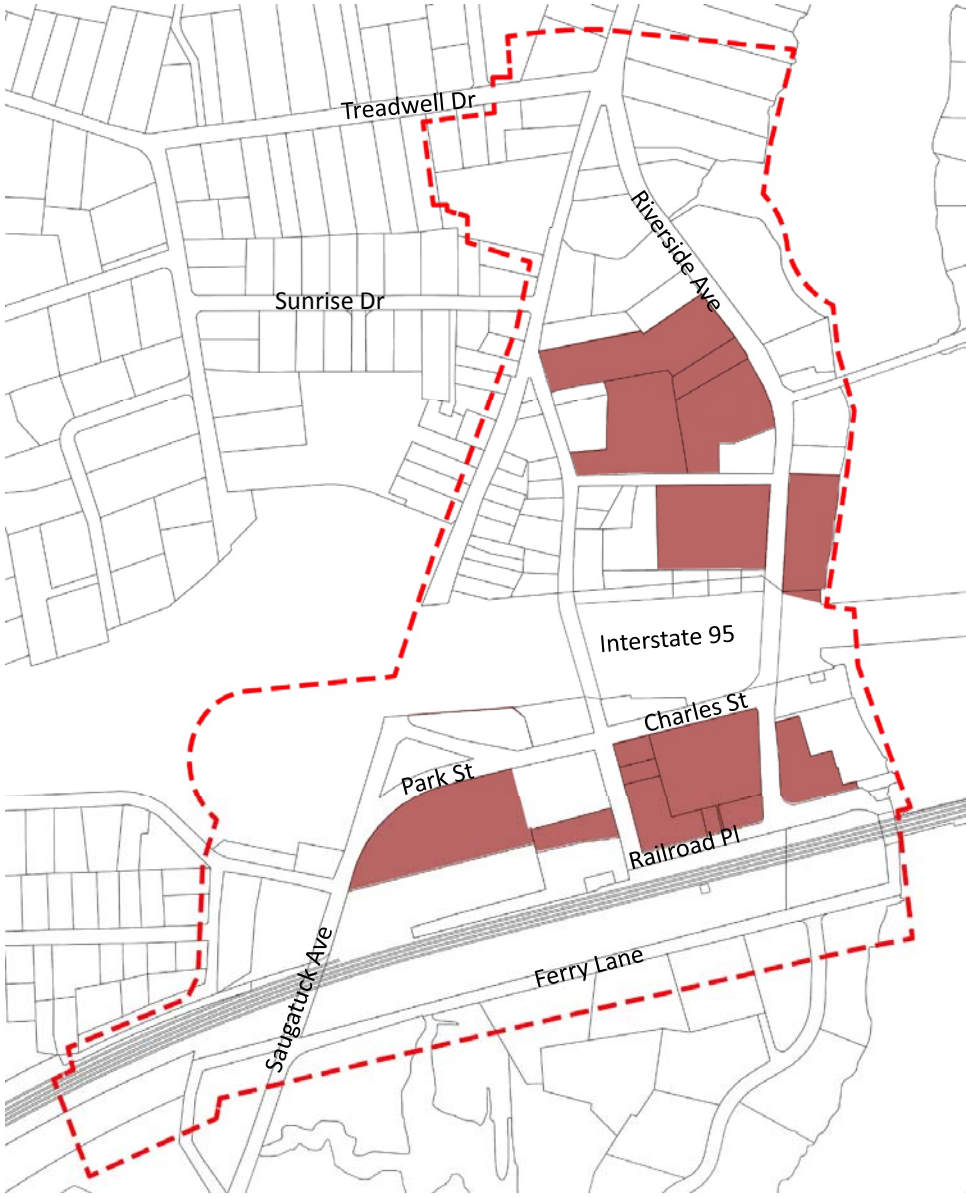

Village District Overlay – Form Based Design Standards

The Saugatuck Form Based Design Standards should be guided by the standards adopted in the Village District for Downtown Westport while refining them to be appropriate for Saugatuck addressing:

- Building placement & orientation
- Building setbacks
- Building massing and form
- Building facades
- Landscape
- Parking

