

APPROVED

July 13, 2004
Common Council of
The City of Norwalk

WALL STREET REDEVELOPMENT PLAN

Norwalk, Connecticut

Summer 2004

GENERAL STATUTES OF CONNECTICUT
Revised to January 1, 2003

TITLE 8

ZONING, PLANNING, HOUSING, ECONOMIC AND COMMUNITY DEVELOPMENT AND HUMAN RESOURCES

CHAPTER 130

DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT: REDEVELOPMENT AND URBAN RENEWAL; STATE AND FEDERAL AID; COMMUNITY DEVELOPMENT; URBAN HOME-STEADING SEC. 8-125

(c) A "redevelopment plan" shall include: (1) A description of the redevelopment area and the condition, type and use of the structures therein; (2) the location and extent of the land uses proposed for and within the area, such as housing, recreation, business, industry, schools, civic activities, open spaces or other categories of public and private uses; (3) the location and extent of streets and other public utilities, facilities and works within the area; (4) schedules showing the number of families displaced by the proposed improvement, the method of temporary relocation of such families and the availability of sufficient suitable living accommodations at prices and rentals within the financial reach of such families and located within a reasonable distance of the area from which they are displaced; (5) present and proposed zoning regulations in the redevelopment area; (6) any other detail including financial aspects of redevelopment which, in the judgment of the redevelopment agency authorized herein, is necessary to give it adequate information

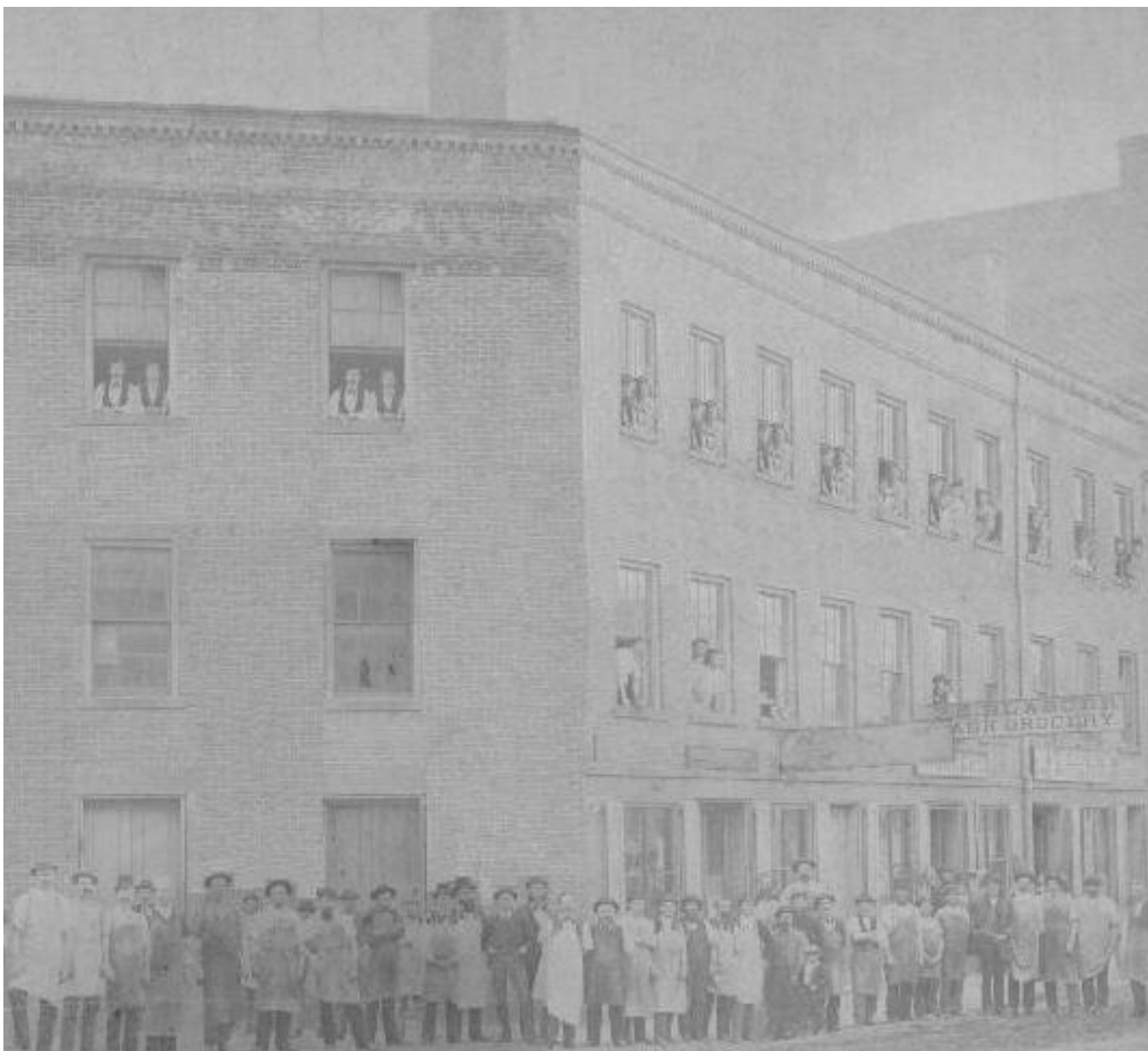


Figure 1: Pottery Factory on Wall Street, ca. 1890, courtesy the Norwalk Historical Society

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

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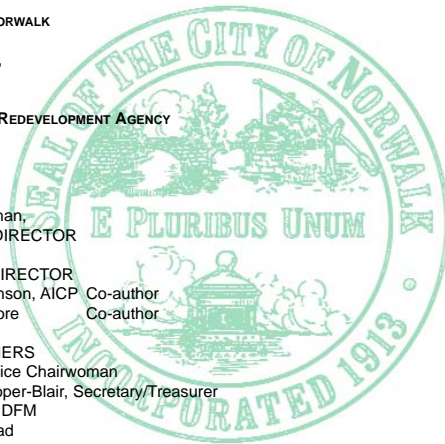
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TABLE OF CONTENTS

INTRODUCTION.....	PAGE 3
VISION.....	PAGE 5
GOALS, OBJECTIVES, & STRATEGIES.....	PAGE 5
 I. DESCRIPTION OF THE AREA [SEC. 8-125(c)(1)].....	PAGE 9
SITE.....	PAGE 9
TYPES AND USES OF STRUCTURES.....	PAGE 9
MAP 1: PROJECT AREA.....	PAGE 10
PREVAILING CONDITIONS.....	PAGE 11
 II. LAND USE [SEC. 8-125(c)(2)].....	PAGE 17
MAP 2: EXISTING LAND USES.....	PAGE 17
LOCATION AND EXTENT OF USES.....	PAGE 18
USES PROPOSED.....	PAGE 18
LAND DISPOSITION AGREEMENT.....	PAGE 18
MAP 3: PROPOSED NEW USES.....	PAGE 19
HISTORIC PRESERVATION.....	PAGE 20
FACADE IMPROVEMENT PROGRAM.....	PAGE 20
DESIGN STANDARDS.....	PAGE 21
 III. STREETS & UTILITIES [SEC. 8-125(c)(3)].....	PAGE 27
EXISTING STREETS, TRAFFIC, AND PARKING.....	PAGE 27
MAP 4: PUBLIC PARKS AND PARKING.....	PAGE 28
PROPOSED STREETS, TRAFFIC, AND PARKING.....	PAGE 30
PUBLIC UTILITIES.....	PAGE 33
 IV. RELOCATION [SEC. 8-125(c)(4)].....	PAGE 36
PROPERTIES TO BE ACQUIRED.....	PAGE 36
SCHEDULES OF DISPLACED FAMILIES.....	PAGE 36
METHOD OF RELOCATION.....	PAGE 38
AVAILABILITY OF SUITABLE ACCOMMODATIONS.....	PAGE 38
 V. ZONING [8-125(c)(5)].....	PAGE 40
MAP 5: ZONING.....	PAGE 41
 VI. FINANCIAL [SEC. 8-125(c)(6)].....	PAGE 42
 VII. APPENDICES.....	PAGE 45

INTRODUCTION

The Wall Street area has long played an integral role in the economic and historic fabric of the City of Norwalk. Beginning during the colonial period and for much of Norwalk's history, Wall Street was the city's center for banking and commerce, politics and local governance, entertainment, and hospitality. It was also a major employment center, with factories, workshops, and trades throughout the district. Besides the large population that lived and/or worked there, it was a destination for Norwalk citizens, and indeed for the region, as the reach of its bustling commerce brought visitors from beyond Norwalk's borders to Greater Norwalk's downtown: Wall Street.

By the middle of the 20th Century, two factors led to Wall Street's decline in prominence. Like many downtown areas throughout Connecticut, shifts in the economy and the patterns of land use and transportation caused Wall Street to lose ground to the area's growing suburbs. Then in 1955, floodwaters from the Norwalk River caused catastrophic damage to Wall Street by destroying a river crossing, several local roads and buildings on each side of the river.

In the years following this disaster, the City of Norwalk has twice before undertaken initiatives to help the Wall Street area reclaim its former stature. In 1959, it became the subject of Connecticut's 8th Urban Renewal Plan entitled the Wall-Main Urban Renewal Project, which led to the reconfiguration and redevelopment of major infrastructure components in the area. In 1986 the Business District Management Plan resulted in infrastructure and streetscape improvements along Wall Street as well as his-

toric building restorations. Nevertheless, the Wall Street area (hereinafter defined in Map 1 and referred to as the "area") continued to decline, much to the dismay of Norwalk citizens and community leaders who could recall its former prominence, or perceive its enduring potential.

As in the past, today the Wall Street area stands at a crossroads and faces many questions: will it continue to decay and deteriorate indefinitely, whatever the consequences may be? Does the historical record of the Wall Street area over the last 50 years show that plans, designs, and municipal initiatives will fail to produce lasting results? Or, does the Wall Street area represent a unique community asset, worth preserving and restoring? Does it, in fact, represent a significant economic asset, worth marketing and investing in?

Norwalk citizens and city leaders have judged that it is the latter and have deemed the current conditions of Wall Street appropriate for intervention. In many ways, Wall Street continues to be the traditional 'center' of Norwalk, and city leaders have determined that, for Norwalk to be strong, it must be strong at its center. It must restore to prominence a strong and vital Wall Street.

