



Saugatuck Center Transit Oriented Design Master Plan

Westport, Connecticut

09.19.17

BARTONPARTNERS
urban design + architecture + interiors

LANGAN

**4WARD
PLANNING**

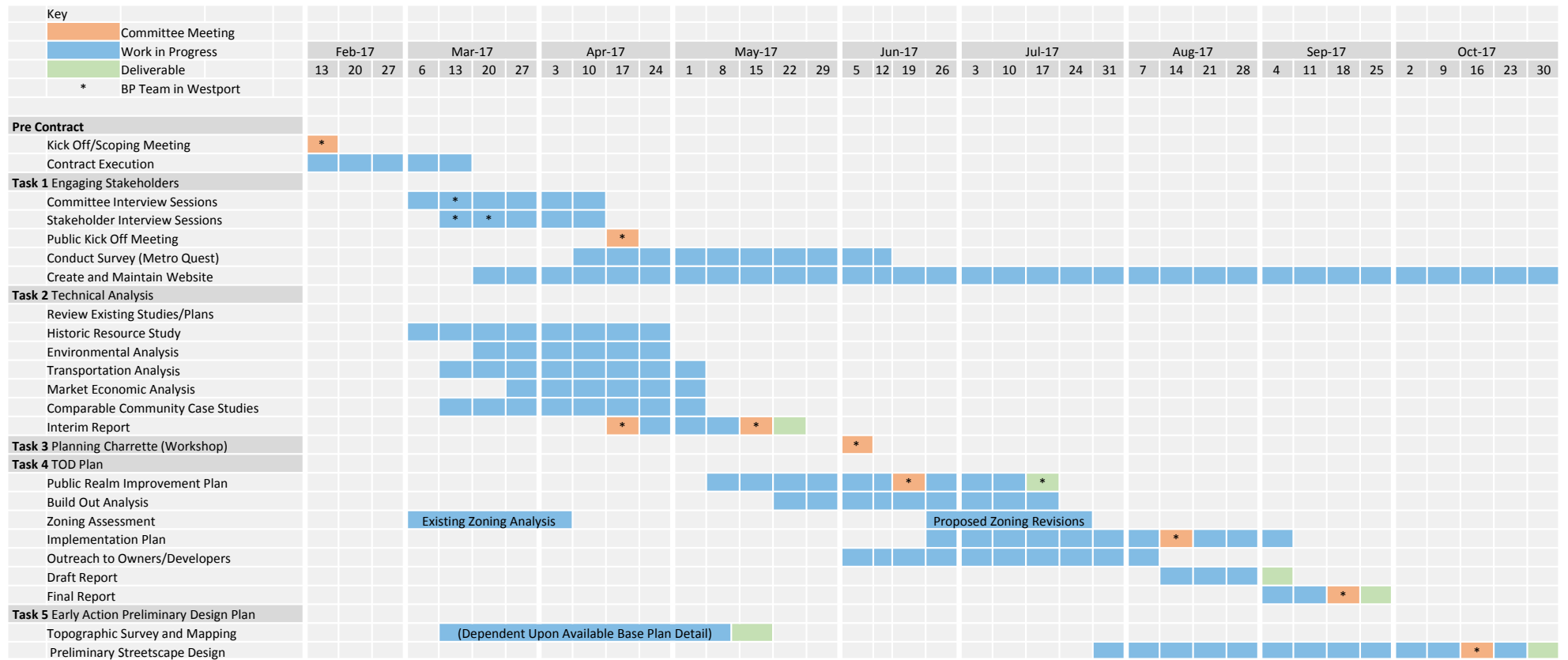
PAL
Public Archaeology Laboratory



Saugatuck

“A Gateway For Westport”

Prior Project Schedule



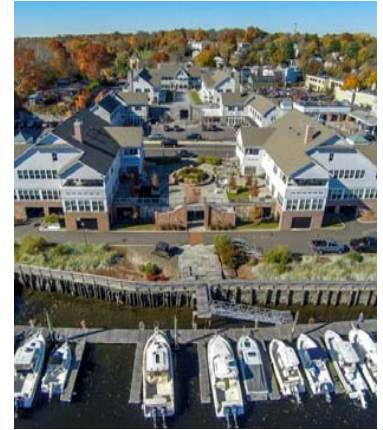
A blue-tinted photograph of a street scene. On the left, there is a concrete bridge or overpass structure supported by pillars. Several cars are parked along the street, including a dark SUV in the foreground on the right. Buildings line the street, and utility poles with wires are visible. The overall atmosphere is quiet and urban.

PART I

Review of Design Principles

Design Principles

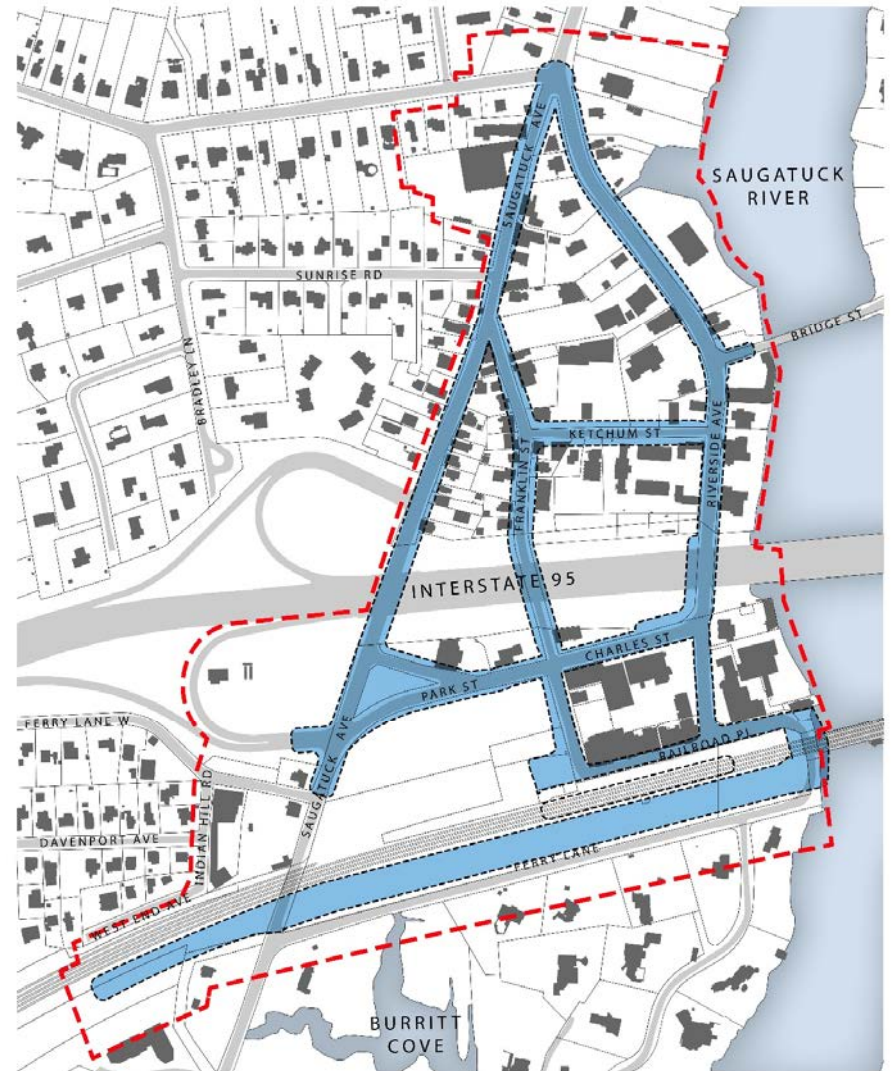
1. Enhance the pedestrian experience in Saugatuck with emphasis on:
 - Waterfront Access
 - Additional Civic/ Park Space
 - Sidewalk/ Streetscape/ Landscape/ Lighting Improvements throughout
2. Encourage and enhance multi-modal choices, including local transit service to the station, to reduce the demand 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