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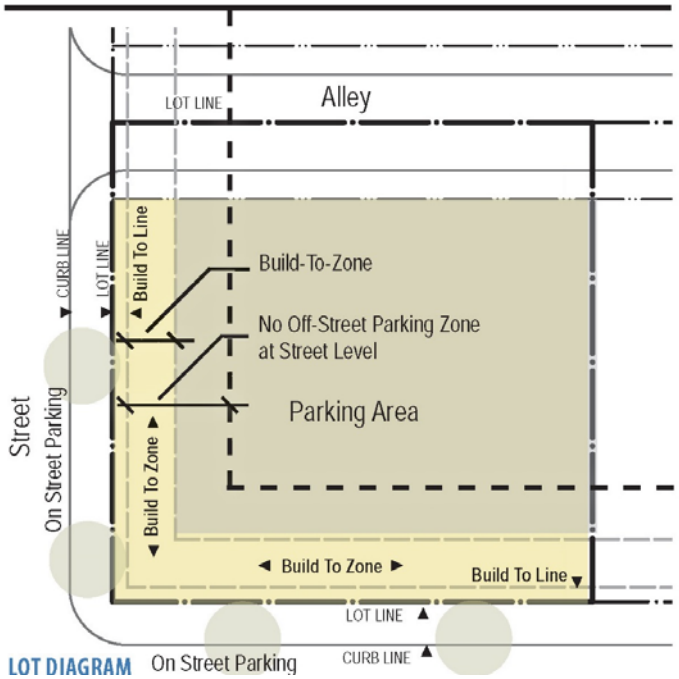
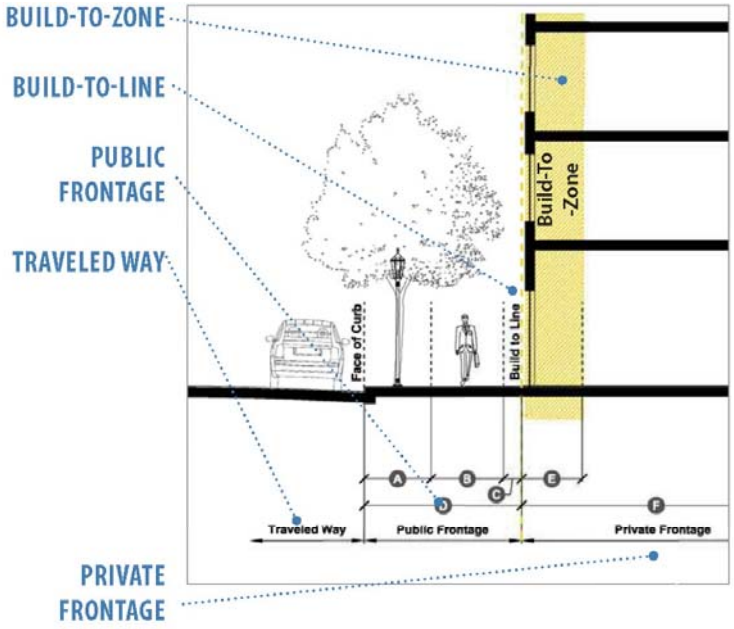
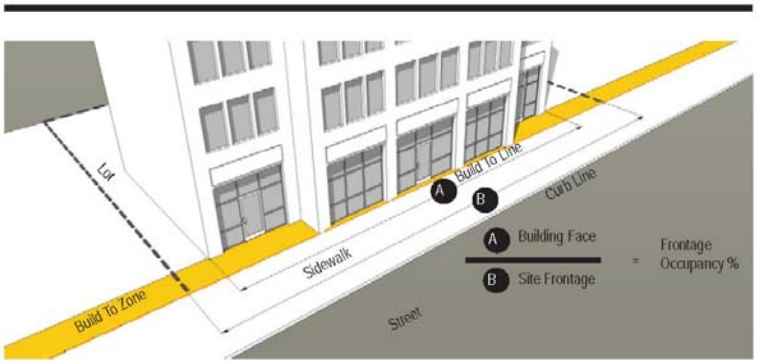
Form Based Design Standards

Form Based Design Standards



LOT DIAGRAM





FRONTAGE OCCUPANCY

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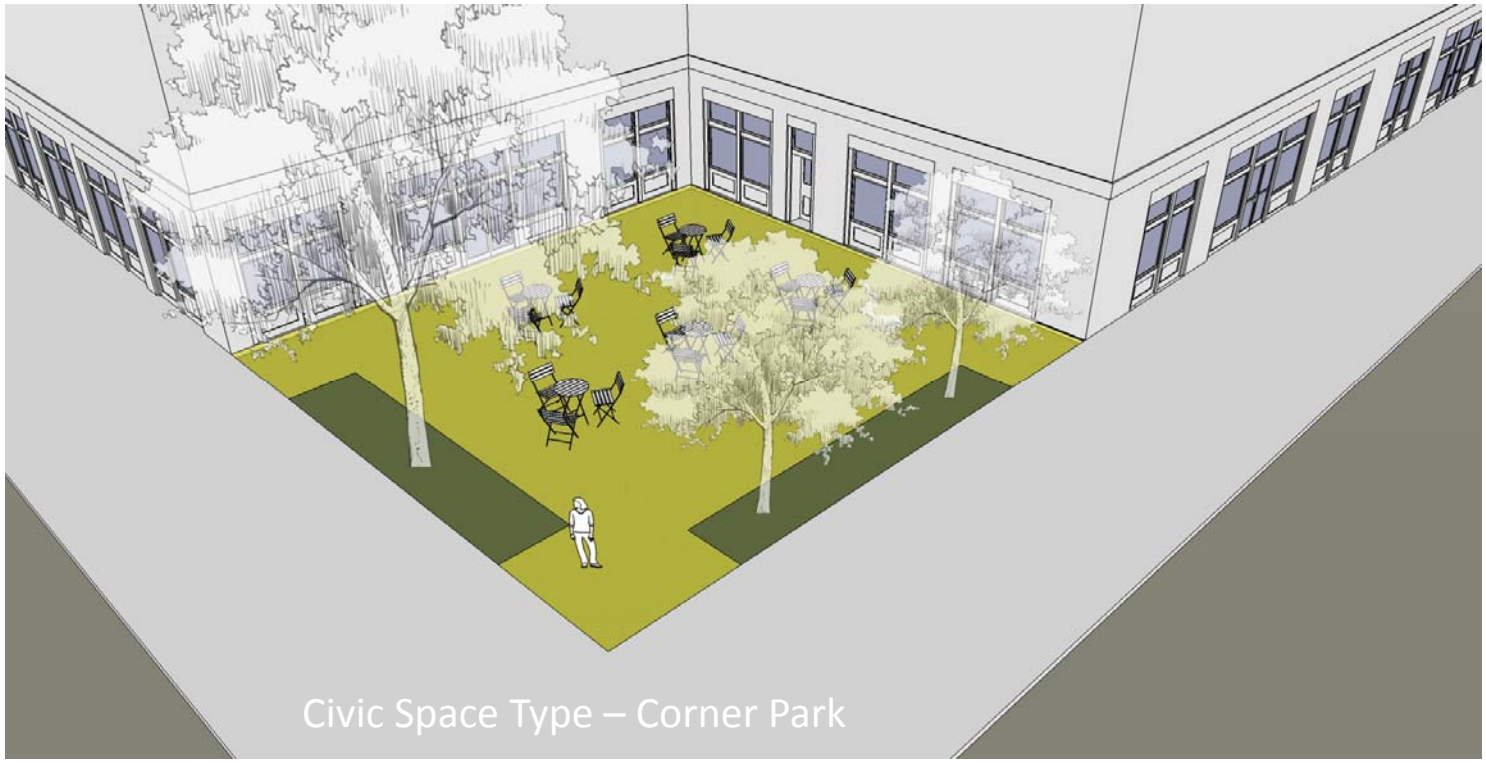
Form Based Design Standards