For this reason, people have chosen to revisit the issues associated with lagging development in the area and develop a strategy for achieving its revitalization. This led to a planning process which recently generated The Norwalk Wall Street Area Planning Update, written by the Cecil Group, Inc, approved by the Common



Figures 1 & 2: Wall Street before and after the 1955 Flood

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

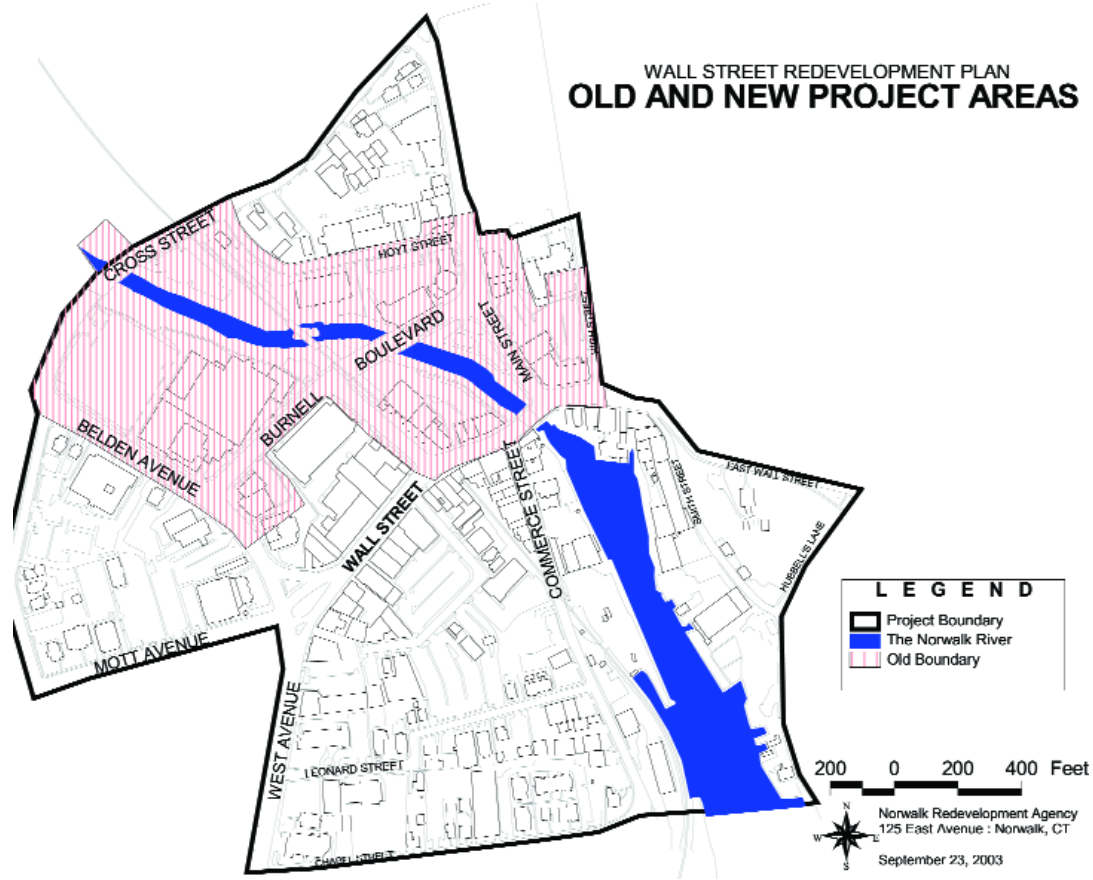


Figure 3: Boundary of the 1959 Urban Renewal Plan within the context of the new Wall Street Redevelopment area.

Council, and hereinafter referred to as the "Wall Street Update (2003)". In order to implement its strategy for the revitalization of the Wall Street area, the City has chosen to create a new redevelopment plan, separate and distinct from the 1959 Wall-Main Urban Renewal Project and the 1986 Business District Management Plan. The substantial passage of time and increase in the proposed project area, together with recent urban renewal case law, such as *Aposporous v. Urban Redevelopment Commission*, *Pequonock Yacht Club, Inc. v. Bridgeport* and *Maritime Ventures, LLC v.*

Norwalk suggest the necessity and appropriateness of an altogether new redevelopment plan reflective of the market forces and demographics currently shaping today's Wall Street area.

In the context of today's market and community values, the vision, goals and objectives of this Redevelopment Plan suggest it to be more feasible than the 1959 Wall-Main Urban Renewal Plan. When originally drafted, the 1959 Wall-Main Plan, in keeping with contemporary urban planning practice, emphasized low-density massing and the demolition of older, seemingly antiquated structures in order to assemble "open" urban land for development. Today, these efforts are viewed to have misunderstood the important historic and economic roles urban centers play within their regions, and to have ultimately driven traditional activities and residential land uses from America's cities. By contrast, this Plan draws on the lessons of this history, as well as on the successful revitalization of the South Norwalk neighborhood; it incorporates historic preservation as a central tenet in the redevelopment of the Wall Street area, capitalizing on market forces to restore a diversity of uses to an urban, residential neighborhood.

Therefore, this Wall Street Redevelopment Plan hereinafter referred to as the "Plan", will serve as the formal implementation document for future Wall Street initiatives. The vision, goals, objectives, and strategies of the Plan are outlined in the following section, followed by other sections addressing the statutory mandates. Unless extended by the Common Council, this Plan shall expire 20 years after approval.

VISION

The future of the Wall Street area is as a vibrant and energetic urban setting that serves as the traditional center of Norwalk's community life. As a neighborhood, it will draw residents from the City as well as the greater Norwalk area to reside, patronize its shops and restaurants, work, and enjoy the natural amenities of the Norwalk River and its surrounding green spaces.

GOALS, Objectives and Strategies of the Wall Street Redevelopment Plan

1. [GOAL] RESTORE THE WALL STREET AREA TO ITS POSITION AS THE TRADITIONAL CENTER OF NORWALK'S COMMUNITY LIFE.

a. [Objective] Establish the Norwalk River as a more prominent aesthetic community feature, encouraging both its stewardship and vitality among visitors and residents of the area.

[Strategy] (1) Work with city officials, developers, business-owners and environmental groups to plan an environmentally sustainable river-front access project that will maximize physical and/or visual access along the river throughout the area.

(2) Encourage the professional design and development of an interconnected urban greenway along the river.

(3) Create an active, working waterfront by supporting a diversity of uses along the Norwalk River, preserving and promoting water-dependent enterprises and structures.

(4) Supply capital budget funds and apply for grants and other funding sources to implement the plan and enhance the greenway.

b. Renew and animate other parks and public spaces throughout the area.

(1) Enhance Freese Park to complement the vision, goals, and objectives of the Plan.

(2) Encourage targeted streetscape improvements; that, improve streets, sidewalks, tree pruning, streetlights, trash receptacles, street planters, and street signs throughout the area.

(3) Adopt a new ordinance, as described more fully in Section V. Zoning, to allow and support sidewalk cafes and street vendors.

(4) Work with taxing district, library, parks and recreation, and the business community to program area parks and public space.

c. Improve the public perception of the area concerning the amount of parking and the level of safety.

(1) Foster joint city/area business-sponsored and advertised promotional events to elicit greater Norwalk residents' rediscovery of the Wall Street area.

(2) In order to improve pedestrian and vehicular circulation, establish a comprehensive signage system identifying the locations of prominent area features, especially including parking resources.

3) Counter negative public perception of the



Figure 4: Objective 1a - Library expansion



Figure 5: Norwalk River looking south

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

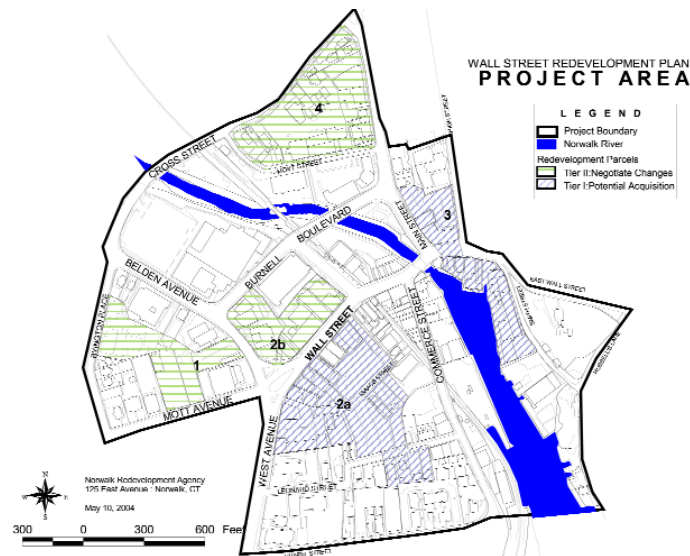


Figure 6: Objective 2a - Assist in assembling Redevelopment Parcels

area's safety by implementing community policing efforts that forge positive relationships with residents and business owners.

d. Expand the Norwalk Public Library and establish it as the Norwalk 'common.'

(1) Negotiate the acquisition or municipal use of adjacent parcel(s) and additional parking in the area identified later in this plan as "Redevelopment Parcel 1,"

for the library to undergo an expansion and renovation and increase its parking supply.

(2) Consistent with the public nature of this institution, and the concept of a classical agora or 'common,' construct a modest plaza or landscaped open space at the library's entrance, mirroring the space planned for "Redevelopment Parcel 2b," discussed later in this document, and beautifying the civic hub.

(3) Create pedestrian linkages to offer a connection to the Post Office on Belden Avenue and the businesses on the western end of Wall Street (See Figures 41 and III. Land Use).

2. STIMULATE ECONOMIC DEVELOPMENT IN THE AREA TO ENHANCE PROPERTY VALUES, EXPAND THE TAX BASE, AND CREATE A POSITIVE ECONOMIC CLIMATE FOR INVESTMENT.

a. Assist in assembling disposition parcels to

leverage new, private sector development.

(1) In cooperation with designated developers, obtain property rights to those properties needed to facilitate the development of the two (2) Redevelopment Parcels, designated for acquisition and described hereinafter, relocating affected parties as described in Section IV. Relocation.

(2) Pursue Federal and State funding sources to help complete the environmental characterization and remediation of possible "brownfield" sites that may hinder the assembly of Redevelopment Parcels and impede redevelopment.

(3) Market and dispose of Redevelopment Parcels to prospective developers.

(4) Require conformance of new development to uses and design standards specified in Section II: Land Use and V: Zoning.

b. Expand the amount of capital and financial resources accessible to existing and start-up businesses for property development.

(1) Work with local depository institutions, federal and state agencies to utilize those federal tax incentives created to attract private investment in distressed communities.

(2) Formulate a Main Street Program and/or Special Services District to promote facade improvements, historic preservation efforts, and streetscape maintenance for its members.

(3) Establish working collaborations with area

businesses and lending institutions to oversee the creation of a business micro-loan program to serve both existing and start-up businesses within the Wall Street area.

c. Increase the resident population in the area, offering a greater range and quality of housing options in a desirable neighborhood.

(1) The City will assist in facilitating development on Redevelopment Parcels and/or their disposition to designated developers. Subsequent development must include substantial residential development consistent with this objective and Section II Land Use.

(2) Support present and future zoning initiatives to foster an array of housing opportunities reflecting Norwalk's full range of economic backgrounds and income ranges.

3) Implementation of zoning and design standard reviews (discussed in Section V. Zoning and Section II. Land Use, respectively) to promote a complementary mix of uses that are planned and designed to be compatible and contribute to an identity for the area as a desirable place to live, work and visit.

(4) Follow through with proposed residential redevelopment planned for the intersection of Belden Avenue and Cross Street.

(5) Expand and enhance the scope and mechanisms of current CBD zoning prevalent in the area. a) expand ground floor residential restrictions from sub-area A to sub-areas B and C; b) expand the Amenity Incentive Provisions section of the regulation; c) explore possible solutions to conflicts between proposed development and non-CDB zoning; d) modify the CBD restrictions



Figure 7: Proposed residential development at corner of Belden Avenue and Cross Street

on housing types; e) add live/work units to the zoning regulations list of defined uses, and as an allowed use in the CBD-C zone; and encourage sidewalk cafes.

(6) Utilize all appropriate review authority, including that of the Redevelopment Agency under the authority of this Redevelopment Plan and its Design Standards for the area, to ensure the development of uses and amenities in the area that lend themselves to a sociable, attractive and marketable downtown residential neighborhood.

3. CREATE AN ATTRACTIVE ARCHITECTURAL SETTING.

a. Establish and implement design standards for all rehabilitation, new construction, and signage in the area.

(1) Included in the approval of this Plan is the adoption of the Design Standards that appear under Section II. Land Use, and the authorization of the Norwalk Redevelopment Agency (hereafter, the "Agency") in conjunction with other approval bodies, to review exteriors of all rehabilitation, new construction, or signage projects in the area for their consistency with the Design Standards, and to give (or withhold) approval to those projects based upon their compliance with the Design Standards and this Redevelopment Plan.