The Public Realm

Streets and Parking

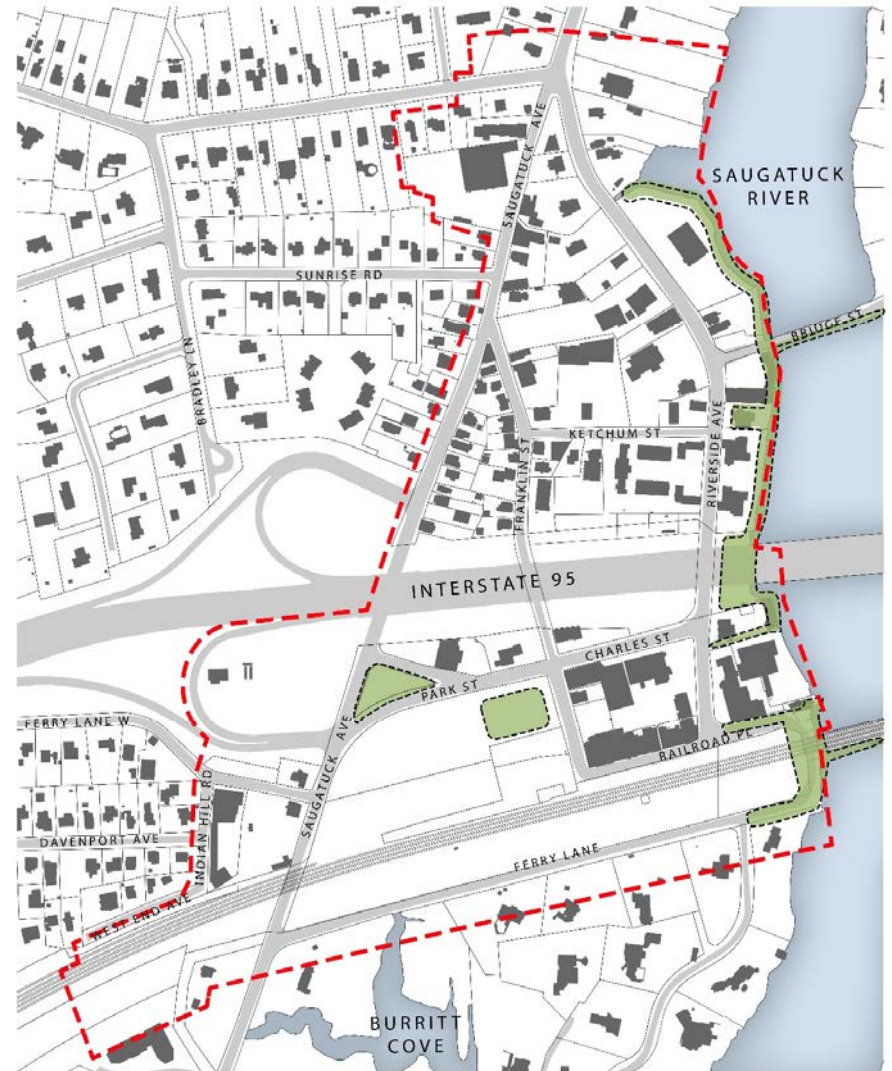
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The Public Realm

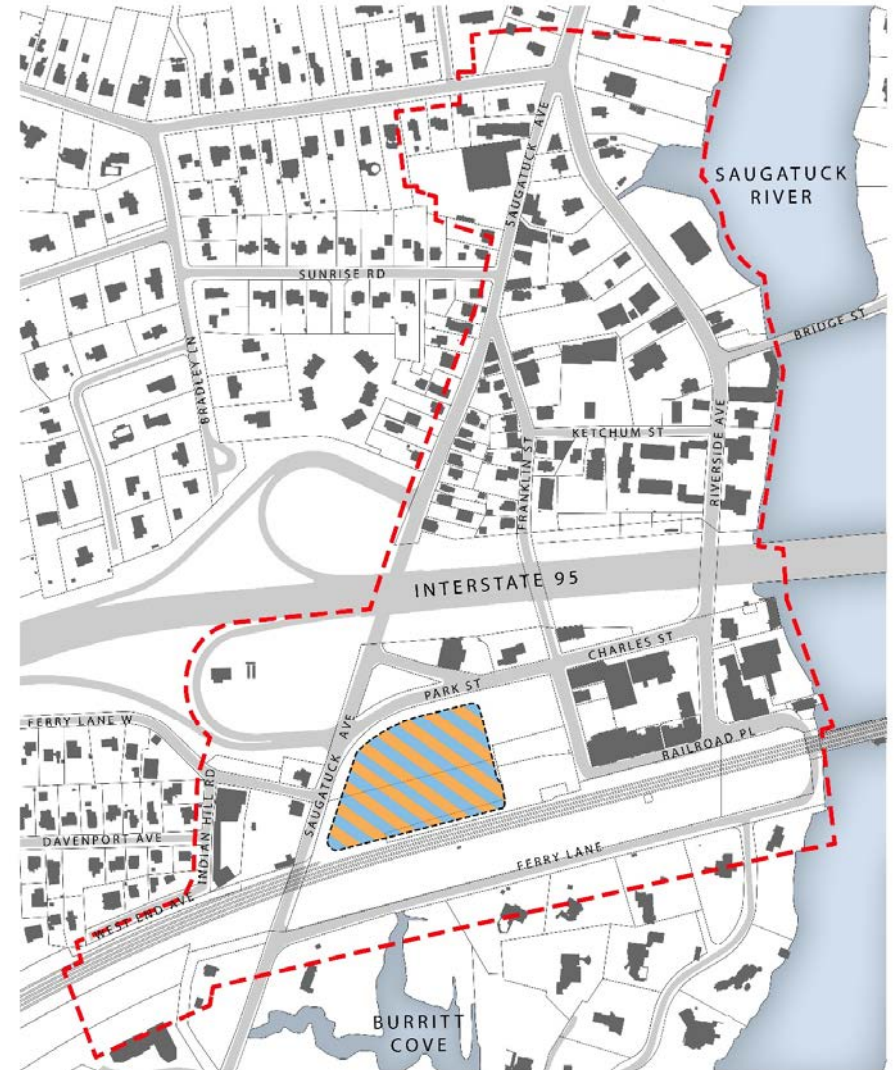
Waterfront and Parks

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Public/Private Opportunities

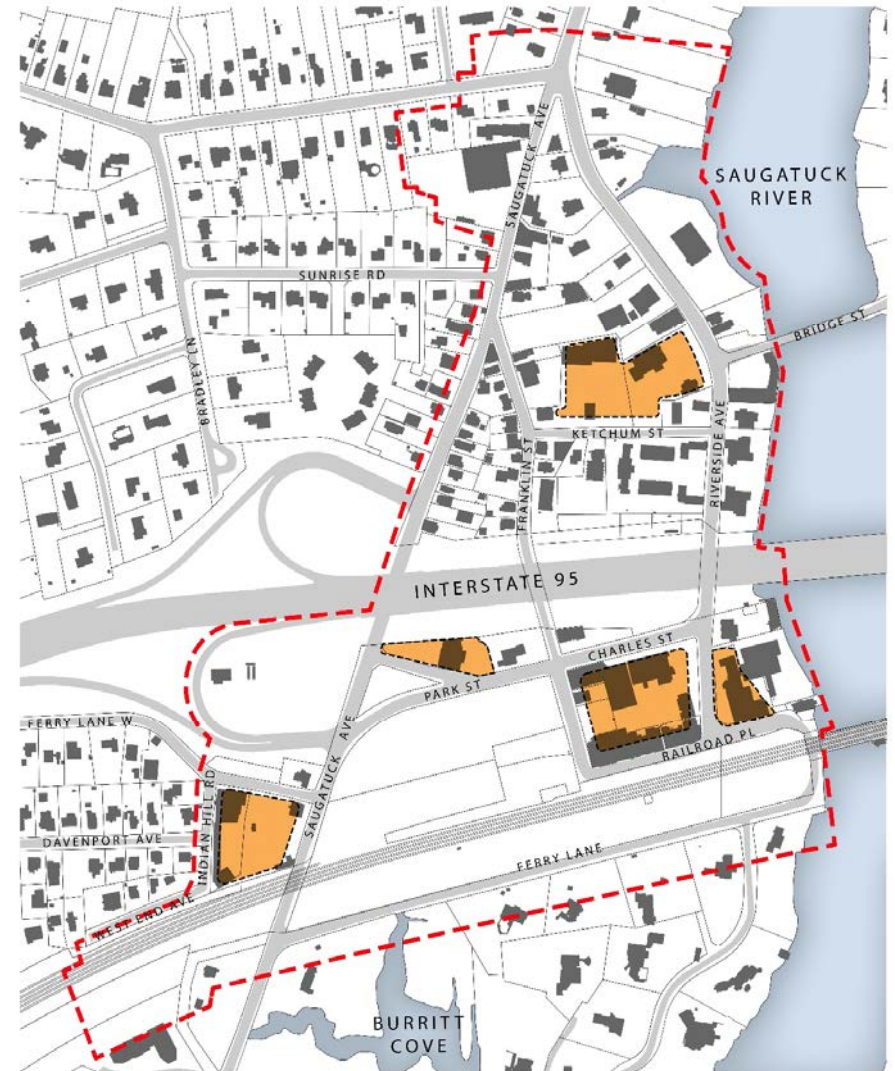
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The Private Realm