Civic Space Type – Corner Park

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Village District Overlay

Required Storefronts with 60 to 80% glass at portions of Riverside, Railroad Place, Park St and Charles St to promote active frontages with frequent entrances and windows

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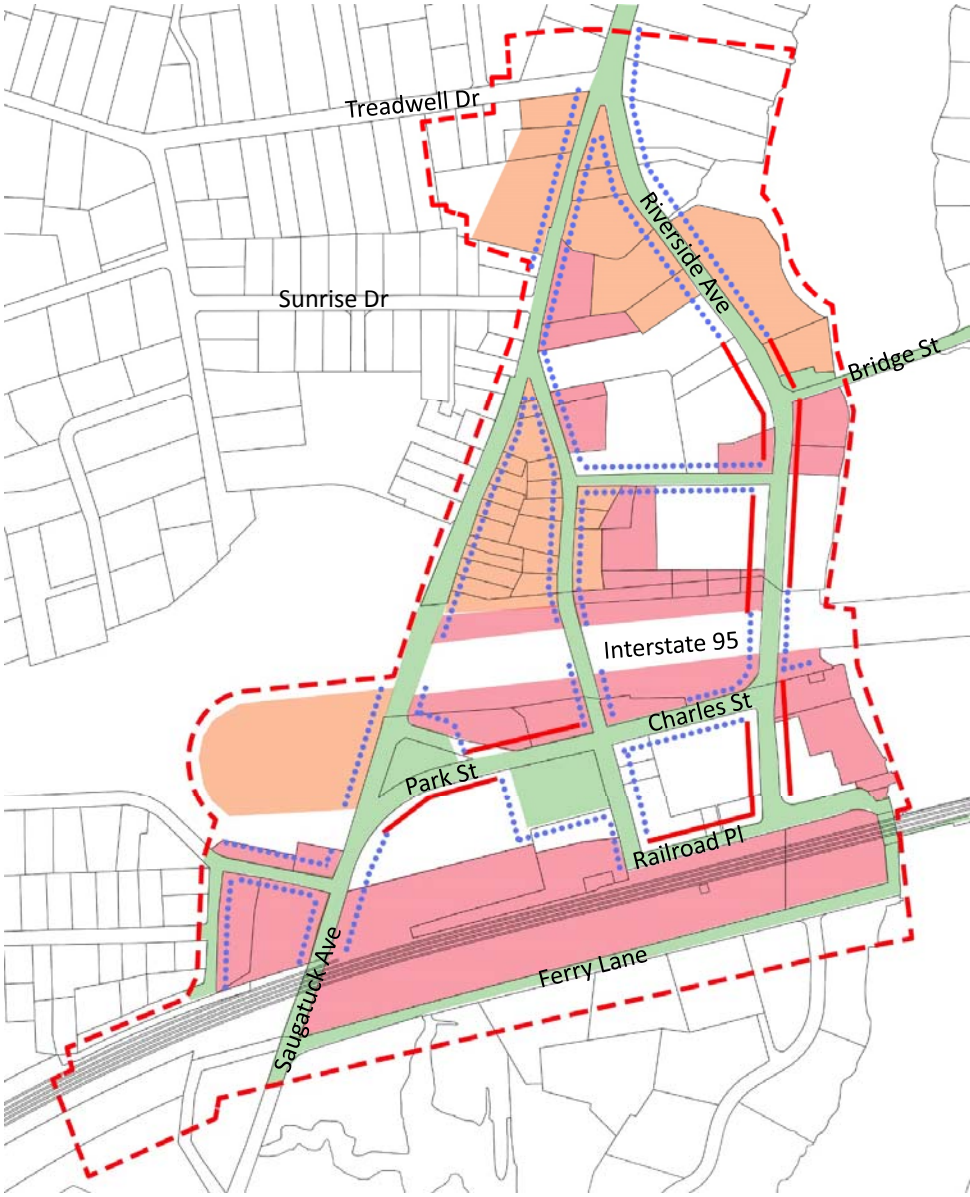

Village Center Overlay District

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- Public Realm
- Village Edge
- Village Center
- Storefront Required
- Street Frontage