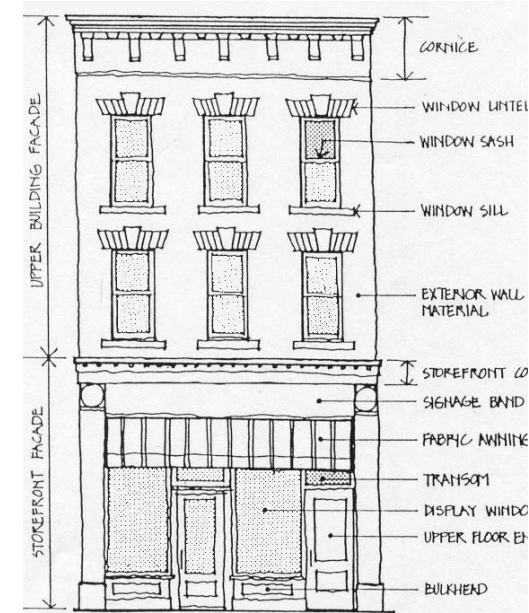


Figure 8: Design Standards

Introduction

Description of Area

Land Use

Streets and Utilities

Displacement and Relocation

Zoning

Financials

Appendices

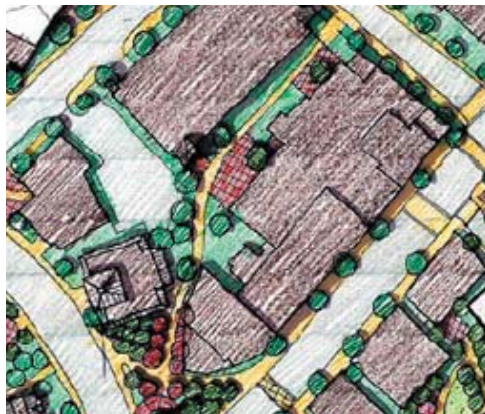


Figure 9: Pedestrian Walkway

(2) Work with area developers, landowners, businesses, and other municipal reviewing authorities to ensure thorough, consistent, and expeditious review by the Agency of all rehabilitation, new construction, and signage projects in the area.

b. Implement and assist with utility upgrades to enhance the aesthetics of and access to the area's infrastructure.

(1) In addition to the strategies listed under 1c, above, work with Norwalk's utility providers in the area to ensure sufficient water, sewer, electric, storm drainage and telephone/fiber to accommodate future development.

(2) Require present and future owners of Redevelopment Parcel 2b to work with public agencies to establish a public right of way and construct a pedestrian path as shown in Figure 9, connecting River

Street to Belden Avenue along the rear of buildings fronting on Wall Street in that Redevelopment Parcel.

(3) Implement an interdepartmental 'model neighborhood' initiative, led by the Mayor's Office, which would focus code enforcement and municipal services on the Wall Street area. The initiative would culminate in a brief, written report from each department director summarizing any unique issues and challenges the department encountered in the area with recommendations for how to make the area a "model neighborhood" from the perspective of health, traffic, building code, etc.

c. Implement an effective historic preservation program.

(1) Make available in print and online a convenient brochure for land- and business-owners in the area describing local and state regulations and incentive programs related to historic preservation listed in Section II. Land Use.

(2) Train Agency staff in national and state historic tax credits and other tax incentive programs related to historic preservation.

(3) Offer free, preliminary in-house consultation at the Norwalk Redevelopment Agency to developers and property owners working with historic properties in the area.

(4) Coordinate area preservation initiatives with the Norwalk Preservation Trust, including the establishment of a national register historic district in the area.

(5) Expand, actively market, and implement the City of Norwalk's Phased Increase Assessment Program in order to encourage the rehabilitation of historic properties (shown in Figure 30) by deferring the increase to property assessments resulting from the rehabilitation.

d. Implement the Norwalk Redevelopment Agency's Facade Improvement Program.

(1) Make available in print and online a convenient brochure for land-owners in the area that describes the facade improvement program listed in Section II. Land Use.

(2) Allocate public and private resources to fund the Facade Improvement Program listed in Section II. Land Use.

(3) Proactively seek out and recruit eligible property owners and private citizens to participate in the Facade Improvement Program.

I. DESCRIPTION OF THE AREA

[Sec. 8-125(c)(1) A description of the redevelopment area and the condition, type and use of the structures therein]

Site Boundary

The Redevelopment Area (the "area") is as described in "Map 1," and "Appendix A: Description of Area," as attached. Generally, the boundary of the area begins at the intersection of Byington Place, Cross Street and Belden Avenue and runs northeast along Cross Street; it then extends south along Main Street before moving east to High Street then south to its intersection with Wall Street where it moves east to and along East Wall Street then south on Hubbell's Lane before crossing the Norwalk River and moving west along Chapel Street, then north along West Avenue, then west on Mott Avenue and then north on Cross Street to its point of origin. Where streets make up the Plan's boundary, it runs along their centerline.

The Redevelopment Plan (the "Plan") encompasses five Redevelopment Parcels, numbered 1, 2a, 2b, 3, and 4. These parcels are also shown in "Map 1." and are generally bounded as follows:

Redevelopment Parcel 1. Byington Place to the west, Mott Avenue to the south, and Belden Avenue to the north and east;

Redevelopment Parcel 2a. Wall Street to the north, West Avenue to the west, the southern boundary of property formally occupied by a national chain pharmacy and four north-facing parcels on Leonard Street to the south, and Commerce Street to the east;

Redevelopment Parcel 2b. Burnell Boulevard to the north, River Street to the east, Wall Street to the south and Belden Avenue to the west.

Redevelopment Parcel 3. The parcel formally known as Cottage Street (a paper street) to the north, High Street and Smith Street to the east, the southern boundary of the property identified in the Norwalk Tax Assessor's maps as parcel 1-59-8-0 and the Norwalk River and Main Street to the east;

Redevelopment Parcel 4. Cross Street to the north, Main Street to the east, and Hoyt Street to the south and west.

Prevailing Types and Uses of Structures

The buildings in the area are reflective of the definitions of a redevelopment area as outlined under Connecticut Statutes (§8-125b and §8-141). The conditions are also consistent with US Department of Housing and Urban Development (HUD) definitions of blighted areas (24CFR570.208b1), insofar as over one-quarter (25%) of the buildings in the area are in deteriorated or deteriorating condition and the municipality has designated the area as blighted, deteriorated, or deteriorating in its resolution (see Attachment B).

As the city's historical downtown, 19th and early 20th century commercial buildings predominate, with a lesser presence of aged industrial buildings, and modern structures built subsequent to the 1955 flood. The types and uses of structures in the area are widely varied, being



Figure 10: Wall Street streetscape

best described as comprising a "mixed use area". Parcel sizes are small and generally insufficient to form an adequate unit of development in the current real estate market. A land use map included in Part II. "Land Use" shows the types of uses for each structure in the area.

Introduction

Description
of
Area

Land Use

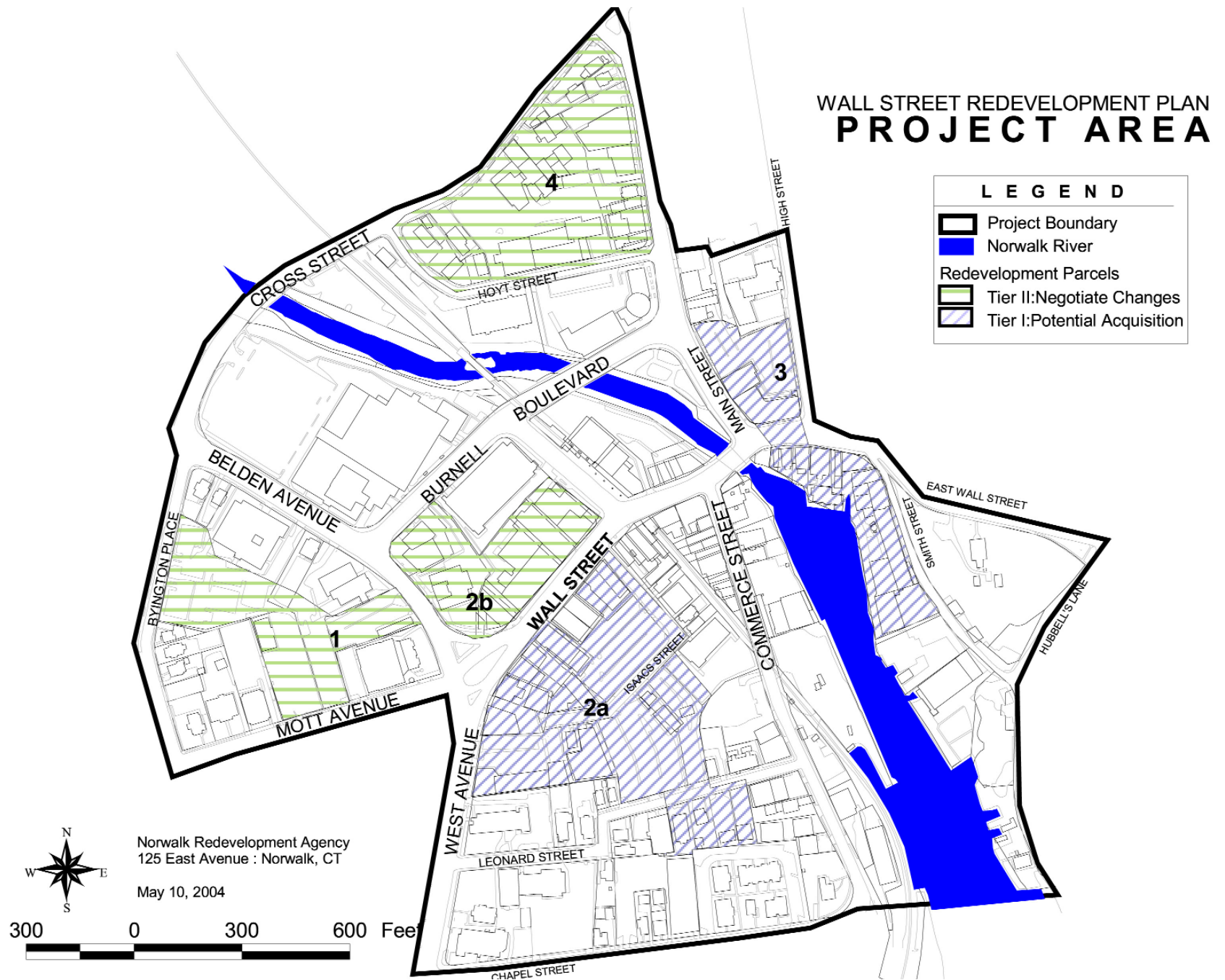
Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices



Map 1: Project area with Redevelopment Parcels 1-4

Prevailing Conditions

The area falls wholly within census tract 437 and is a Low-Moderate Income Area ("LMI Area"), with 64% of residents at or below HUD's definition of low or moderate income



Figure 11: Wall Street storefront

status. Prevailing conditions in the area include substandard residential and commercial structures, with elevated rates of vacancy, and deteriorated or deteriorating conditions. There is little evidence of recent investment in the area, and the condition of the real estate is substandard relative to the rest of Norwalk. The Wall Street Update (2003) notes that the Wall Street area "...has lagged behind its potential for several reasons. There has been a persistent mismatch between the land use patterns, parcel configurations, and contemporary market needs for retail, commercial and housing uses." (page 5)

The Agency will mainly focus its redevelopment efforts on five (5) Redevelopment Parcels within the area. Detailed descriptions of those parcels, their conditions, and the types and uses

of structures to be found in each are provided below, together with the general program of proposed development. Inclusion in a Redevelopment Parcel means that a property has been identified as critical for meeting the goals of the Plan. Acquisition may or may not be a means by which the Agency and a designated developer address a property's role in the Plan. The Agency will acquire and offer for redevelopment those properties whose condition warrants clearance or whose acquisition is necessary to provide an adequate unit of development. Those buildings compatible with the overall goals and objectives of the Plan are designated not to be acquired, and are slated for preservation. Other tools and strategies included in the Plan - such as façade improvement, historic preservation, design standards, community policing, and a micro-loan program - are by no means premised on ownership transfers of property. Properties located within those Redevelopment Parcels identified as Tier II - Parcels 1, 2b and 4 - are not subject to acquisition via eminent domain under this Plan. Note: for Redevelopment Parcels whose area crosses a public street, no street abandonment or transfer of property is intended nor should be inferred by maps and figures in the Plan.