Private Property

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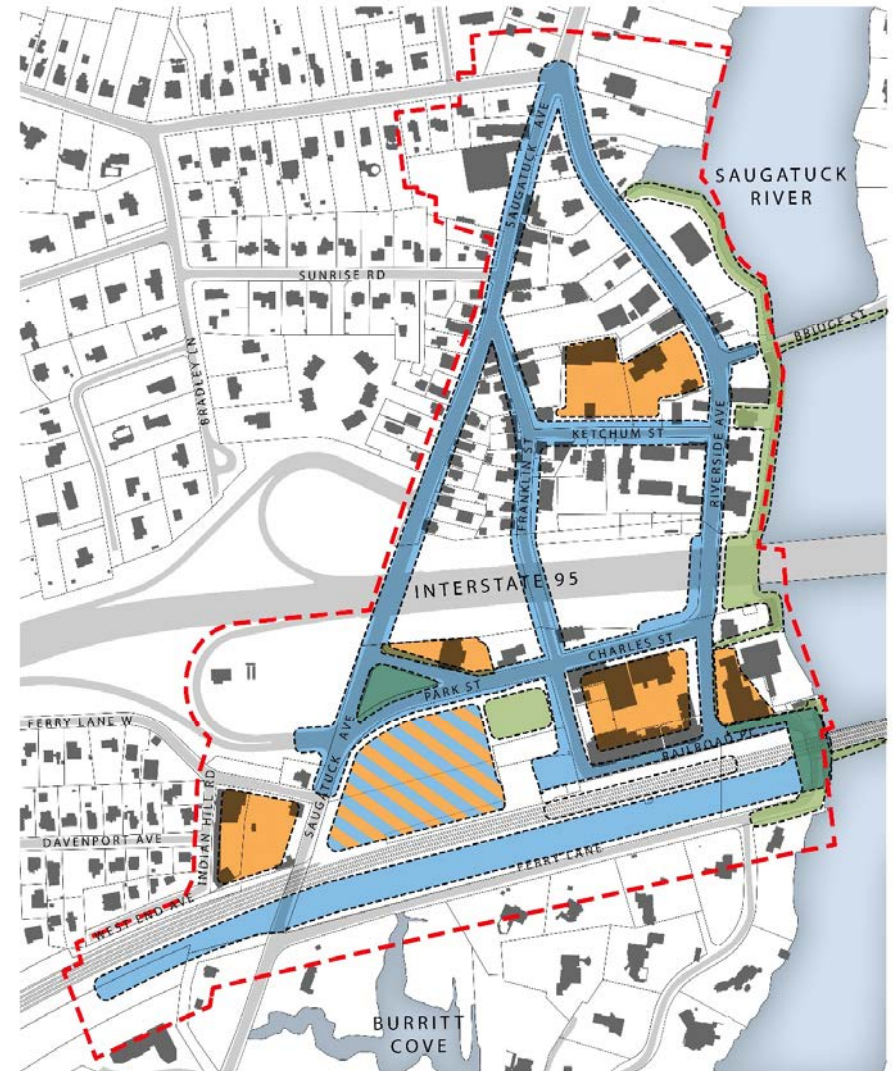


Plan Focus

Full Overview

SAUGATUCK

A Gateway for Westport



To: Saugatuck Transit Oriented Design Master Plan Steering Committee
From: Seth A. Shapiro – Project Lead
Email: sshapiro@bartonpartners.com
Date: July 17, 2017
Re: A Gateway for Westport – Public Realm Improvement Plan

The list below is keyed to the attached PDF diagram entitled “Public Realm Improvements”. This list and drawing, along with a series of illustrative recommendations for a selected subset of these areas, will be presented at our next Steering Committee Meeting on July 18, 2017. We wanted you to have this diagram as well as the descriptions provided below prior to our discussion. More detail will be presented when we are all together on Tuesday.

It is our intent for this discussion to confirm the prioritization of these subzones, as well as the general design/policy direction for each of these areas as described below and illustrated during our presentation. Much like the Design Principles, we are looking for the committee to provide your guidance and to eventually endorse the approach and priorities outlined here.

As your consultants, we have made a first pass at this prioritization. We chose what we believe to be the areas that will have the greatest impact on improving the public realm within Saugatuck. We look forward to a fruitful discussion on Tuesday.

1. Station Area North

- Improve curbing and sidewalks, including increased sidewalk width on Railroad Place. Create a dedicated kiss and ride at Franklin Street and Railroad Place. Modify travel lanes to introduce two-way travel on Franklin Street. Consider covered commuter pick up and drop off shelter at Franklin Street for transit/jitneys/shuttles/mini-bus. Create an improved private vehicle kiss and ride and drop off at Riverside Avenue and Railroad Place. Both locations should offer significant civic spaces with plazas, green spaces, lighting, shelter and a sense of place for commuters and retail patrons.

2. West Gateway at I-95

- Explore improvements for identity, signage, lighting, civic spaces and crosswalk enhancements to create a civic gateway to Saugatuck and Westport.
- Provide sidewalk and streetscape and lighting improvements along Saugatuck Avenue beneath I-95.
- Realign Park Street/Charles Street and I-95 ramps.

3. East Gateway at Bridge Street

- Install landscape improvements and traffic control alternatives.

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Philadelphia 1924 Dalmatry St. 3rd Floor | PA 19102

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- Explore regional traffic control alternatives such as no northbound left turn from Sherwood Island Connector onto Greens Farms Rd from 6am to 9am

4. Riverside Avenue /Charles Street (State Route 136)

- Provide sidewalk, bikeway and roadway improvements to enhance public safety, lighting, & crosswalks.
- Explore lane width reductions to enhance pedestrian safety while maintaining 25mph traffic flow.

5. Riverfront Public Enhancements

- Establish public access easements and incentives to create a connected network of walkway improvements on private land.
- Create a plan to utilize firehouse lot, parking lot beneath I-95, and “Ferry Lane Landing” as gateways to the Saugatuck Riverfront.
- Consider reducing Ferry Lane roadway underneath the railroad underpass to permit one-way vehicular travel and the creation of a safe and a welcoming sidewalk to enhance access to both the “Ferry Lane Landing” and to enhance pedestrian access to railroad bridge and the Saugatuck River.
- Consider a boardwalk along the riverfront and under the railroad bridge with a new stair to connect to the pedestrian bridge that connects westward to the train station and eastward across the Saugatuck River to nearby neighborhoods.

6. Ferry Lane Lot (Lot 3)

- Reconfigure portions of Ferry Lane and parking lot 3 with bi-directional angled parking and a pedestrian pathway in middle of the parking aisles.
- Consider a 2-level parking deck along the western side of Lot 3 to follow the existing topographic change in an effort to consolidate the parking footprint as well as provide a more defined pedestrian link. Incorporate a southern facing green wall into parking structure.

7. North Gateway at Treadwell

- Install crosswalks and enhanced landscape. Eliminate left onto Sunrise, permit left (with signal) on Treadwell from Saugatuck Avenue. Adjust traffic light timing as needed.
- Install a modern round-a-bout.

8. Saugatuck Avenue North

- Explore roadway lane width reduction, thereby improving sidewalks and overall streetscapes, especially on the east side. Not enough room on west side to enhance.

9. South Gateway at Saugatuck Avenue Railroad Underpass and Ferry Lane Intersection

- Relocate unsafe pedestrian link under railroad bridge by creating an enhanced pedestrian walkway along the Ferry Lane Lot (See 12, Ferry Lane Lot.)
- Explore a boulevard concept with two one-way lanes and angled parking west of the train station while reconfiguring Ferry Lane traffic flow.
- Consider pedestrian crosswalk roadway flashing signals at numerous locations along Saugatuck Avenue
- Consider creating a center island for increased pedestrian safety at crosswalk linking Lot 4 and Lot 3.
- Enhance as Gateway with improved lighting, signage etc.

10. Ketchum Street and Franklin Street North

- Limited to simple streetscape improvements. Explore Design Guidelines to support more pedestrian friendly residential and commercial frontages (stoops and front porches, plazas and entries along streets). Integration with private realm improvements.

11. Luciano Park

- Enhance existing condition as multi-use recreation mini field OR
- Change to a multi-use public plaza, with food trucks and flexible programming OR
- Preserve and enhance the Park for civic space in support for surrounding future development (private investment for off-site improvements).

