

- Additional responses received indicated that developers would consider providing spaces if they could receive a reduction of 2 spaces for every 1 car share space.

Question #3 - Underutilized Parking within Downtown (Yankee Doodle Garage)

Developers offered the following opinions on why there is underutilized parking near the Yankee Doodle garage in Downtown Norwalk:

- Lack of good development around the garage. Restaurants and retail are needed to activate the area.
- The uses in the area are general low-intensity; there is virtually no one living in the area.
- Not connected; no wayfinding; not pleasing to use; too expensive.

Question #4 - Bicycling/Bike Sharing

Developers provided the following responses to questions regarding increased bicycle usage and bike sharing programs within Downtown Norwalk:

- 60% of respondents believe that increased bicycling within Downtown would reduce the demand for cars and parking.
- While all respondents stated that they would provide spaces within their developments for a bike sharing program, they believe that the effect of increased bicycling within downtown would potentially reduce parking needs by 5% or less.
- Additional responses received indicated that providing spaces for bicycles in garages would not be hard; however the effect of doing so on parking would be very small.

Question #5 - Parking Supply near Development

Developers had the following responses when asked whether they would consider using an ample parking supply located within 1,000 feet of their development to satisfy some of their parking needs:

- 80% of respondents stated that they would consider using another ample parking supply, if it was available within 1,000 feet of their development.
- Respondents stated that the closer the parking is to their development the better it would be.
- Respondents stated that residential and retail tenants would be the most resistant to off-site public parking.
- One (1) respondent stated that a lifetime purchase would work best to secure the spaces, while another respondent preferred an annual lease.
- Additional responses received indicate that public garages are necessary to make downtown retail, restaurants and entertainment viable. They are also great for meeting excess office parking needs. They do not work well for downtown residential as parking near apartments is a critical rental decision and lack of it reduces rents.

Question #6 - Unbundling of Parking Costs

Developers provided the following responses to questions regarding unbundling and repurposing strategies that they might use to more efficiently use surplus parking:

- 50% of respondents replied that they would consider unbundling parking costs from the sale of residential units.
- While 100% of respondents said they would consider leasing surplus parking to the City, only 75% stated they would lease the surplus spaces to a nearby development via a long-term lease.

Questions #7 and #8 - Norwalk's Parking Requirements

Developers offered the following responses when asked about Norwalk's shared parking allowances as well as parking minimums and maximums:

- 100% of respondents are familiar with Norwalk's shared parking allowances.
- 100% of respondents agreed that the elimination of parking minimums in Downtown would have an effect on the number of spaces developers build.
- 50% of respondents stated that parking maximums could kill a project, and would continue to be a problem even with the presence of a high-quality transit circulator and unbundling.

Question #9 - Walking Distances to Parking

Developers shared their opinions on how far they thought people would walk to certain uses:

- Retail – 75% of respondents stated 800 feet/3 minutes or less; while 25% said one-quarter mile/5 minutes.
- Office – 25% stated hardly at all; 50% of respondents stated 800 feet/3 minutes or less; while 25% said one-quarter mile/5 minutes.
- Residential - 75% stated hardly at all; while 25% said one-quarter mile/5 minutes.
- Restaurant - 75% of respondents stated 800 feet/3 minutes or less; while 25% said one-quarter mile/5 minutes.

Question #10 - Parking-related Impediments to Development

Developers provided the following thoughts regarding the primary parking-related impediments to development in Downtown Norwalk, and what measures the City should use to maximize parking opportunities:

- The development of a strong service corridor that is retail in nature is critical to the success of the development of the Urban Core.
- Wayfinding - at every access point to Norwalk and at parking facilities.
- Respondents think the developers in Norwalk are pretty smart and lessening the minimum amount of parking or providing maximums would allow the developers to determine the

amount of spaces to make their projects viable. No one wants to under park their project therefore setting it up to fail. Give the developers some flexibility.

- Respondents also believe the current levels of parking with the zoning regulations should be reduced and the amount of sharing allowed should be increased. They also believe the on-street parking spaces should be counted in front of buildings. We need new development not more empty parking. Construction of new municipal parking lots or garages should result in credits to reduce zoning requirements further.