Redevelopment Parcel 1

This site includes the central branch of the Norwalk Public Library, the parking lot for the Connecticut Superior Courthouse on Belden

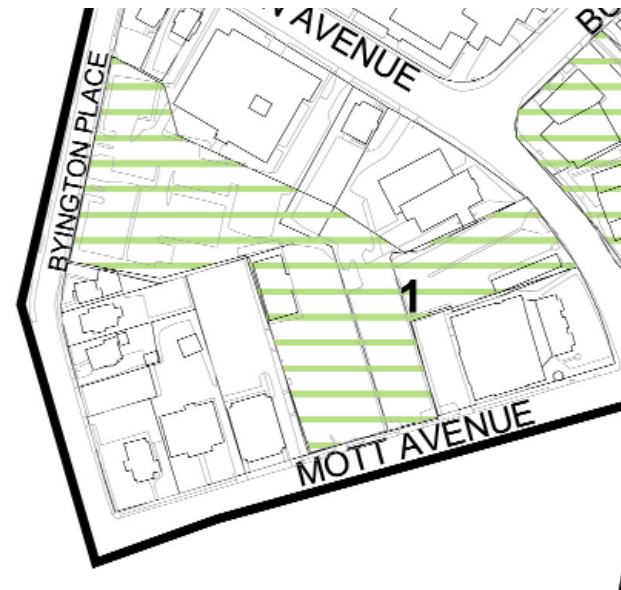


Figure 12: Redevelopment Parcel 1



Figure 13: Courthouse parking lot

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

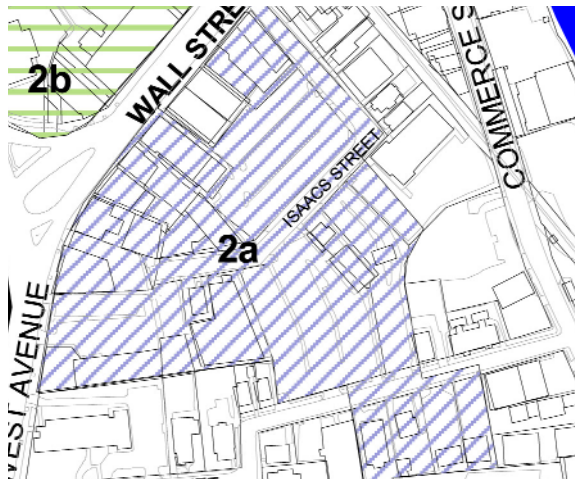


Figure 14: Redevelopment Parcel 2a



Figure 15: Area theaters, The Roxy and Garden Cinemas

Avenue, and two private buildings, including a financial services firm and a private social club.

This 1.3 acre redevelopment area contains approximately 100 parking spaces distributed among several property owners. As shown in Figure 13, taken on a regular business day in the mid-afternoon, the fractured nature of ownership creates inefficient use of available parking spaces. The focus of the proposed redevelopment on this site is the reconfiguration of existing parking spaces through negotiated

agreements with property owners to support the planned expansion of the Norwalk Public

Library. (Although the library serves the City's approximately 83,000 residents, the approximately 46,000 square foot facility claims only 12

parking spaces, severely hampering its convenient use by Norwalk residents.) Redevelopment at the site should also reflect its role in the area as a civic hub, creating in conjunction with Redevelopment Parcel 2b, a landscaped 'common,' as a landmark and gathering place.

Redevelopment Parcel 2a

A publicly-owned and administered parking area with 248 spaces is located at the center of

this 6.3 acre parcel which is accessible from both Isaacs Street and Leonard Street.

Among the most prominent cultural uses in the area are its theaters. The Globe Theater (now called "The Roxy") has a long and distinguished history and should be renovated and preserved. Located along Isaacs Street, the Garden Cinema Theater, of more recent vintage, has gained success by featuring limited-release movies.

A variety of retail, commercial and entertainment businesses line Isaacs Street, surround the



Figure 16: Isaac Street parking lot

parking area, and encompass a small portion of Leonard Street as illustrated on Map 1. Additional residential, office and retail uses front West Avenue and Wall Street. Nearly all of the uses are housed in single-story, low-rise buildings. With the clear exception of the Globe Theater and its two neighboring structures to the north, most of the structures in this Redevelopment Parcel were built after the 1955 flood and are of little historical significance. Proposed redevelopment for Redevelopment

Parcel 2a is residential mixed-use development in keeping with the scale and density of the area, supplemented with structured parking.

Redevelopment Parcel 2b

Redevelopment Parcel 2b is characterized by its proximity to the bustling intersection of Wall Street, Belden Avenue and West Avenue, and also by the presence of the Norwalk Post



Figure 17: Pedestrian walkway from the garage



Figure 18: The Belden / Wall / West / Mott intersection.

Office. Although not part of Redevelopment Parcel 2b, the library is also located at this intersection, across Belden Avenue. The Post Office and library are both major nodes of activity, and critical elements of the area's civic hub. With their combined activity, this location is the focal point for the area's busiest vehicular and pedestrian traffic. Nevertheless, chronic vacancies, lagging property maintenance, and poorly organized rear parking create undesirable traffic conditions at the intersection and make this a substandard location in terms of convenience and safety. Plans for Redevelopment Parcel 2b entail the addition of commercial floors or reconstruction of existing one-story structures as multi-story commercial buildings in the block bordered by Wall Street, River Street, Burnell Boulevard and Belden Avenue. The redevelopment parcel should, in conjunction with Redevelopment Parcel 1, provide safe pedestrian crossings, a landscaped area at its southern tip -- adding to the site's development as a 'common' -- and will also include a pedestrian walkway along the rear of those buildings that face upon Wall Street, thus offering a pleasing and convenient access to Yankee Doodle Garage.

Redevelopment Parcel 3

Redevelopment Parcel



Figure 19: Redevelopment Parcel 2b



Figure 20: Neglected improvements



Figure 21: Redevelopment Parcel 3 (north)

Introduction

Description of Area

Land Use

Streets and Utilities

Displacement and Relocation

Zoning

Financials

Appendices

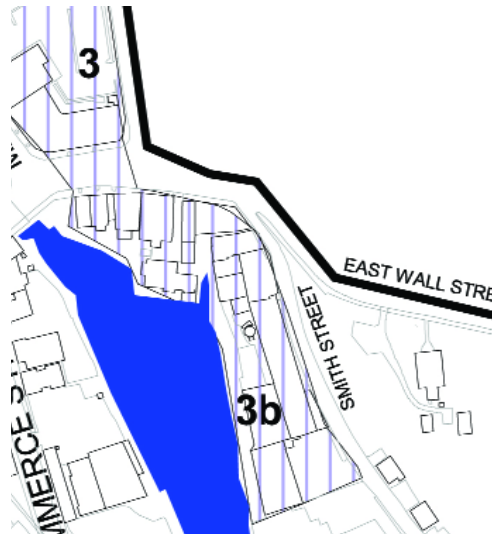


Figure 22: Redevelopment Parcel 3 (south)



Figure 23: Litter-strewn Wall St. sidewalk

3 encompasses 4.72 acres and is divided by Wall Street into two portions, one north of Wall Street, and one south of Wall Street.

Important characteristics distinguish the northern and southern portions of Redevelopment Parcel 3. One is to the north of Wall Street, one is to the south; one contains city-owned property, one does not; one is on Main Street, one is on the waterfront. Nevertheless, a review of the



Figure 24: Lower High St. pedestrian way

development potential of each portion suggests a natural symbiotic relationship for the two and their pairing as a single unit of development. For example, concentrating ample parking resources at the location of the current High Street lot could enrich enjoyment of the public access waterfront and esplanade planned along Smith Street by reducing vehicular traffic there. Therefore, the

Agency, in collaboration with a designated developer, will seek to take advantage of the attributes of both portions in order to unlock the maximum possible public benefit associated with Redevelopment Parcel 3.

The northern portion is characterized by two prominent features. The first of these is a difficult traffic intersection created by the confluence of Wall, Main, Knight, and High Streets; the second is the city-owned and operated parking area located behind a row of buildings fronting on Wall and the lower tip of Main and High Streets. This lot presently contains 91 spaces. The group of structures on Wall Street is a short row of small commercial retail establishments, with few vacancies, in a low-rise building seemingly built subsequent to the 1955 flood. The building has a narrow arcade that incorporates a portion of the sidewalk. Sidewalk improvements are in a state of neg-



Figure 25: Deteriorating industrial building

Figure 26: Redevelopment Parcel 3 waterfront access and public esplanade.



lect. The structure fronting on High Street was renovated as recently as the 1980s, and consists

mainly of office uses. A multi-tiered parking structure is the centerpiece of the potential development program for the northern portion of Redevelopment Parcel 3. This parking structure will accommodate 255 spaces and provide vehicular access to and from Main and High Streets.

The southern portion of Redevelopment Parcel 3, of all the Redevelopment Parcels, has the largest number of designated and de facto historic structures. These structures are currently in poor condition (Ref. Figures 23, 25). This Redevelopment Parcel has the highest incidence of substandard buildings, with many in varying degrees of deterioration and vacancy. Many of the buildings have broken or boarded up windows, flaking paint, rotting molding, and eroding mortar. Little effort is being made to maintain the vacant storefronts, and trash often lies strewn on the sidewalk. The portion of the Redevelopment Parcel located on Wall Street is the site of a former pedestrian plaza known as St. John's Place. The multi-story buildings which face it retain the features of classic 19th century facades. Their backs face the Norwalk River and the Head of the Harbor. A private club featuring boat docks and a restaurant is

located on a rear lot at the Head of the Harbor.

A portion of the Redevelopment Parcel fronts on Smith Street, a narrow, one-way road that extends from Wall Street south along the Norwalk River. The buildings at the Smith Street intersection with Wall Street, historically the site of Smith & Day Pottery, appear to have been vacant for several years and are in a state of dangerous disrepair. Included among these is a dilapidated warehouse structure south of the intersection, which possesses the characteristics of an environmentally contaminated "brownfield" as defined by the United States Environmental Protection Agency.*

The potential redevelopment program for Redevelopment Parcel 3 includes new residential units, artist or live/work space and water-oriented retail space along Smith Street. The rehabilitation and redevelopment of the river-front parcels along Smith Street should include restructuring the lower Mill Hill area to facilitate pedestrian connections to the waterfront. An essential purpose of this parcel will be the creation of public waterfront access to the Head of the Harbor and along the Norwalk River. This public space will provide a connection between the buildings on Wall Street and the waterfront. Accompanied by a public esplanade and pedestrian amenities such as urban greenery, park furniture and public lighting, this will provide a recreational outlet to the residents of the Wall Street area while animating the Norwalk waterfront.

Redevelopment Parcel 4

The intersection of Cross and Main Streets rep-



Figure 27: Redevelopment Parcel 4



Figure 28: NW corner of Hoyt and Main St.