12. The Station

- Consider bike and pedestrian access link improvements, especially to underpasses.
- Improve signage and wayfinding improvements

13. Riverside Avenue North

- Sidewalk and roadway improvements with addition of bike lanes and removal of one parallel parking lane.

14. Lot 8 (Within Interchange)

- Landscape, Lighting, Crosswalks and lot striping improvements, with integration of the west gateway enhancements (See 2. West Gateway at Saugatuck Avenue).

15. Lot 4

- Landscape, Lighting, Crosswalks and Lot Striping Improvements.

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A Gateway for Westport

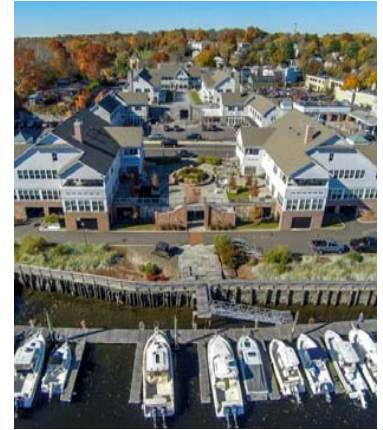
A blue-tinted photograph of a street scene. On the left, a train is visible on tracks, partially obscured by a concrete structure. The street is paved and has several cars parked along the right side. On the right, there are multi-story buildings, some with storefronts. An American flag is visible on one of the buildings. The sky is overcast. The text "PART II" and "Draft TOD Master Plan" is overlaid in white, bold, sans-serif font in the center of the image.

PART II

Draft TOD Master Plan

Design Principles

1. Enhance the pedestrian experience in Saugatuck with emphasis on:
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“Other Rules”

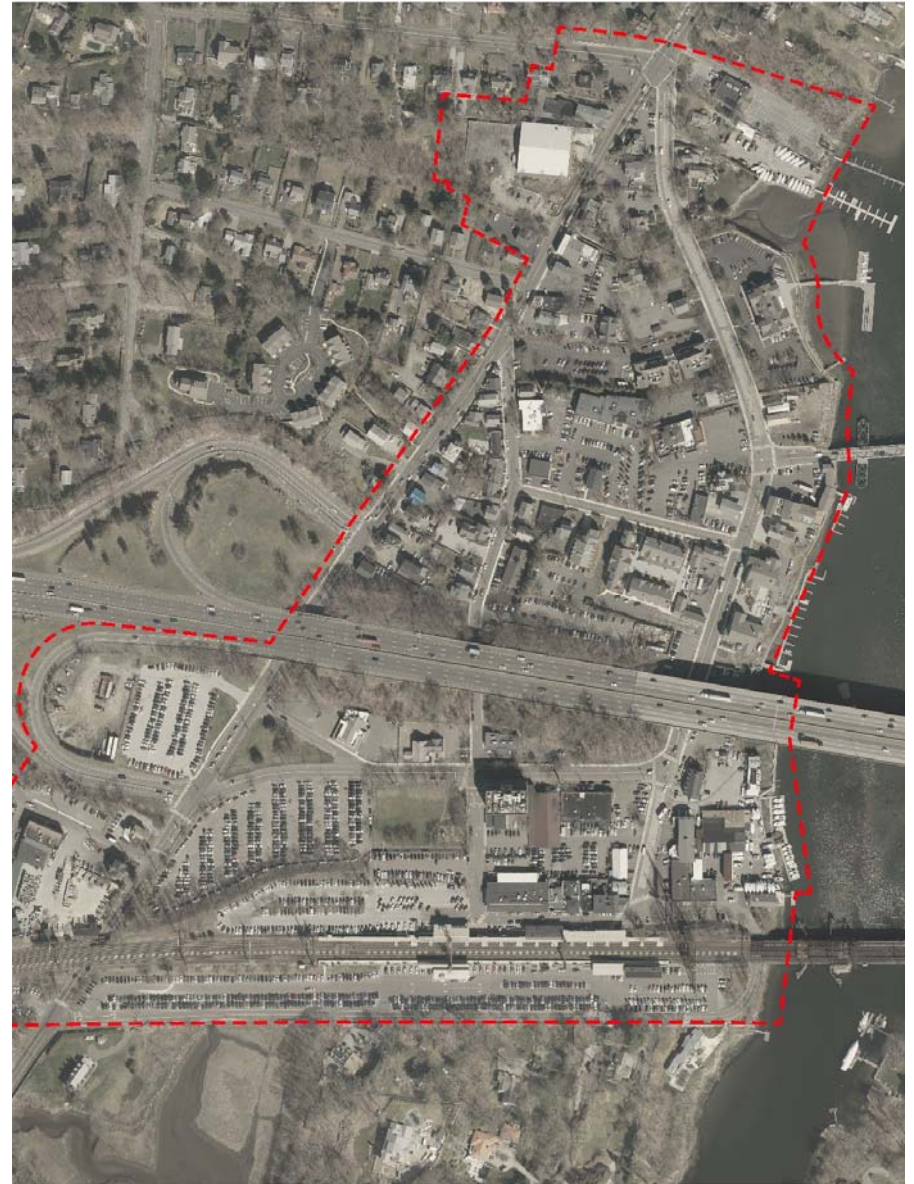
1. No Multi-Story Parking Garages
2. No Buildings Taller than 2.5 to 3 Stories
3. No Buildings with Footprints Greater than 20,000 SF



Draft TOD Master Plan

Existing Conditions

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Near-Term (1 to 3 Years) Public Realm

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Near-Term (1 to 3 Years) Private Redevelopment

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Near-Term (1 to 3 Years)

Public + Private Realm



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Public Realm (1 to 3)

- Franklin Street Angled Parking

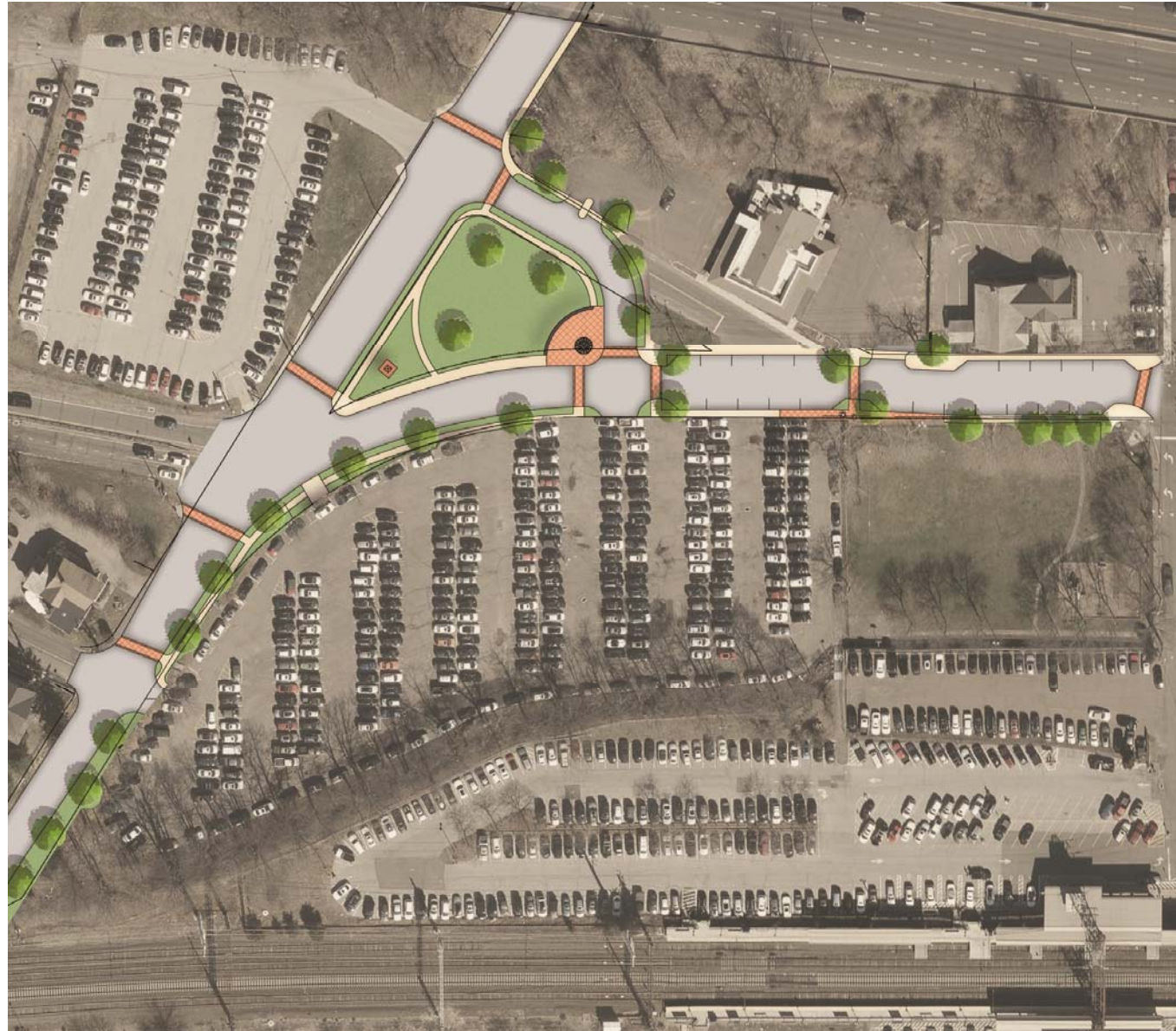
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Public Realm (1 to 3)