Village Center Overlay District

	EXISTING	OVERLAY DISTRICT
ZONING STANDARD	GBD, RBD	VILLAGE CENTER
Min. Lot Area	None Required	None Required
Max. Building Coverage	25%	40 - 60% ^
Max. Building Area	10,000 SF	20,000 SF
Max. Building Height *	25'-30', 2 stories	35', 3 stories
Building Setbacks		
Front Yard	30 Ft. Min	5 Ft. Min
Side Yard	15 Ft. Min	6 Ft. Min
Rear Yard	25 Ft. Min	12 Ft. Min
Floor Area Ratio		
Non-Residential	Up to 0.25	Not Applicable +
Residential *	Up to 0.50 *	Not Applicable +
Total	Up to 0.50 *	Not Applicable +
Maximum Density *		
Bedrooms/Acre	Up to 20	Not Applicable +
Dwelling Units/Acre	Up to 18	Not Applicable +

^ 40% max. bldg. cover; up to 60% w/ provision of civic space

* Includes 20% Affordable Units

\+ Building mass controlled through form based design standards

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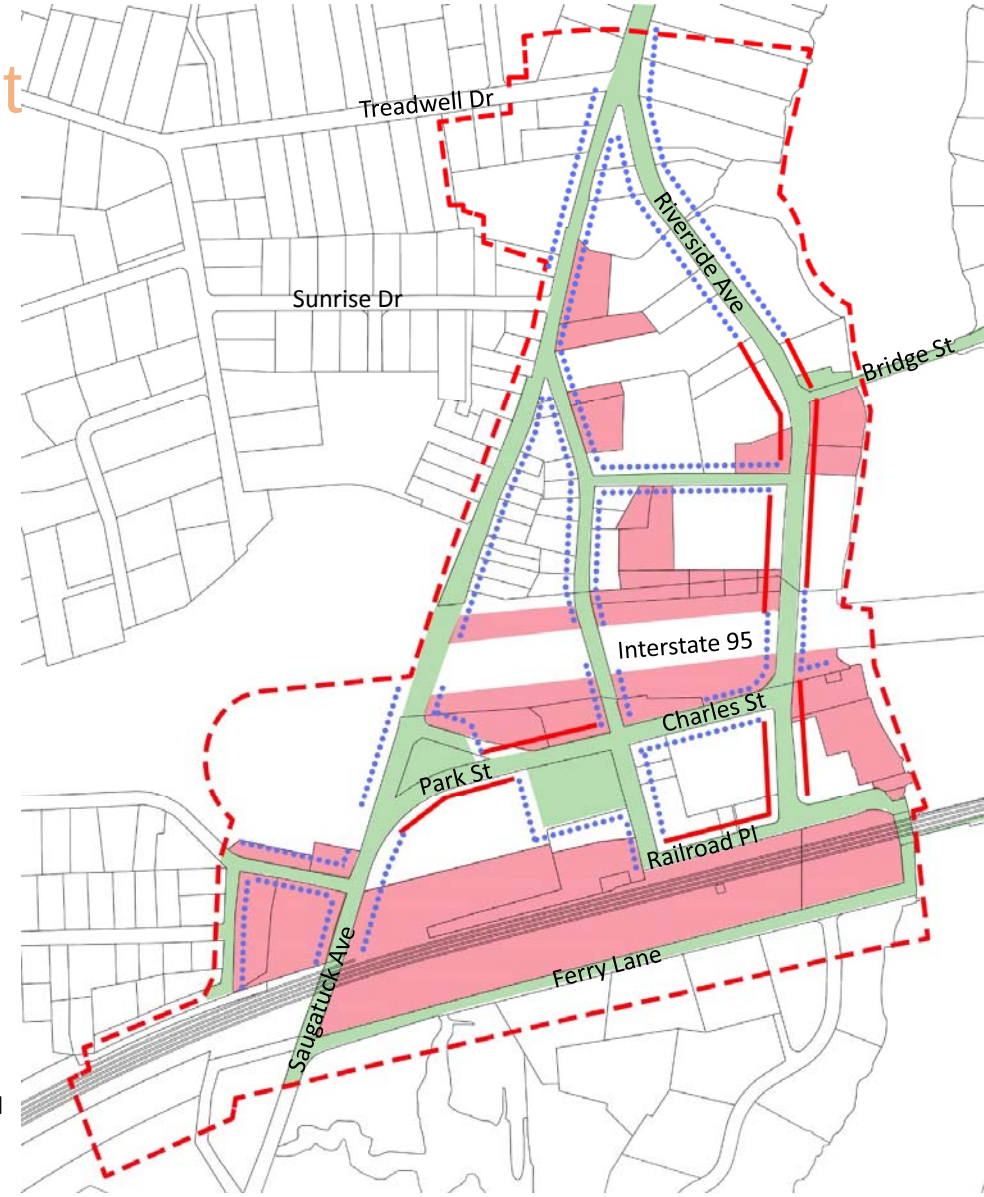
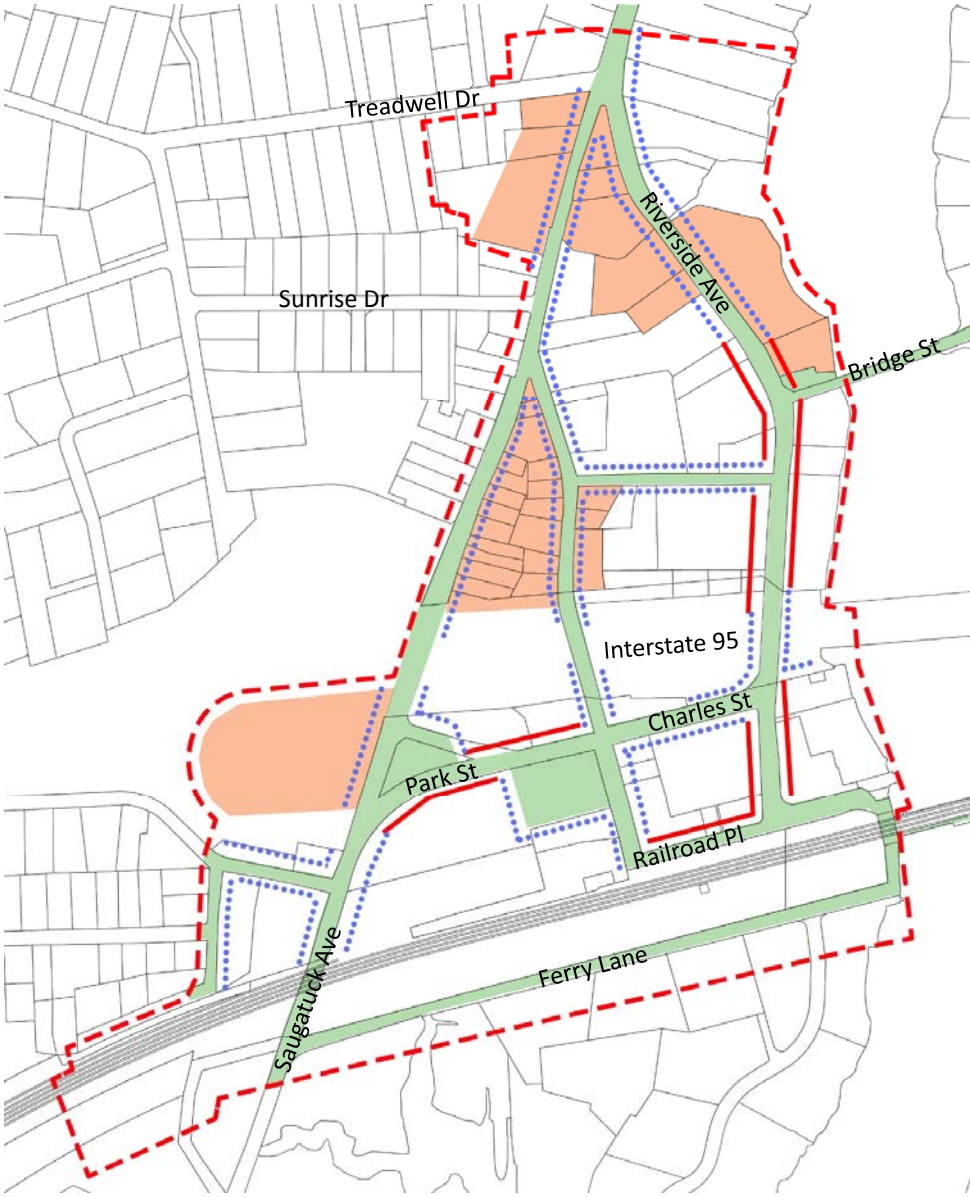