Figure 29: Redevelopment Parcel 4 shopping center and parking lot

Introduction

Description of Area

Land Use

Streets and Utilities

Displacement and Relocation

Zoning

Financials

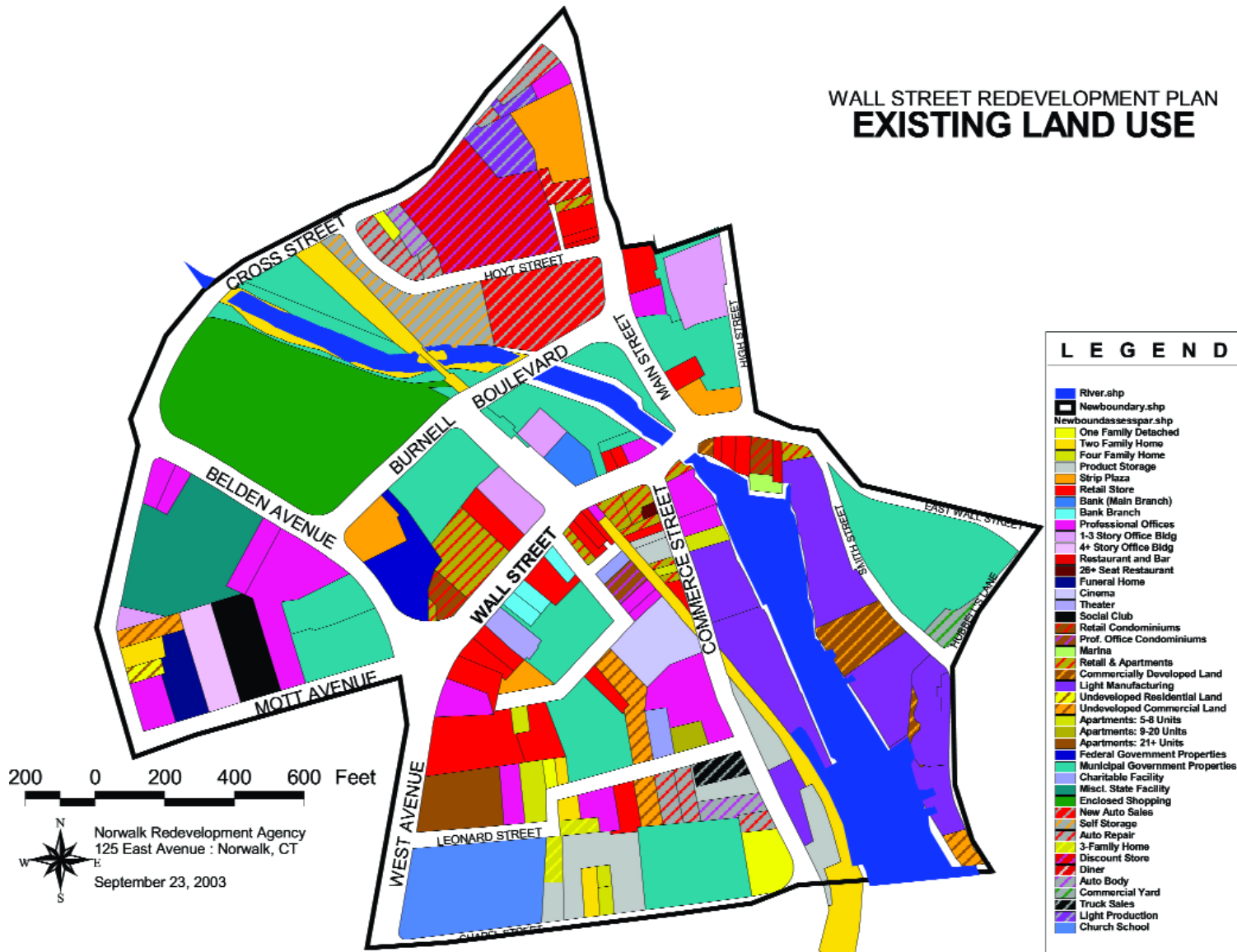
Appendices

resents the northern gateway into the project area. This parcel is the site of several small, yet active commercial enterprises most notably the automobile service businesses located near the corner of Hoyt and Cross Street and the corner of Cross and Main Streets. Within the center of the parcel is a multi-tenant, low-rise commercial development. The major uses within this commercial development include small businesses, a private community health center, a donation collection center for a prominent charitable organization and fast food restaurants. This development surrounds approximately 150 private parking spaces. The largest structure within the parcel is a recently renovated, brick-faced warehouse rental building. A bar/restaurant is located at the corner of Main and Hoyt Street and is adjacent to several storefronts that house retail uses.

The proposed redevelopment program for this parcel seems likely to include the creation of both residential and retail space fronting upon both Cross Street and Main Street. A structured parking facility should accompany and support this development, as should continued pursuit of the planned widening of Cross Street / Route 1 as an important gateway to the area.

II. LAND USE

[Sec. 8-125(c)(2) the location and extent of the land uses proposed for and within the area, such as housing, recreation, business, industry, schools, civic activities, open spaces or other categories of public and private uses;]



Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

Location and extent of the land uses within the area

The location and extent of the land uses within the area reflect a historical pattern of mixed use development and are as shown on Map 2. Small parcel sizes and street patterns have inhibited the creation of adequately-sized development parcels that are responsive to current market conditions.

Location and extent of the land uses proposed for the area

The area's character as a "mixed use area" is regarded favorably, and will be preserved and reinforced in this Plan. To effect an economic revitalization of the area, the Agency intends to work with private developers to promote a market-driven, overall increase in mixed-use residential development, supported by additional parking and other land uses that will complement and support residential development. Intended development mixes for each Redevelopment Parcel are as shown in Map 3.

Residential Uses and Artist Live/Work Space

Chief among the Wall Street Update's (2003) recommended strategies is "revitalization based on residential development" (page 20). As market dynamics allow, a variety of housing development is envisioned for the area, ranging from affordable to high-end residential units.

Norwalk has recognized that the lack of affordable housing for working families is a serious problem here and in the region. Accordingly,

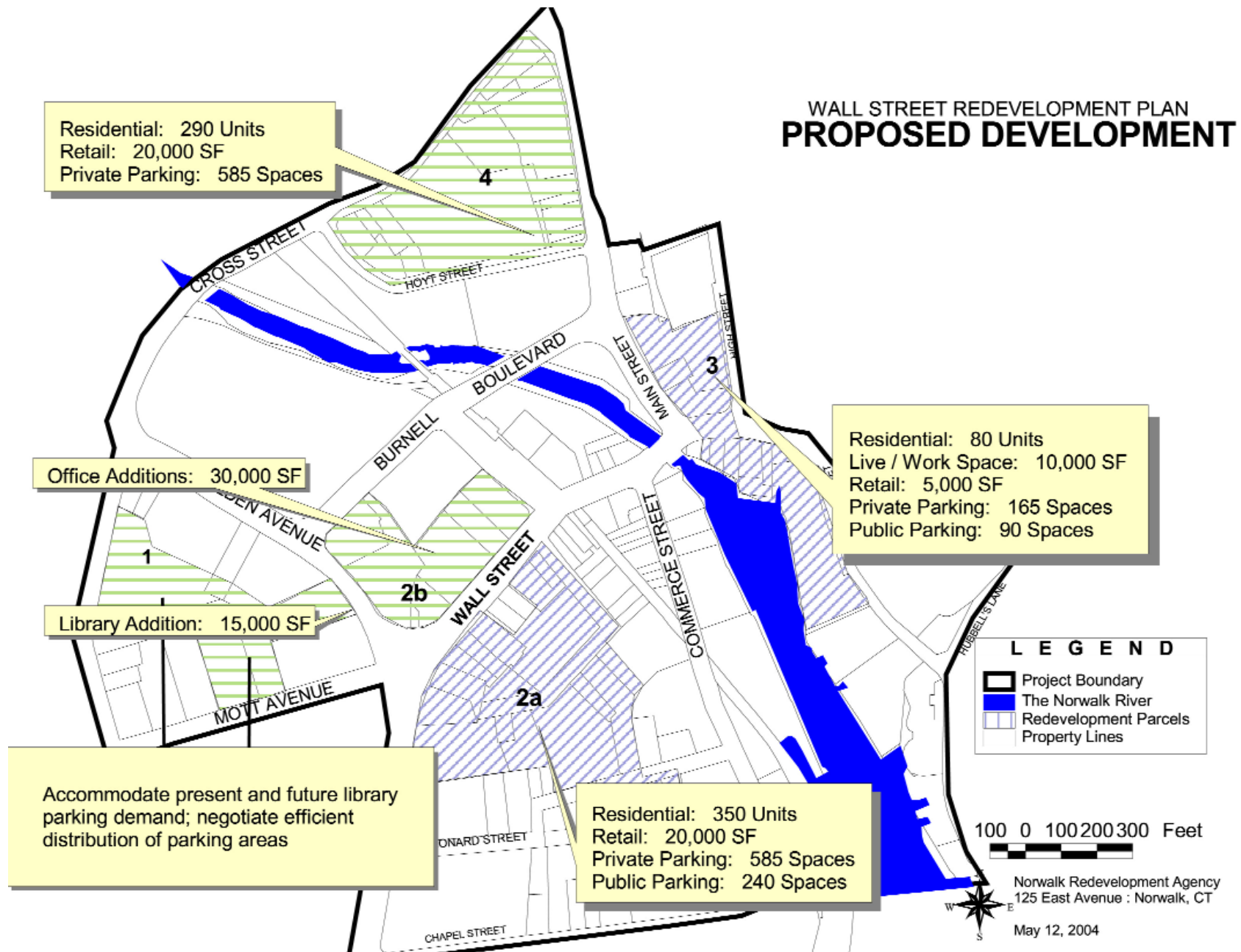
the Agency anticipates working with private sector developers in the implementation of this market-driven Plan to include affordable housing opportunities within the area.

Current analysis suggests the conditions for the area are most favorable to housing types which appeal to empty nesters and singles. Current economic conditions and national housing trends do not suggest the likely development of housing types that would lead to significant increases in school-age children.

Opportunities for residential development also include affordable housing for artists; the Wall Street Update (2003) calls for approximately 10,000 square feet in the southern section of Redevelopment Parcel 3. Qualified artists for this space should include artists with an "Artist Certificate," issued by the Agency in accordance with the City of Norwalk's Artist Certification Program, described in Appendix C.

Mix of Uses

In The Wall Street Update (2003), the existing and proposed land uses are described as follows: "The area...has maintained a continuity of character throughout the years as a clustered core of businesses, civic uses, housing and shops that is linked to the image and civic life of the community." (Page 1) "The clustering of different uses should become one of the recognized strengths of the area through design and a neighborly approach to the activities that occur here. ... Goal: The Wall Street area should support a vital mix of uses that are planned and