- West Gateway at I-95

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Public Realm (1 to 3)

- Station Area North

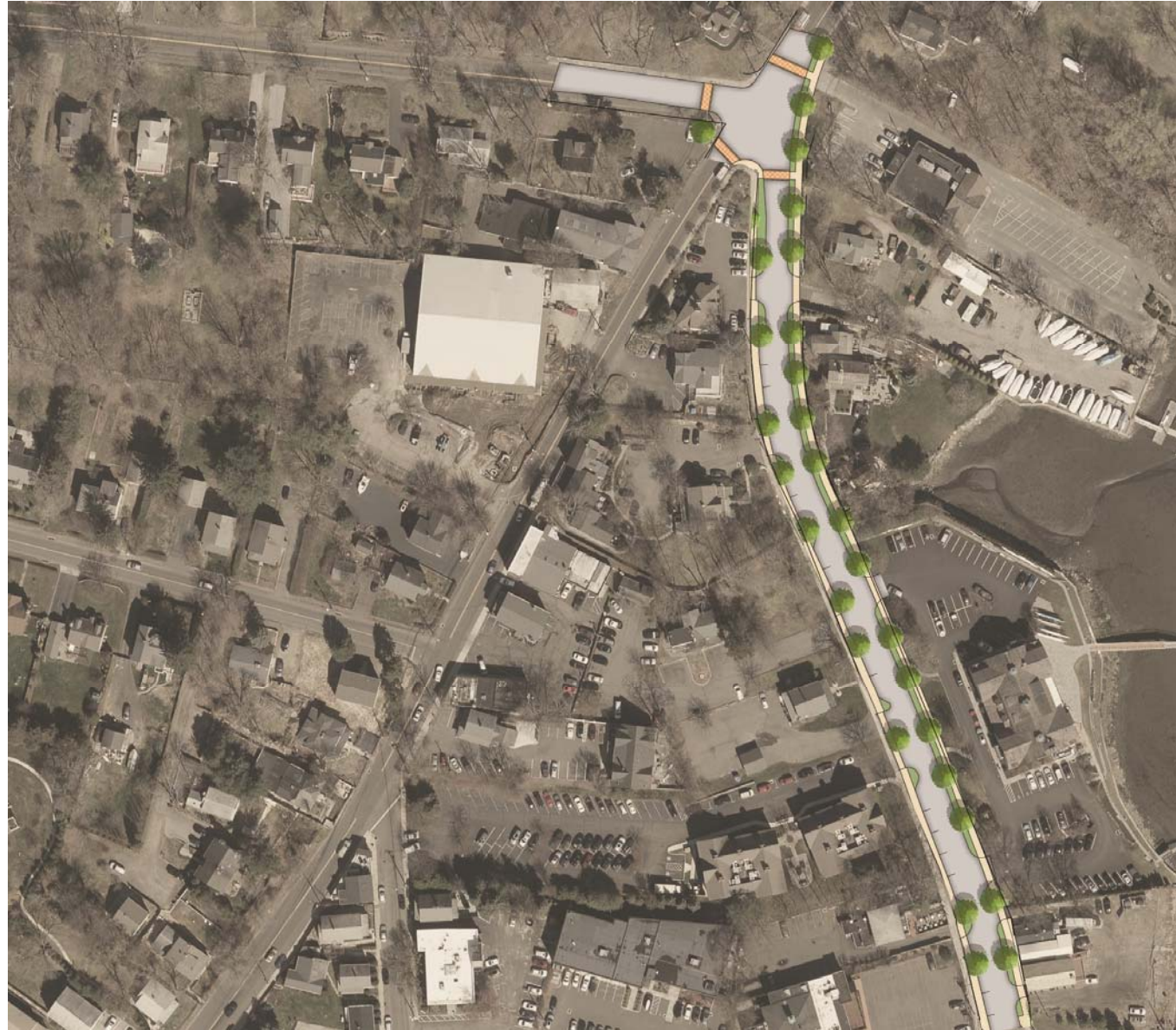
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Public Realm (1 to 3)

- North Gateway at Treadwell
- Riverside Avenue North

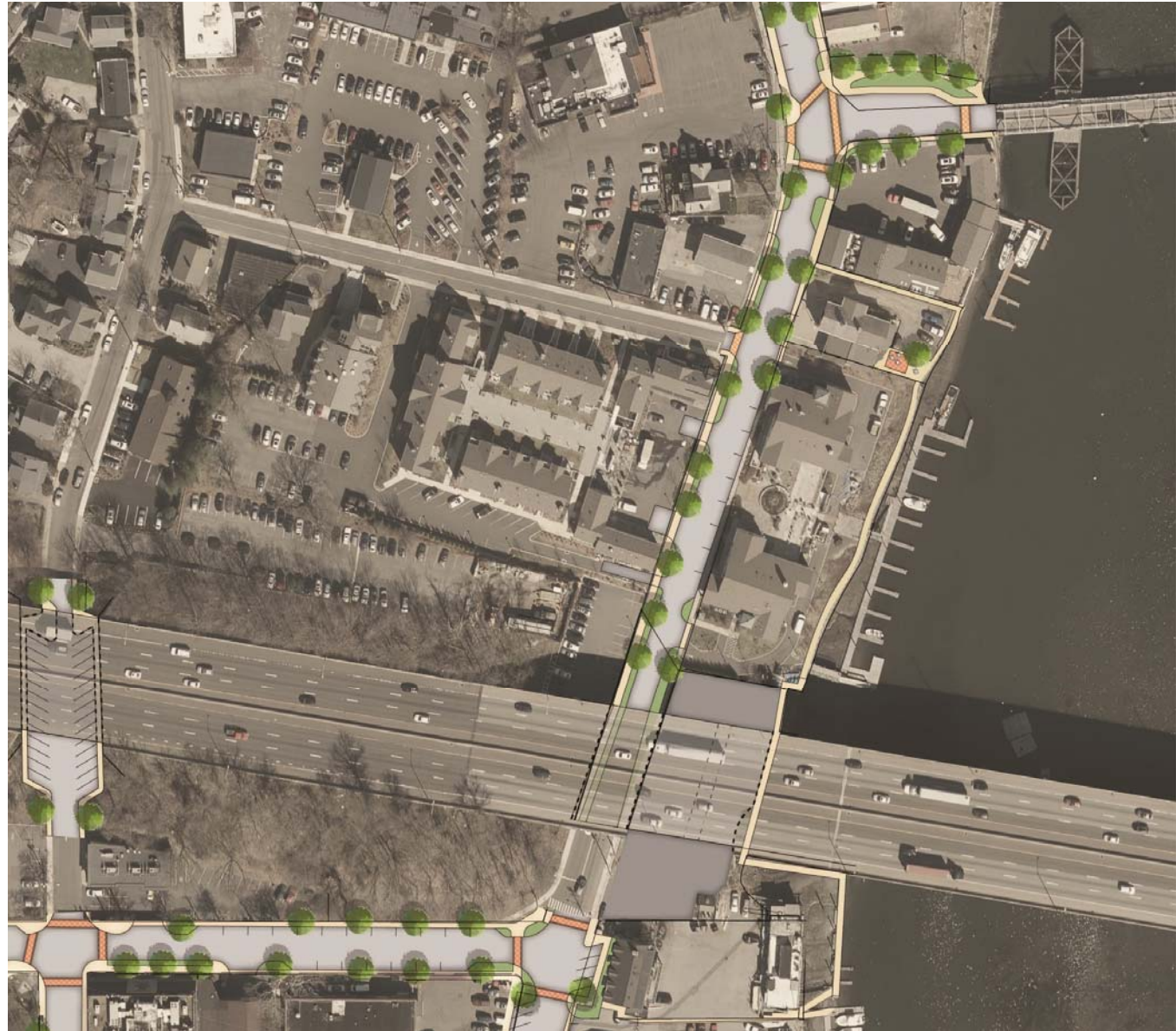
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Public Realm (1 to 3)