Village Edge Overlay District



Public Realm
Village Edge
Village Center
Storefront Required
Street Frontage

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Village Edge Overlay District

ZONING STANDARD	EXISTING		OVERLAY DISTRICT
	B	RORD2	VILLAGE EDGE
Min. Lot Area	6,000 SF	None Required	None Required
Max. Building Coverage	15%	20%	40%
Max. Impervious Cover	35% of lot	n/a	70%
Max. Building Area	15% of lot	2,500 SF	5,000 SF
Max. Building Height *	35', 2 1/2 stories	30', 2 1/2 stories	35', 2 1/2 stories
Building Setbacks			
Front Yard	20 Ft. Min	30 Ft Min	10 Ft. Min
Side Yard	7 ½ Ft. Min	15 Ft. Min	8 Ft. Min
Rear Yard	25 Ft. Min	25 Ft. Min	16 Ft. Min
Floor Area Ratio			
Non-Residential	n/a	Up to 0.25	Not Applicable +
Residential *	n/a	Up to 0.50 *	Not Applicable +
Total	n/a	Up to 0.50 *	Not Applicable +
Maximum Density *			
Bedrooms/Acre	n/a	Up to 20	Not Applicable +
Dwelling Units/Acre	n/a	Up to 18	Not Applicable +

* Includes 20% Affordable Units

\+ Building mass controlled through form based design standards

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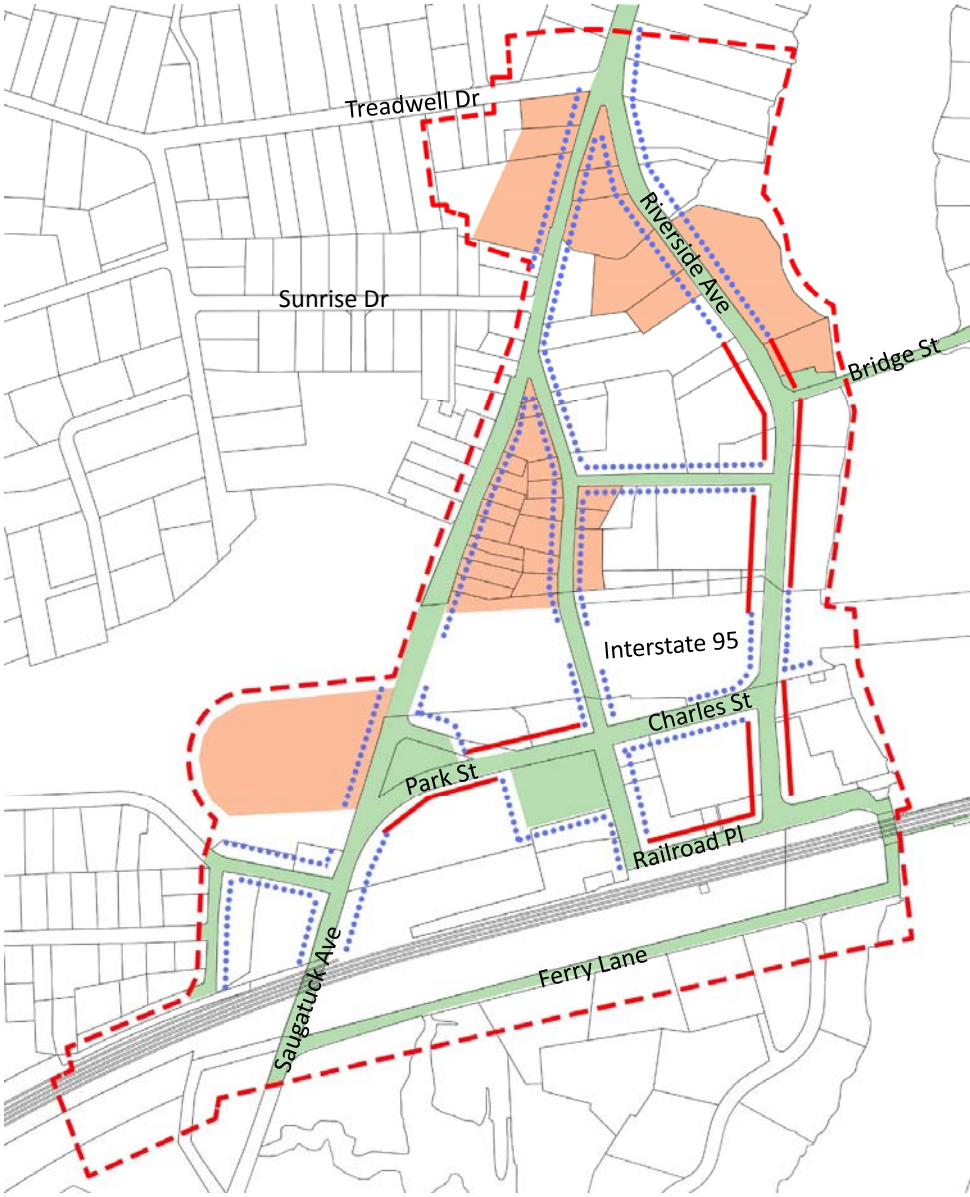

Traffic/Transportation Analysis

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Proposed Program
(12 Year Build Out)

	Development Scenario 1	Development Scenario 2
- Retail	36,000 SF	51,000 SF
- Office	20,000 SF	35,000 SF
- Residential	150 residences	200 residences

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Transportation Summary

- Transportation Demand Management is the key to addressing the traffic conditions in the district
- A change in the district's transportation approach is needed to balance the vehicular priorities with the neighborhood environment and safety
  - Transportation Demand Management (TDM) strategies
  - Streetscapes and pedestrian improvements
  - Zoning strategies relating to parking
- Prioritize the importance of Transportation Demand Management
  - Policy and incentive changes to shift behavior away from single trip cars
  - Awareness - change behavior (reduce the number of cars entering the district)
  - Transit connectivity
  - Multi-modal – bicycle, bus, jitney, walk, etc.
  - Develop more aggressive design solutions
- Specific, targeted traffic improvements can also have a positive mitigating effect on existing conditions and on future conditions, resulting from nominal increases in traffic over the 12 year phase in of the development scenarios

Transportation Demand Management Strategies

- Make residents, employees and visitors aware of mass transit options
- Provide incentives to increase mass transit usage
- Increase public parking fees to discourage passenger car usage and encourage commuters to use other stations closer to their place or origin
- Implement design features that encourage alternate/mass transit usage (bus drop-offs/shelters, bike lanes, bike racks, walking paths)
- Enhance Norwalk Transit bus services within the study area to make it easy and convenient to use (implement strategies in the previous studies)
  - Locate bus stops in close proximity to key development areas to encourage bus usage
  - Install bus shelters and improve existing bus drop-off/pick-up areas
  - Provide pedestrian connections between bus stops and office, retail and residential uses
  - Increase frequency and extend the coverage area to provide more direct connections to work and retail destinations
- Enhance jitney services
  - Provide connections to nearby employment areas
  - Physical upgrades to loading and staging areas
- Provide incentives to employers to encourage/incentivize their workforce to use mass transit and use parking available at the train station during the evening off-peak periods
- Develop more aggressive town-wide/regional management solution (to counter cut-through technology)

Potential Traffic/ Streetscape Improvements

Saugatuck Ave & Sunrise Road
- Implement NB left-turn restriction at this location if NB left-turn restriction is removed at intersection with Treadwell Ave

Saugatuck Ave & I-95 SB Ramps
- Crosswalk Enhancements
- Signal Timing Optimization

Charles St & Park St
- Intersection Reconfiguration
- Crosswalk Enhancements
- Potential Traffic Signal

Saugatuck Ave & I-95 NB Ramps
- Crosswalk Enhancements
- Signal Timing Optimization

Saugatuck Ave & Ferry Lane W
- Crosswalk Enhancements
- Signal Timing Optimization

Saugatuck Ave & Riverside Ave/ Treadwell Ave
- Crosswalk Enhancements
- Lane Improvements
- Signal Timing Optimization
- Potential Roundabout

Riverside Ave & Bridge St
- Crosswalk Enhancements
- New traffic signal

Charles St & Franklin St
- Crosswalk Enhancements
- Lane Improvements
- Signal Timing Optimization