Map 3: Proposed Land Use

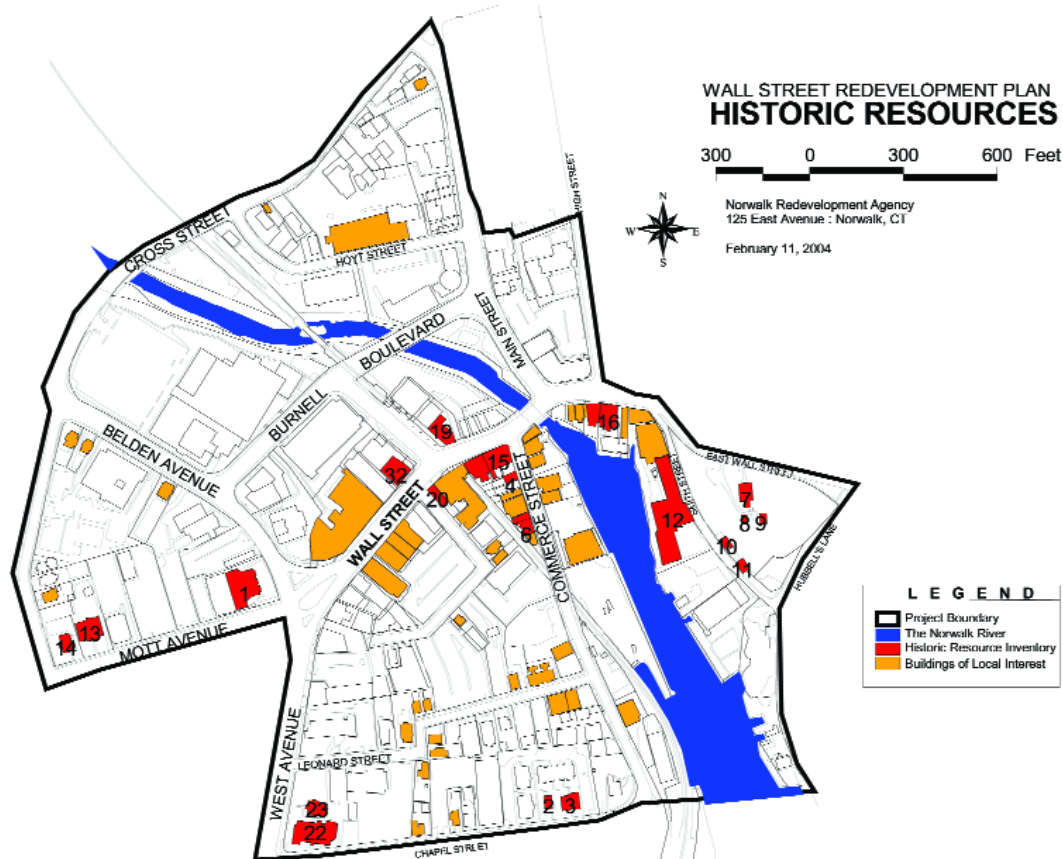


Table 1: Properties addresses and est. year built

ID	ADDRESS	YEARBUILT
1	1 BELDEN AVENUE	1903
2	25 CHAPEL STREET	1830
3	39 CHAPEL STREET	1880
4	10 COMMERCE STREET	1880
5	20 COMMERCE STREET	1875
6	26 COMMERCE STREET	1875
7	2 EAST WALL STREET	1835
8	2 EAST WALL REAR 1	1740
9	2 EAST WALL REAR 2	1825
10	0 SMITH STREET REA	1800
11	0 SMITH STREET REA	1917
12	6 SMITH STREET FRO	1906
13	12 MOTT AVENUE	1870
14	14 MOTT AVENUE	1850
15	39 WALL STREET	1875
16	9 WALL STREET	1868
17	15 WALL STREET	1840
18	45 WALL STREET	1875
19	48 WALL STREET	1922
20	55 WALL STREET	1890
22	669 WEST AVENUE S	1870
23	669 WEST AVENUE N	1890
32	64 WALL STREET	1928

designed to be compatible and contribute to its identity as an attractive and valued place to live, work and visit." (Page 13)

Land Disposition Agreement

Land Disposition Agreements will set forth the rights and obligations of the city and designated developers, and determine specific land uses within the Redevelopment Parcels. The intent of this Plan is to realize a mix of uses for the Redevelopment Parcels described in The Wall Street Update (2003) and as shown in Map 3.

Figure 30: Area properties of Historic Interest

Historic Preservation

One of the chief assets of the New England region and of the City of Norwalk is the scope of history that makes them unique. This is particularly true of the Wall Street area which is blessed with a concentration of historic structures, diagrammed in Figure 30. The Wall Street area's historic fabric is germane to its distinctiveness, and new development must accommodate and be responsive to the historic context of the area. Historic structures should be preserved wherever possible, and the Agency will work with building owners and developers to leverage all available tools, resources, and incentive programs to meet that goal, including the establishment of a National Register Historic District. One program offered through the City is the Phased Increase Assessment Program. This program allows the City to phase-in increases in property assessments resulting from physical improvements to historic structures. Qualifying structures are primarily those listed in the Norwalk Historic Resources Inventory. Other tools and resources are listed in Appendix D.

Facade Improvement Program

The Norwalk Redevelopment Agency and the City of Norwalk, in collaboration with financial institutions and other partners, offer a Facade Improvement Program providing grants and loans at favorable rates to eligible building owners interested in improving their property in the area.

Design Standards

The land use and urban design strategies proposed within the Plan are based on the premise that the traditional urban design scale and character of the area need to be protected and encouraged in order to retain its distinctive qualities. These standards -- established and approved by the City as part of this Plan -- are organizational principles which will guide the renovation of existing buildings and new construction from a qualitative and aesthetic point of view.

Development in the area will be required to conform to these standards, ensuring that planning and urban design concepts are implemented in keeping with the Plan, and that the relationship between the new development and the existing built environment is appropriate to context and coherent with design themes of the area. In addition development will be required to comply with zoning regulations, and all other pertinent ordinances, statutes, regulations, and laws. The Design Standards are not meant to substitute for any such legal authority, but rather act as a supplement in the interest of elevating the quality of design in the area beyond the minimum requirements of regulatory compliance. Where the Design Standards topically overlap with other pertinent regulations, the more stringent requirement shall apply.

New construction, renovation, rehabilitation, sign replacements, lighting or façade treatments within the area (hereafter, "projects") shall all be subject to review and approval by Norwalk Redevelopment Agency staff for consistency

with the following Design Standards. Applicants may appeal staff reviews to the Redevelopment Agency Board of Commissioners. Applicants are urged to allocate sufficient lead time for their projects, allowing for design review, possible follow-up review in the event of modification requirements, and subsequent land use approvals. Applicants must submit original scaled drawings of their proposal to the Agency, indicating color, materials, and location. Design review will not address interior elements of a project.

The Design Standards employ four basic criteria: Scale, Coherence, Context, and Character, each of which is explained below. Underpinning these criteria is the Plan's overarching vision for the area as a vibrant urban residential neighborhood, where low and mid-rise buildings support the pedestrian experience and the human scale, and where new architecture is consonant with traditional, historic buildings. A litmus test for projects' likely compliance with the standards is how positively an answer can be given to the question, "If I lived here, how would I like walking by the project on my way home each day?"

The Design Standards begin with an explanation of the guiding criteria employed in the design review process, followed by a description of how the criteria may be applied.



Figure 31: The 'walk-home' test.

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices



Figure 32: 'Main Street Scale'



Figure 33: Materials in Context.

GUIDING CRITERIA

SCALE

Is the project's scale appropriate to the area, and/or to its neighbors?

1. Issues evaluated when applying this criteria may include minimum and maximum recommended stories and heights of a building, along with density and setbacks (the owner/developer will also have to meet minimum zoning requirements associated with these issues). Most existing structures in the area are 2-4 stories, and this height is currently considered an appropriate target for new construction. Subject to zoning approval and the provision of appropriate open space, historic preservation, or affordable housing, up to two additional stories can be added as a bonus to the as-of-right allowance.

2. Length and depth of a building will also be evaluated, attempting to reach a balance between the desirability of creating or maintaining a continuous street wall, and managing the negative effect that can be generated by the monotony of an unbroken, undifferentiated expanse of building frontage. Building exteriors fronting on public streets should be built consistently to the front of the property line, creating or maintaining a street wall with adjacent structures. Typical frontages range from 30-50 feet long. Any structure with a façade greater than 50 feet in length, measured horizontally, should incorporate wall plane projections or recesses having a depth of at least 3% of the length of the façade and extending at least 20% the length of the façade. No uninterrupted length of any façade shall exceed 50 feet.

CONTEXT

Does the design for the project fit in well with its surroundings and its neighboring properties?

Although it is not always advisable that a building's design should emulate or attempt to match that of its neighbors, design should certainly be responsive to its surroundings, so that the effect, once complete, is one that enhances - not diminishes - adjacent property and that of the surrounding community. The criterion also applies in practical matters: the project's effect on issues such as pedestrian circulation, traffic safety, and way finding is also related to context.

1. Materials for new construction should reflect predominating historical buildings in the area, emphasizing stone and brick masonry and wood. Neutral, darker, and muted colors are suggested for the large base areas of a new or rehabilitated building (masonry, stone, etc.), while contrasting colors of a perhaps brighter hue should be reserved for trim and details. Masonry should display its natural appearance and not be painted or covered.

2. Issues discussed in 1., above, will be particularly scrutinized with respect to adjoining properties and those in the immediate vicinity. Also evaluated with respect to adjacent and surrounding properties will be issues associated with continuity of streetscape, landscape, lighting and façade treatments, circulation, way finding, noise, and safety.

3. As an urban area, featuring historic architecture and seeking to encourage a pedes-

trian environment, the area's parking should be located on - street, within parking structures, to the rear of parcels, screened from the street or located below grade. Wherever possible, landowners and public agencies should work together to provide through block passageways, alleys, or other pedestrian access from the parking area directly to the main street on which the motorist's destination is likely to front. At the very least, applicants should present for review a clear scheme for pedestrian connection between a given user's parking space and the area's major pedestrian circulation routes. Parking structures should be designed to be aesthetically appealing, incorporating ample light and landscaping.

CHARACTER

Does the quality of the design result in a net gain to the historic, urban character of the area?

The area has numerous examples of quality historic architecture.

1. Chief among the elements that affect an area's character is the exterior appearance of its buildings. Façade treatments should incorporate an articulation (rooflines, bays, columns, bands, and ornamental elements) that responds to the existing urban fabric of the area and provides variety in the design. Facades should emphasize an active relationship with the street, including working entrances, large ground floor storefront windows, and general fenestration, including window and door openings, which relate in both scale and rhythm to neighboring structures. Tinted or reflective glass is discour-

aged; rather, windows and doors of the façade should facilitate a visual relationship between the exterior and the interior of the building, drawing the eyes of potential shoppers in, and allowing clerks and storeowners a view out, and an 'eye on the street.' Lettering, graphics, flyers or any display on a window should occupy no more than 10% of the total area of the window. Traditional architectural features of a typical building façade are as shown in Figure 36. Rehabilitated structures should maintain, uncover, restore, or replicate such architectural features whenever possible. Facades of newly constructed buildings should also observe these features in ways that are appropriate to their overall design.

2. One thing that can often bring character to historic buildings is their rooftop elements. Historic buildings often have distinctive rooflines and cornices. Turrets, chimneys, and dormers are also encouraged to introduce visual interest. Mechanical equipment required at the top of a building should be screened from public view with materials of similar type and quality to those of the rest of the building.

3. Signage should be appropriate, and well placed. Signage appropriate to its context is sensitive to both the color and materials of the surface on which it is placed and well-matched to the setting of the street and architecture where it is located. Internally illuminated box lights ("cabinet signs") are specifically prohibited for the area. Where signs are lit, external illumination is preferred. In addition to surface mounted wall signs, other signs allowed in the area include projecting signs, marquis, banners,

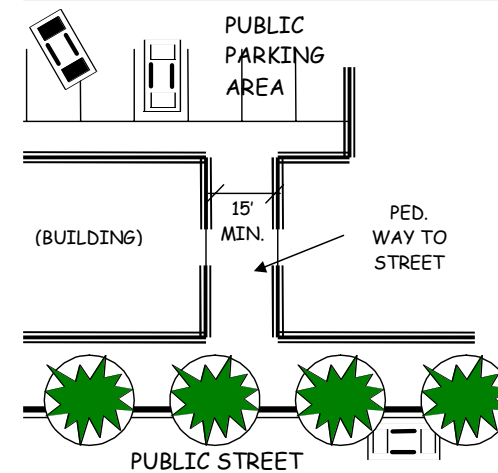


Figure 34: Parking sensitive to context.