- Bridge Street Gateway East
- Riverside Avenue – I-95 to Bridge St
- Fire Station Riverfront Access

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Private Realm (1 to 3)

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Private Realm (1 to 3)

- Market on Park St

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Private Realm (1 to 3)

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Private Realm (1 to 3)

- Station Area North
 - Franklin St
 - Charles St
 - Riverside Ave
 - Railroad Place

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Private Realm (1 to 3)

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Private Realm (1 to 3)

- Former Button Factory/ Post Office Site

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Private Realm (1 to 3)

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Private Realm (1 to 3)

- Parker House Site Improvements

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Private Realm (1 to 3)

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Private Realm (1 to 3)

- Fire Station River Access Improvements

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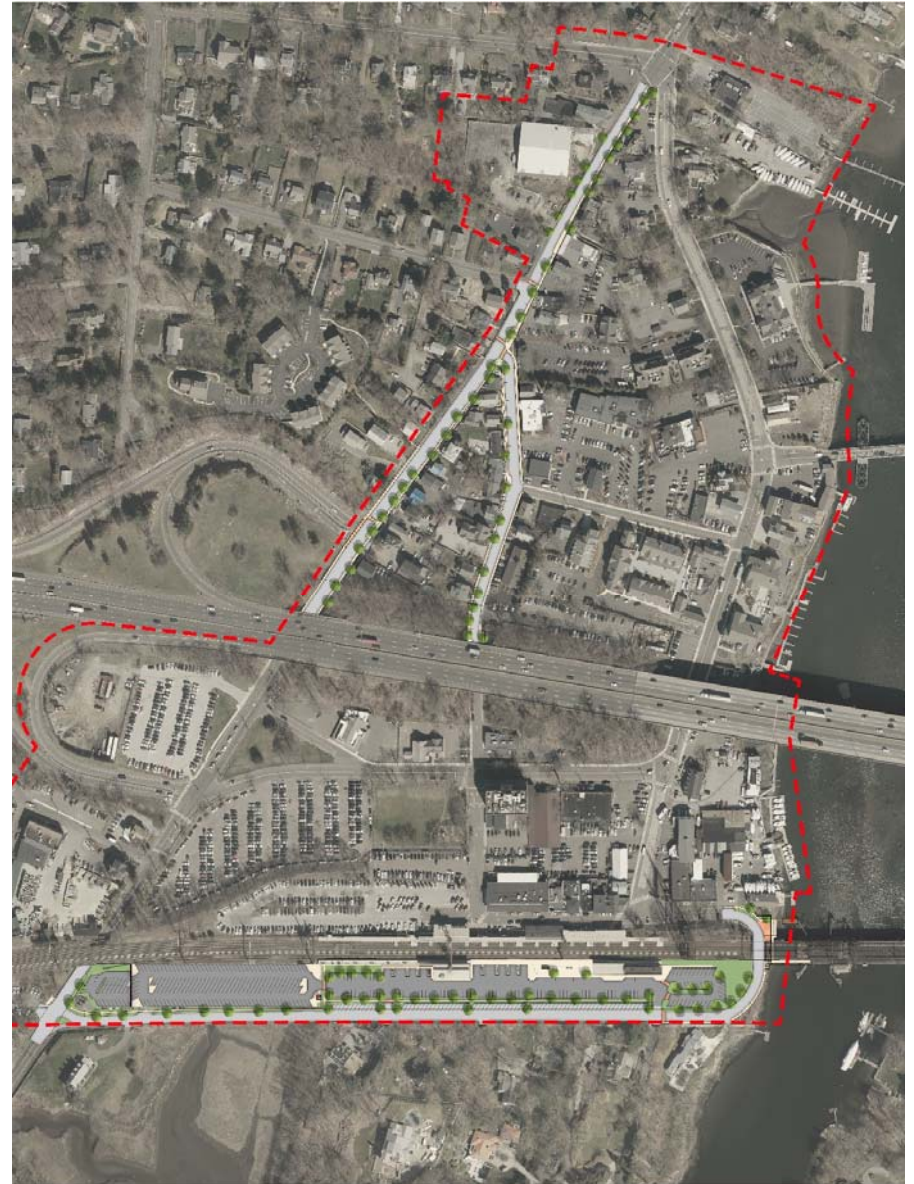
Near-Term (1 to 3 Years) Public + Private Realm

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Mid-Term (4 to 7 Years) Public Realm

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Mid-Term (4 to 7 Years) Private Redevelopment

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Mid-Term (4 to 7 Years) Public + Private Realm



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Public Realm (4 to 7)

- Ferry Lane Landing

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Public Realm (4 to 7)



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- Ferry Lane Streetscape & Parking Improvements at Lot 3

Public Realm (4 to 7)

- Ferry Lane – Two Level Parking

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Public Realm (4 to 7)

- Saugatuck Avenue

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Public Realm (4 to 7)

- Franklin Street

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Private Realm (4 to 7)

- Rizzutto's Site

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Private Realm (4 to 7)

- Gault Site – Ketchum Street

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Mid-Term (4 to 7 Years) Public + Private Realm

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Mid-Term (4 to 7 Years) Public + Private Realm



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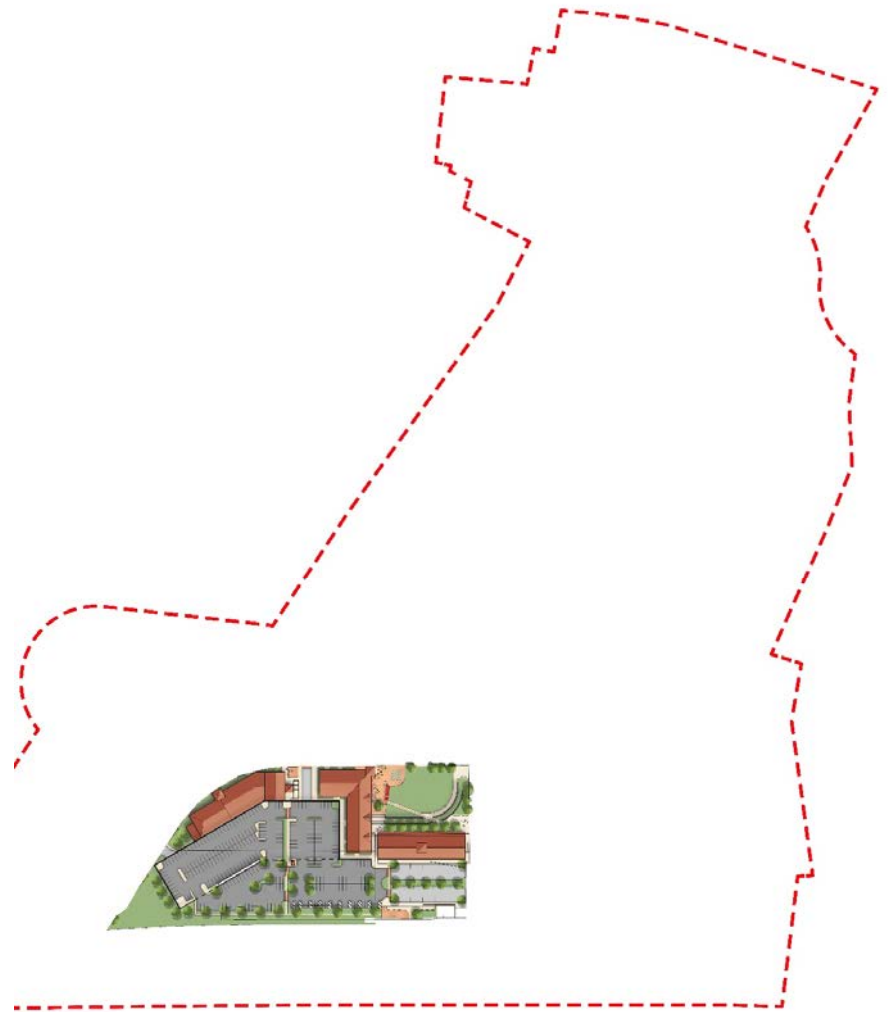
Long-Term 7-10 Years