Riverside Ave & Charles St
- Crosswalk Enhancements
- Lane Improvements
- Signal Timing Optimization

- Reconfigure train station circulation and drop-off

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Preliminary Cost of Traffic/ Streetscape Improvements

NEAR TERM IMPROVEMENTS *Preliminary Costs Still Being Refined*

Streetscape:

- 5700 LF @ $550/LF ~ $3,135,000, **SAY $3.1 – 3.4 million**

Saugatuck Ave & I-95 Gateway Park
- Paver plaza = $27,000
- Light fixtures = $34,500
- Trees = $6,500
- Site Furnishings = $6,500
- Lawn = $1500
- Total = $76,000

Riverside Avenue/Railroad Place Drop-off
- Asphalt = $8,000
- New granite curbing = $20,000
- Additional light fixtures = $27,500
- Lawn = $500
- Total = $56,000

Bridge Street Gateway Park
- Concrete Sidewalk = $6,000
- Trees = $5,500
- Site Furnishings = $4,800
- Lawn = $500
- Shrubs = $3,000
- Total = $20,000

Streetscape Total including parks and drop-off = $3.25 – 3.55 million

Traffic/Intersection:

Saugatuck Ave/Riverside Ave/Treadwell Ave
- New curb ramps/sidewalk and crosswalk upgrades = ±$40,000 to ±$50,000
- Signal Timing Optimization = ±$5,000 to ±$10,000
- Lane Improvements = ±$5,000 to ±$10,000
- Total = ±$50,000 to ±$70,000
- New roundabout = ±$150,000 to $250,000

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Traffic/Intersection (continued):

Riverside Ave/Bridge St
- Crosswalk Upgrades = ±$10,000 to ±$15,000
- New Traffic Signal = ±$150,000 to ±$250,000
- Total = ±$160,000 to ±$265,000

Riverside Ave/Charles St
- Crosswalk Upgrades = ±$10,000 to ±$15,000
- Signal Timing Optimization = ±$5,000 to ±$10,000
- Lane Improvements = ±$5,000
- Total = ±$20,000 to ±$30,000

Charles St/Franklin St
- New curb ramps/sidewalk and crosswalk upgrades = ±$25,000 to ±$35,000
- Signal Timing Optimization = ±$5,000 to ±$10,000
- Lane Improvements = ±$5,000
- Total = ±$35,000 to ±$50,000

Charles St/Park St
- Intersection Reconfiguration = ±$100,000 to ±$150,000

Saugatuck Ave & I-95 SB Ramps
- Crosswalk Upgrades = ±$5,000 to ±$10,000
- Signal Timing Optimization = ±$5,000 to ±$10,000
- Total = ±$10,000 to ±$20,000

Saugatuck Ave & I-95 NB Ramps
- Crosswalk Upgrades = ±$10,000 to ±$15,000
- Signal Timing Optimization = ±$5,000 to ±$10,000
- Total = ±$15,000 to ±$25,000

Saugatuck Ave & Ferry Ln West
- New curb ramps/sidewalk and crosswalk upgrades = ±$5,000 to ±$10,000
- Signal Timing Optimization = ±$5,000 to ±$10,000
- Total = ±$10,000 to ±$20,000

Traffic/Intersections Total:
without roundabout = ±$390,000 to ±$610,000
with roundabout = ±$490,000 to ±$790,000

Preliminary Cost of Traffic/ Streetscape Improvements

Preliminary Costs Still Being Refined

MID TERM IMPROVEMENTS

Streetscape
- 2900 LF @ $550/LF ~ $1,595,000 **SAY $1.5-1.8 million**

Traffic/Intersection Total: $0

LONG TERM IMPROVEMENTS

Streetscape
- 0 LF, $0

Traffic/Intersection:

Saugatuck Ave & Ferry Ln West
- New curb ramps/sidewalk and crosswalk upgrades = ±$5,000 to ±$10,000
- Signal Timing Optimization = ±$5,000 to ±$10,000
- Total = ±$10,000 to ±$20,000

Charles St/Park St
- Potential Traffic Signal = ±$150,000 to ±$250,000

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ASSUMPTIONS:

Streetscape cost per LF based on the following assumptions over 1,000 LF as described below:

Asphalt ((2) 2" courses) – 30' x 1,000LF = 30,000SF (sub-base included in price)
- 30,000SF = 1,111 SY
- 1,111 SY x $52/SY

Subtotal = $58,000

Concrete Sidewalks* – 5' x 1,000LF x 2 = 10,000 SF (sub-base included in price)
- 10,000 SF x $8/SF

Subtotal = $80,000

Granite Curb – 1,000 LF x 2 = 2,000 LF (sub-base included in price)
- 2,000LF x $40/lf

Subtotal = $80,000

Trees (4" cal.) – 50' o.c. = 20 x 2 = 40 Trees
- 40 Trees x $1,100/Tree

Subtotal = $44,000

Light Fixtures – 60' o.c. = 16 x 2 = 32 Fixtures (decorative poles and footings included in price)
- 32 Fixtures x $6,900/Fixture

Subtotal = $221,000

Stormwater – 6 new catch basins and limited tie-in to existing pipe network
- 6 x $5,000

Subtotal = $30,000

Streetscape Total Estimate $513,000, SAY $550,000 / 1000LF = $550/LF

Intersection assumptions:
$10/SF for stamped asphalt crosswalk upgrades
$3,000 per curb ramp