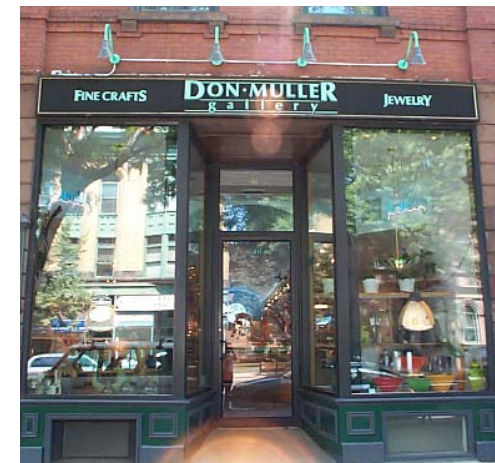


Figure 35: Facades which complement the neighborhood character

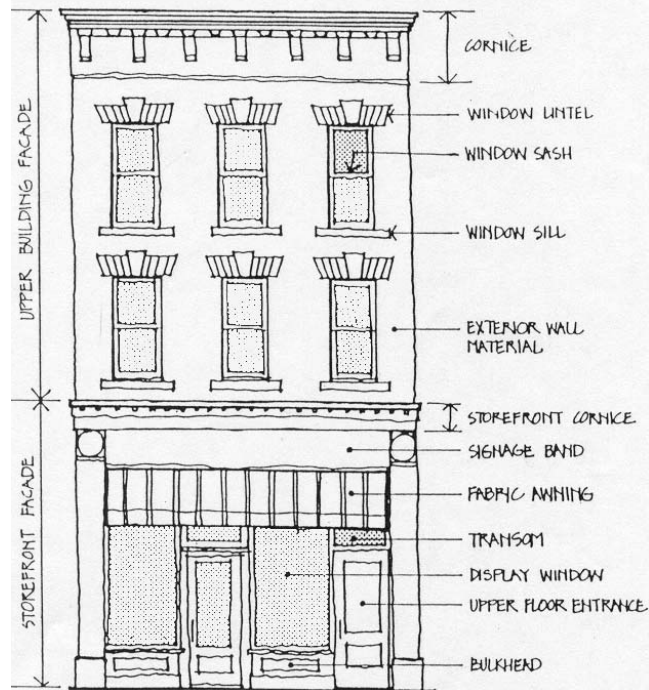


Figure 36: Traditional architectural facade.



Figure 37: Street level uses should welcome the pedestrian

and (for upper story businesses) manual changeable copy signs. The preservation and maintenance of signs painted on the exterior walls of historic buildings displaying the names of the original businesses, or names of buildings or tenant businesses engraved into the façade of a building, or other historic signage is encouraged.

Buildings of significant age typically incorporated in their architecture a designated place in their façade for signage called a "signage band," or in the City's Building Zone Regulations, the "sign frieze"; when available signs should be located in these areas. Although newer buildings may not have these architectural

features, the best location for horizontal wall signs is typically 9 - 14 feet above the level of the sidewalk. When selecting a height to mount a sign, attention should be paid to the height of signs on adjacent or surrounding buildings.

4. The Plan anticipates the production of over 1,000 new housing units within a .25 mile radius of central Wall Street (ref. Fig. 41). This infusion of residential population in a mixed use district which includes stores, restaurants, movie theaters, the Norwalk River, a major transportation node, banks, the Norwalk Public Library, and other land uses within a 5 - 10 minute walking distance bodes well for a significant increase in pedestrian traffic throughout the area. A strong public interest in minimizing the degree to which those residents' cars

exacerbate area traffic points directly to the need to devote ample attention and resources to design which appeals to pedestrians and bicyclists.

As a pedestrian walks along an area street, the street level uses should produce an experience of the environment that is safe, comfortable, and welcoming. Public and private developers should create a pedestrian experience where an area visitor or resident lingers, explores, and visits several destinations, adding both to the vibrancy of the streets and to the customer pool of area businesses. Street level uses should be visually appealing as experienced at the pedestrian level (see SCALE and CHARACTER provisions as related to facades, above) and they should incorporate clear and easy entrance/egress. Where the ground floor use is residential, decorative lights, stoops, front porches and other welcoming architectural elements are encouraged, but should be accompanied by clear delineations of public and private space.

Streetscaping, landscaping, and pedestrian amenities should be significantly improved throughout the area to elevate the quality of a pedestrian environment which is pleasant, safe, and attractive.

The Plan identifies locations in the area that are "pedestrian - vehicle conflict areas." Such locations in particular, and crosswalks in general, should be designed and constructed with maximum consideration given to pedestrian safety. The use of pavers, cobblestone, or other material that offsets and differentiates the

crosswalk from the cartway is one technique that can be used. In addition, the placement of a 'knuckle' or an island is recommended, especially for pedestrian-vehicle conflict areas. A more modest alternative is the placement of a break-away, reflective bollard between the two lanes of traffic, in the crosswalk. 'Bulb-outs' or 'dog-legs' are recommended whereby the road is narrowed at the crosswalk location to the width of the through lanes only and shortening the distance the pedestrian must cross to reach safety on the other side. Finally, studies have shown that a degree of reassurance is experienced by pedestrians when their walkway is elevated above the cartway and that traffic calming can be achieved with speed humps, raised tables, and raised intersections. Therefore, a final recommendation is that crosswalks in pedestrian-vehicular conflict areas be constructed in the form of raised speed tables, 22 feet long in the direction of vehicular travel, 3-6 inches above grade at their center-point, and with other specifications as recommended by the Institute of Transportation Engineers (ITE).

Throughout the area, sidewalks, parks, plazas, through-block arcades, and open space alike should be generously improved to include site furniture to introduce elements of human scale and comfort. Benches, streetlights, granite curbing, bollards, trees and greenery, waste receptacles, kiosks, and way finding signs are recommended. Streetlights should be of a style that contributes to the coherence of the area's historic theme, and be of a scale that is modest enough to contribute to a pedestrian context while providing enough illumination to meet

the safety standards of the Illuminating Engineering Society of North America (IESNA). Also recommended is a cost-benefit analysis of leasing the fixtures (through the utility provider) versus purchasing the fixtures outright. Way finding signs and kiosks should be professionally designed and produced with a unified look and an area-wide function in mind, so that people navigating the area benefit from a comprehensive, coordinated system of signage directing them to their desire destinations.

COHERENCE

Does the project's design reflect a proper observance/respect for key thematic elements characterizing the area, incorporating - or contributing to - those themes?

1. According to tax assessment data, structures included in the Plan's area were built between 1830 and 2000. A vast majority of the buildings were built in the hundred years between 1850 and 1950, and, as a general matter, the style of new construction should aim for compatibility with (but not emulation of) late 19th -, early 20th-century architecture. The theme of local history, historic architecture, and historic preservation is prominent within the design review process' criterion of coherence. Any rehabilitation to existing buildings on the Norwalk Historic Resources Inventory will be reviewed for consistency with the Secretary of the Interior's Standards for Rehabilitation.

2. The intended addition of significant housing development in the area makes urban residential development (and compatibility therewith) a significant element in the coher-



Figure 38: Use of different material for the crosswalk



Figure 39: Pedestrian "knuckle" or island



Figure 40: Bulb outs with bollards

ence criterion. Projects will be reviewed in part with an eye towards the project's experience by residents, and whether and how the project will impact the development of the area as a pleasant residential mixed-use neighborhood.

3. A third important theme of the area is the Norwalk River. Projects will be reviewed in part with an eye towards whether and how the project will promote the river as a prominent and more actively-enjoyed feature in the area.

4. The area's role as the traditional center of Norwalk will have implications for design and be considered in the design review process. Is the quality and appearance of the design appropriate to a neighborhood strongly identified with the city's traditional center?

III. STREETS & UTILITIES

[Sec. 8-125(c)(3) the location and extent of streets and other public utilities, facilities and works within the area;]

The location and extent of streets and other utilities in the area are shown in the maps included in Appendix F: Utilities. Redevelopment will be enhanced through close coordination between each utility service provider and the City to provide opportunities for infrastructure upgrades. Such coordination will require the City to notify each utility service provider of planned road relocation and improvements to the Wall Street Bridge.

Existing Streets, Traffic, and Parking

Streets and Traffic

The area's transportation web consists of local streets as shown in Figure 41, significant pedestrian traffic and of the Pulse Point bus transfer station. Currently, traffic and pedestrian circulation are characterized by problems related to wayfinding, parking, and pedestrian-vehicular conflict areas. The Plan proposes to address these in conjunction with promoting increased residential density in the area. Implementation of the plan will lead to additional residential population in the area, more development, and more available parking. As a result, the Plan anticipates and provides for new and enhanced amenity require-

ments to accommodate increased pedestrian traffic and to address existing pedestrian/vehicular conflict areas, as discussed further in this section.

There are four (4) significant gateways to the area. These gateways each project an image of Wall Street and exercise significant influence on how the area is perceived. For those reasons, they have been designated to receive substantial public improvements. They are:

1. The intersection of West Avenue, Belden Avenue and Wall Street;
2. The intersection of Belden Avenue and Cross Street;
3. The intersection of Main Street and Cross Street/Route 1; and
4. The intersection of East Avenue and East Wall Street.