- Public/ Private Partnership at Lot 1

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Long-Term
7-10 Years



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Long-Term 7-10 Years

- Public/ Private Partnership
at Lot 1

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Long-Term
7-10 Years

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Long-Term Public + Private Realm



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Early Action Plan

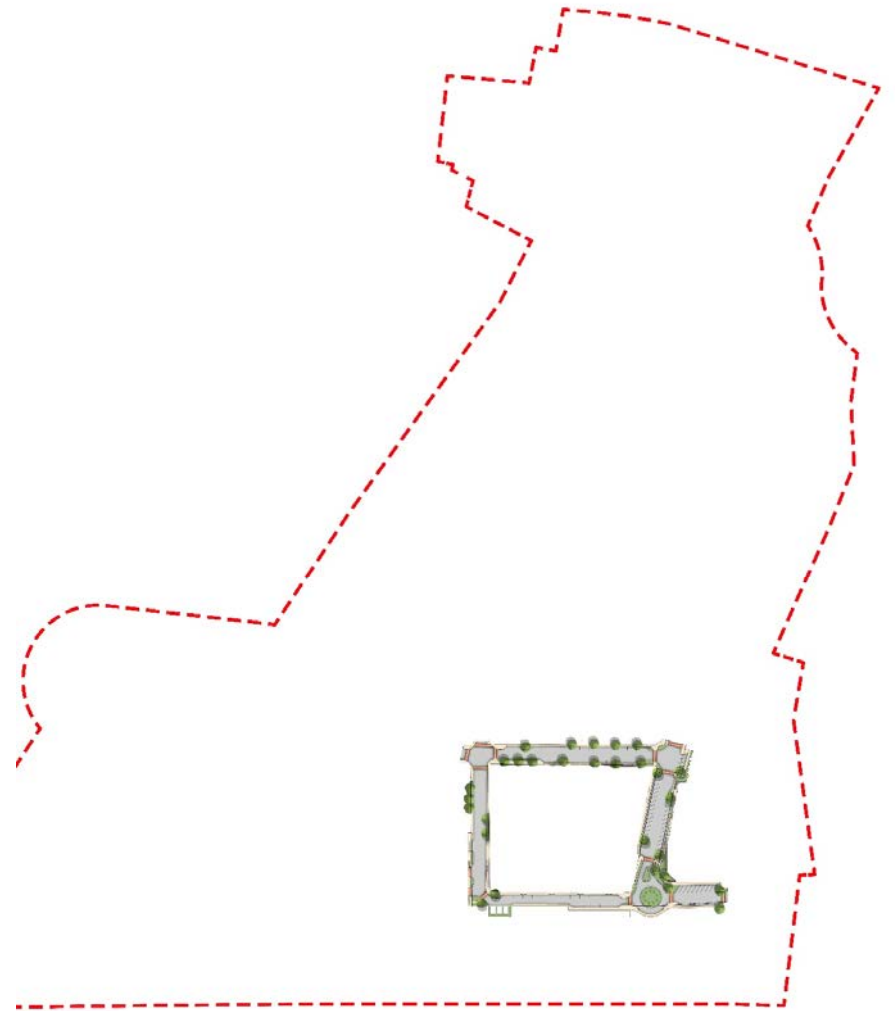
- Station Area North
 - Franklin Street
 - Charles Street
 - Riverside Ave
 - Railroad Place

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Early Action Plan

- Station Area North
 - Franklin Street
 - Charles Street
 - Riverside Ave
 - Railroad Place



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Early Action Plan Public Realm

- Station Area North
 - Franklin Street
 - Charles Street
 - Riverside Ave
 - Railroad Place

Existing On Street Spaces
Proposed On Street Spaces

56
86

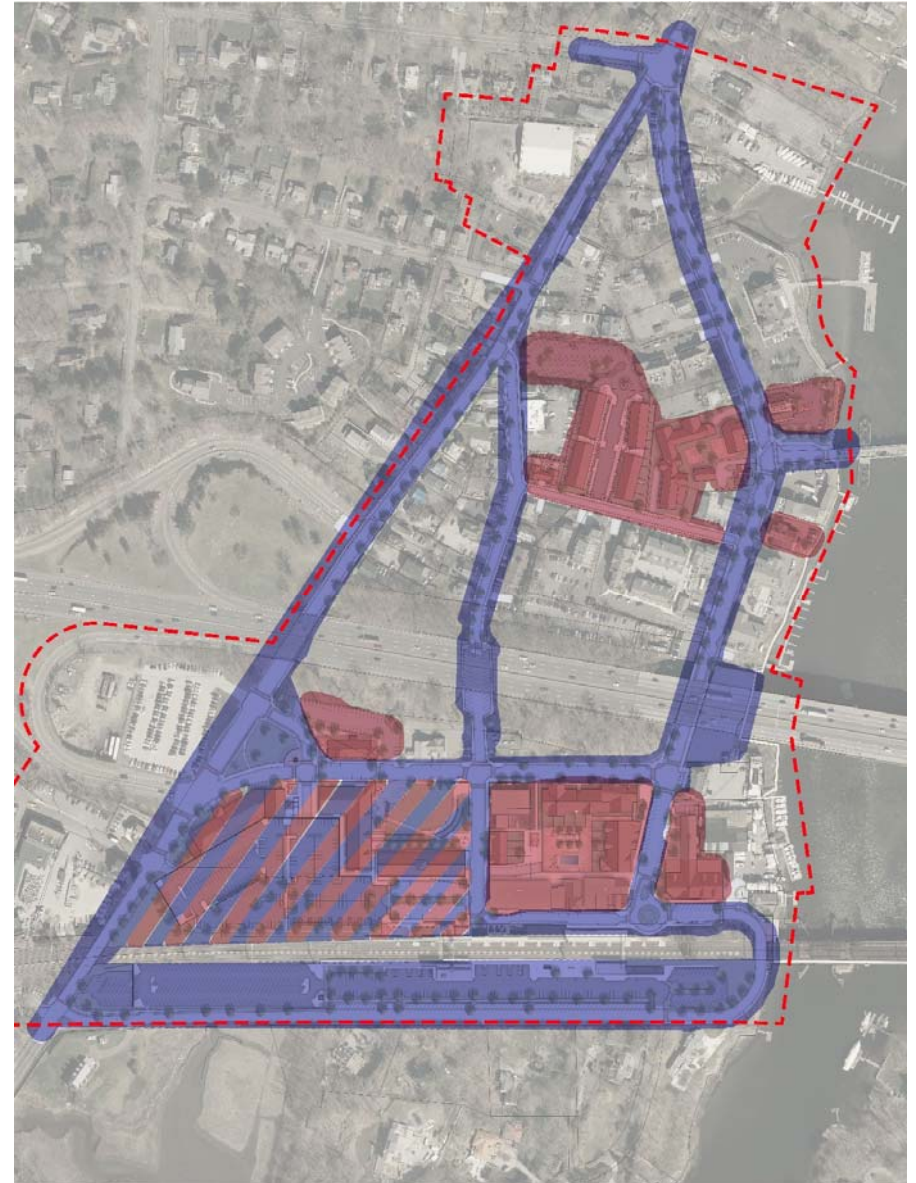
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Public+ Private Realm

- Public Realm
- Private Realm
- Public/ Private Realm

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Draft Illustrative Plan

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A blue-tinted photograph of a street scene. On the left, there is a concrete bridge or overpass structure supported by pillars. Below it, a stone wall runs along the edge of the road. Several cars are parked along the right side of the street. In the background, there are various buildings, including a two-story white building and a brick building with an American flag. The sky is overcast. The text "PART III" and "Parking Strategy" is overlaid in white in the center of the image.