Final Report - Outline

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Final Report - Outline

1. Executive Summary
   a. The Issues
   b. Design Principles
2. Community Outreach
   a. Committee Interviews
   b. Stakeholder Presentation/Discussions
   c. Community Workshop
3. Case Studies
4. Technical Analysis
5. TOD Plan
   a. Public Realm Improvement Plan
   b. Private Parcel Development Vision
   c. Programmatic Scenarios
6. Implementation Strategy
   a. Zoning Recommendations
   b. Traffic Mitigation Strategy
   c. Funding Mechanism for Public Realm Improvements
7. Early Action Area
8. Appendices:

   A. Historic Resource Update
   B. Schematic Design – Early Action Area
   C. Digital Survey and Point Cloud Data

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Early Action Plan
Public Realm

Station Area North With Improvements To:

1. Franklin Street – Potential Reconfiguration to bi-directional. Sidewalks and the curb line along this street is defined and improved.
2. Charles Street- Improved sidewalks and parallel parking is provided. Bump out at intersections may be removed.
3. Riverside Avenue – Angle Parking Spaces added to improved curbline and sidewalks to provide additional parking program for businesses. Parking may be time regulated for rush hours.
4. Railroad Place – This street is restriped and reconfigured to increase north side sidewalk to 8 feet. As a result, parallel parking program is reduced, but replaced elsewhere.

Existing On-Street Spaces	56
Proposed On-Street Spaces	72

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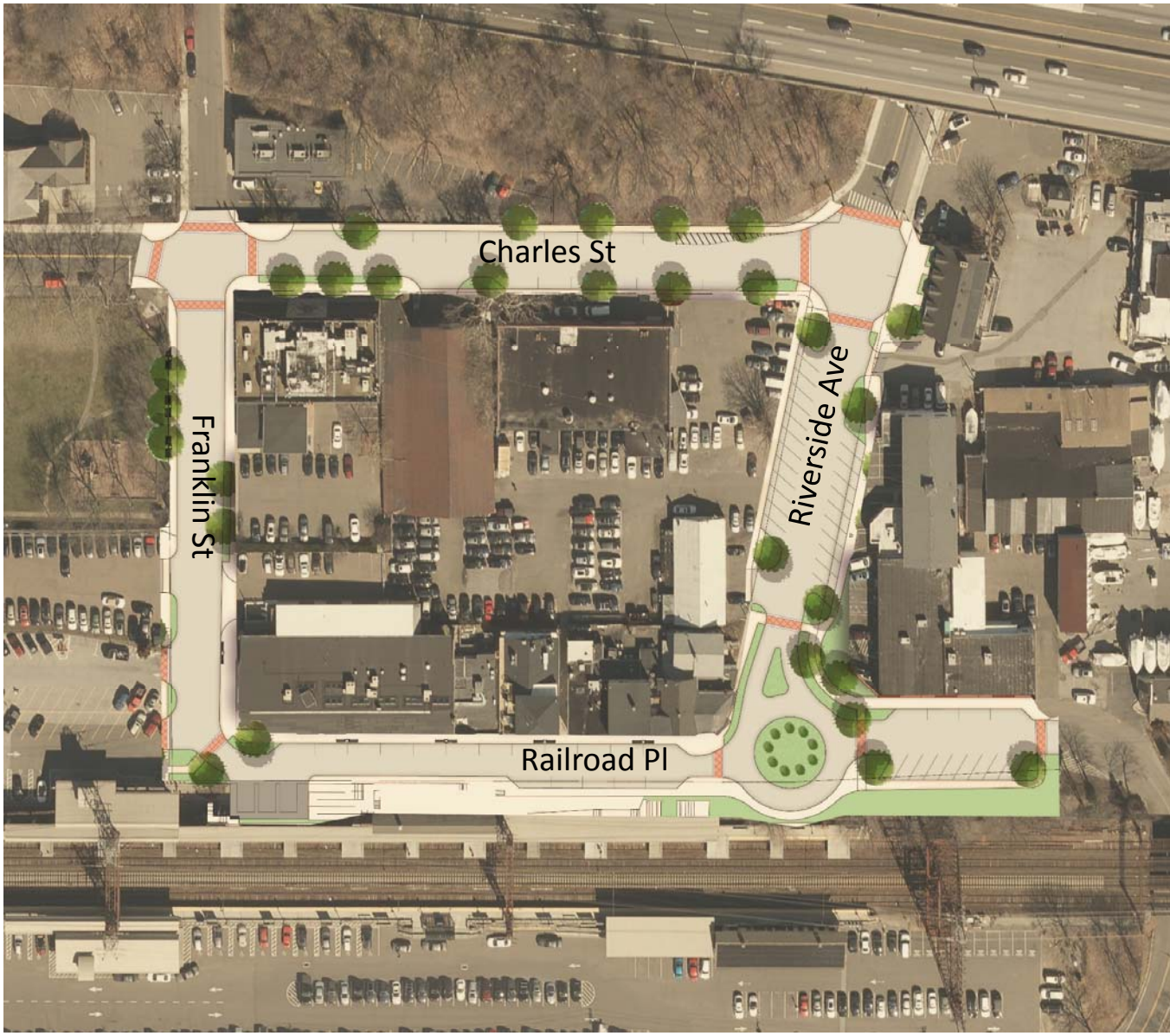

Saugatuck Center
Transit Oriented Design Master Plan

Westport, Connecticut

11.27.17 Presentation

BARTONPARTNERS
urban design + architecture + interiors

LANGAN

4WARD PLANNING

PAL
Public Archaeology Laboratory