PART III Parking Strategy



Parking Conditions

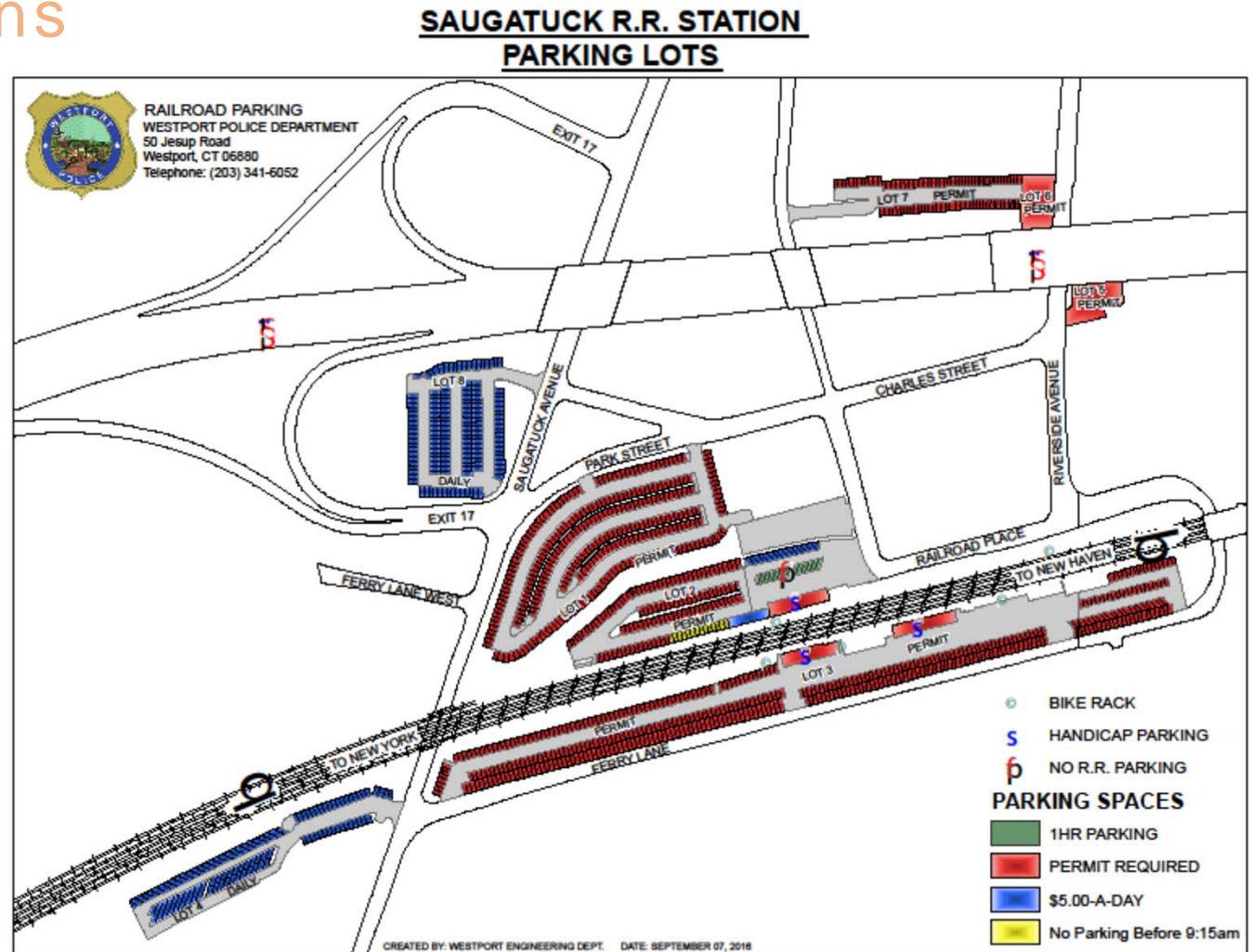
Existing Count

Lot 1 – 305 spaces (All Permit)
 Lot 2 – 214 spaces (29 Daily Use)
 (22 Hourly)
 Lot 3 – 472 spaces (All Permit)
 Lot 4 – 113 spaces (All Daily Use)
 Lot 5 – 59 spaces (All Permit)
 Lot 6 – 12 spaces (All Permit)
 Lot 7 – 71 spaces (All Permit)
Lot 8 – 206 spaces (All Daily Use)

Total – 1,452 spaces (1430 for transit)
 (348 Daily Use Spaces)
 (1,021 Permit Spaces)
 (22 Hourly Spaces)
 (61 Other)

Street Parking – 56 spaces

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Parking Conditions

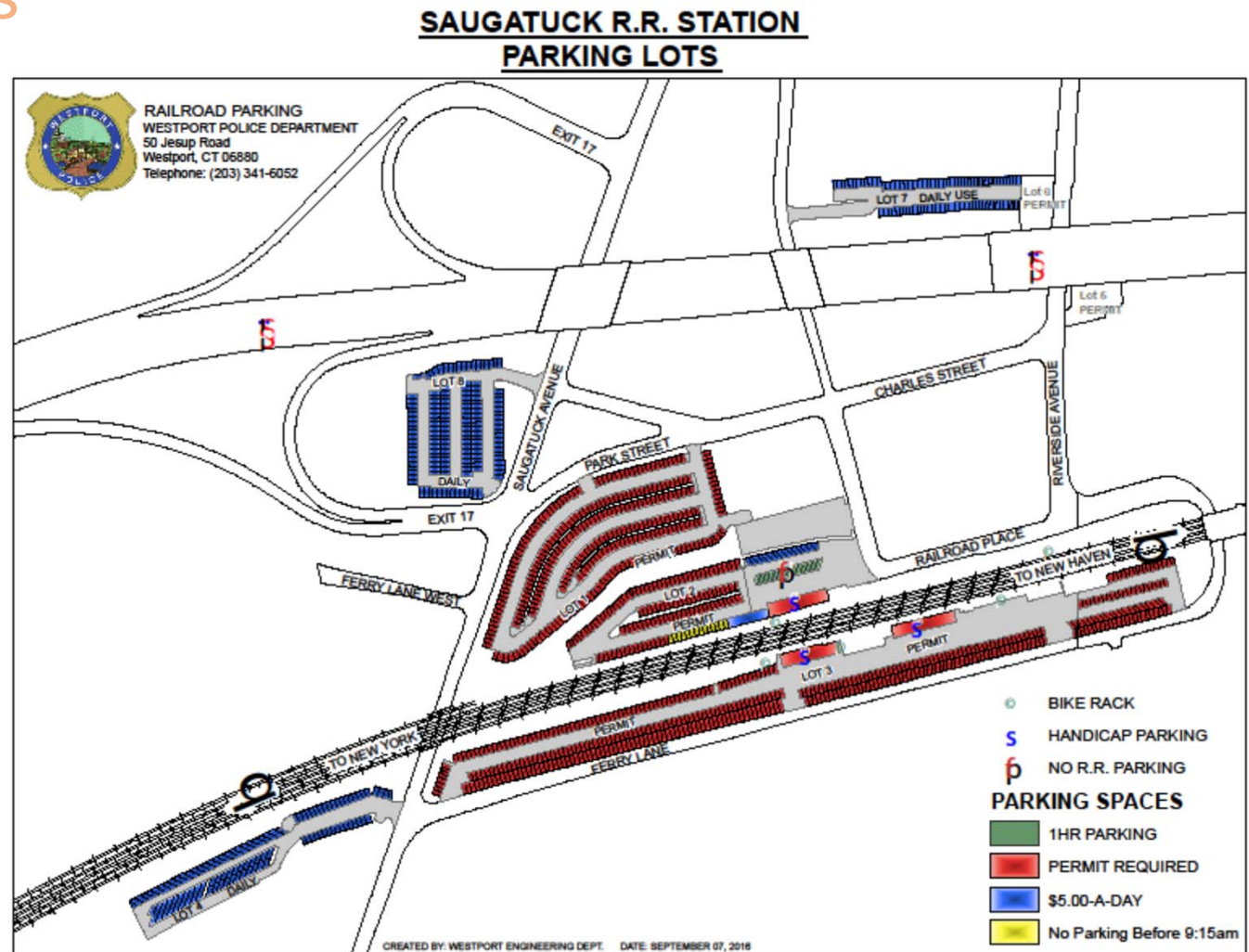
Proposed Count

Lot 1 – 482 spaces (All Permit)
 (Combined with Lot 2)
 Lot 3 – 575 spaces (All Permit)
 Lot 4 – 113 spaces (All Daily Use)
 Lot 5 – 59 spaces (Hourly)
 Lot 6 – 12 spaces (Hourly)
 Lot 7 – 71 spaces (All Daily Use)
 Lot 8 – 206 spaces (All Daily Use)

Total – 1,518 spaces (1447 for transit)
 (390 Daily Use Spaces)
 (1,057 Permit Spaces)
 (71 Hourly Spaces)

Street Parking – 86 spaces (30 new)
 Designated Jitney – 14 Spaces

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A blue-tinted photograph of a street scene. On the left, there is a building with a covered walkway and a stone wall. Several cars are parked along the left side of the street. On the right, there are more buildings, including one with a sign that says "ARTIST" and an American flag. A dark SUV is parked in the foreground on the right. The street is paved and has some cracks. The sky is overcast. The text "Q & A" is overlaid in the center of the image.

Q & A