The major roadways in the area are Burnell

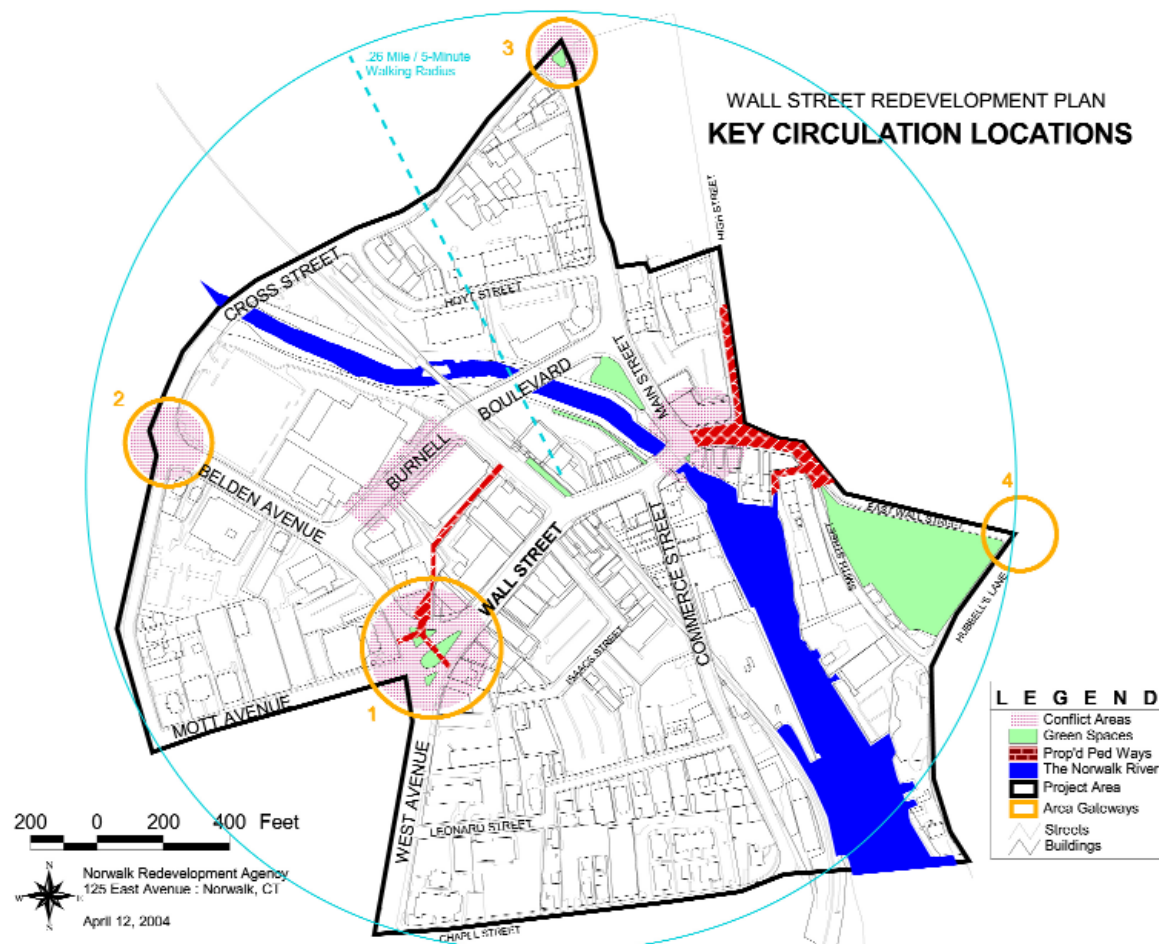
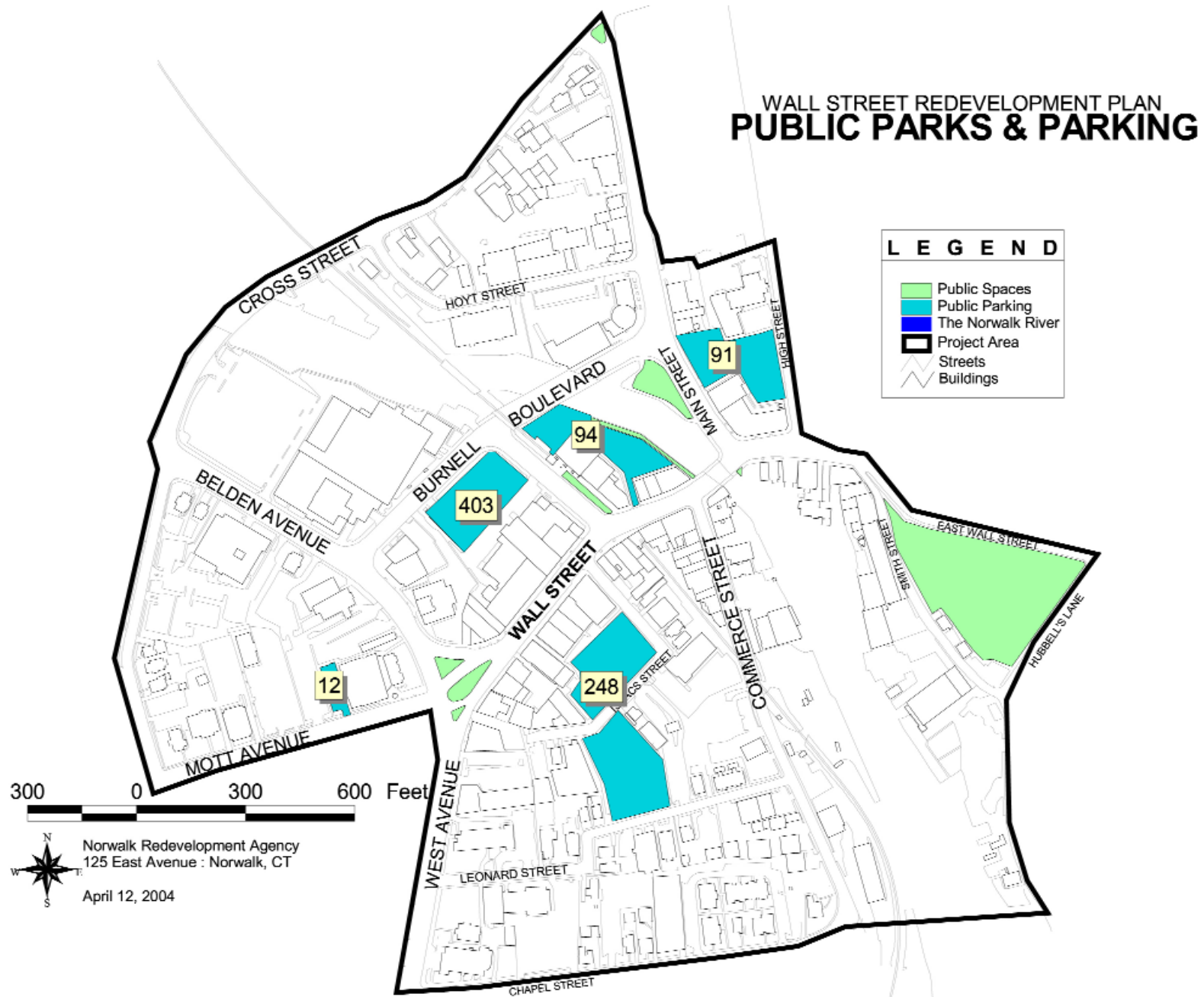


Figure 41: Traffic circulation



Boulevard, Cross St./Route 1, and Wall Street running east and west, and Belden/West Avenues and Main Street running north and south.

The Norwalk River passes under the eastern portion of the area. Two bridges, located on Wall Street and Burnell Boulevard respectively, allow vehicular and pedestrian traffic to cross over the Norwalk River. All roads located within the area (besides Cross St.) are, under the Connecticut DOT classification system, 'local streets,' and, with the exception of Burnell Boulevard, permit two-way vehicular traffic. Burnell Boulevard is the location of the "pulse point", or point of origin and return, for the City of Norwalk's public bus system. The location of the current pulse point requires that the conversion of Burnell Boulevard into a two-way street include appropriate street widening to accommodate two-way traffic and bus safety.

Pulse Point

The radial street pattern in Norwalk necessitates a centrally-located transfer station or "pulse point" from which ridership traveling to and from a wide array of locations may easily avail themselves of the area's bus routes. With the Pulse Point's location in the physical center of the city, the radial system becomes the most economically efficient way of providing service. Daily service at the pulse point runs from approximately 6:00 AM to 7:00PM (nightly service to other municipalities may extend until 10:00PM). On a daily basis, approximately 1,500 individuals use the pulse point to transfer between bus routes. During peak hours, up to 21 busses from 4 transit authorities pass

through the pulse point.

The Norwalk Transit District provides a variety of public services to those individuals that utilize the pulse point including the WHEELS network which offers bus routes serving local roads and commuter shuttles linking the South Norwalk Train Station and several of the City's largest employers. In addition the transit district offers shuttle service along three transit lines to neighboring towns. These shuttle lines include (1) Coastal Link, which travels along the Route 1 corridor and serves the greater Bridgeport area, (2) Connecticut Transit 41 which connects to Stamford and (3) Route 7 Link serving Ridgefield and Danbury.

Recognizing the utility of a multi-modal facility, the Norwalk Transit District is gradually expanding its service at the South Norwalk Train Station. The location of the current pulse point requires that the conversion of Burnell Boulevard into a two-way street include appropriate street widening to accommodate two-way traffic and bus safety. In addition the Norwalk Transit District is planning to construct a permanent canopy and other physical improvements in order to increase public safety and pedestrian amenity at the pulse point. The Transit District will finance these improvements using a variety of governmental funding sources.



Figure 42: En route to the Pulse Point



Figure 43: The Yankee Doodle Garage

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices



Figure 44: Pedestrian walkway behind Wall



Image courtesy of Hitchcock Design Group

Figure 45: Wayfinding system

Parking

As shown in Map 4, parking is available throughout the area in the form of on-street spaces, structured parking facilities (i.e., Yankee Doodle Garage) and public and private lots. The area has approximately 1,500-1,600 parking spaces. Surface parking lots are located on Redevelopment Parcels 1, 2a and 3a.

The existing parking area on Redevelopment Parcel 1 serves the Norwalk Public Library, the municipal Courthouse facility and two private buildings.

Redevelopment Parcel 2a contains two open parking areas bordered by Isaacs Street and Leonard Street. The Isaac Street parking area serves the general public and employees of the businesses within the immediate area. As development occurs at this site, due consideration must be given to accommodating the interim parking needs of area businesses during the construction phase.

A prominent feature of Redevelopment Parcel 3 is the open parking area bordered by Main Street and High Street. This parking area serves the businesses located along the border of this Redevelopment Parcel.

The Yankee Doodle Garage is the only structured parking facility within the area. Bordered by Burnell Boulevard, the Yankee Doodle Garage serves the businesses on Redevelopment Parcel 2b as well as the Norwalk Post Office. This plan calls for improved lighting and signage at the Yankee

Doodle Garage in order to increase public safety and encourage wider use of the garage.

On street parking is concentrated along Wall Street and Main Street. Despite the availability of these spaces, the area lacks a coordinated signage and directional program directing motorists to available parking.

Proposed Streets, Traffic, and Parking

To improve the condition of traffic and congested streets in the project area, the following initiatives are proposed for this Plan.

1. Convert Burnell Boulevard to two-way traffic to improve area circulation.
2. Implement pedestrian safety and traffic flow improvements to the Belden Avenue and Cross Street intersection. The City may accomplish this by creating more visible crosswalks and wayfinding signage while altering traffic light signalization to allow more efficient traffic flow to the local streets serving the Wall Street area.
3. Implement internal access improvements within the Leonard Street and Isaac Street block to increase safety and rationalize traffic circulation there. Such improvements should include clear wayfinding signage delineating the local street from the adjacent parking areas.
4. Implement a comprehensive, area-wide signage system directing traffic to parking areas to address real and perceived parking shortages for area visitors.
5. Execute physical improvements to the Cross Street and Main Street intersection and

widen the Route 1 Corridor in order to accommodate volume increases in vehicular and pedestrian traffic resulting from redevelopment activities within the Wall Street area. Particularly, a 1999 ConnDOT study (#102-264) exploring the possibility of widening Cross Street should be used to advance this initiative and procure funding.

To improve parking in the project area, existing municipal and non-municipal parking areas, including the Isaac Street lot, the Mott/Belden Street lots, and the High Street lot will all be redeveloped to increase their capacity in conjunction with the development initiatives described in Section II. Land Use. As described below, a clear signage system will be implemented to provide adequate signage to effectively direct motorists to parking lots in the area.

As the project area increases its residential population and develops as a mixed use residential neighborhood, the city will pursue creating a more pedestrian-friendly environment to increase resident convenience and discourage unnecessary vehicular trips within the area. A wayfinding system that posts clear and frequently-occurring map signs directing people to the locations they seek will be a key strategy to meet this objective. Additionally, the following initiatives will be pursued.

1. Rationalize and reconfigure the Belden Avenue, West Avenue and Wall Street intersection by creating a traditional, "T" shaped intersection and by increasing the visibility of pedestrian crossings.
2. Convert the intersection of Wall, High

and Knight Streets into an urban pedestrian corridor closely resembling the former St. John's Place once located at the site.

3. Implement improvements to Freese Park including public safety lighting and the reconfiguration of the existing pedestrian walkway, aligning the walkway along the Norwalk River. Such improvements will allow the City to take advantage of the park's status as a river-front vista and the most significant greenspace in the Wall Street area.

4. Where feasible, acquire the necessary easements and properties to expand the amount of open space along the Norwalk River in order to improve recreational access to this natural amenity.

5. Improve the public space located along the rear of those buildings that face Wall Street and are located within Redevelopment Parcel 2b, thus offering pleasing and convenient pedestrian access between the Yankee Doodle Garage and the businesses within the Wall Street area (see Figure 44).

6. Implement traffic calming measures and enhanced crosswalks in pedestrian-vehicular conflict areas (as identified in Figure 41).

Wayfinding System

A traffic and circulation study performed for the Wall Street Planning Update (2003) generated recommendations for a wayfinding system to rectify a condition in the area noted by many: that much is available in the area, but locations are not readily apparent.

Wayfinding systems are comprised of pedestrian-friendly signage that provides quick and clear direction to one or several locations in an



Figure 46: High Street Walkway



Figure 47: Freese Park



Figure 48: Smith Street green space, esplanade and pedestrian amenities



Figure 49: West, Wall, Mott, and Belden intersection: 'Wall Street Commons'

area. The wayfinding system for the area should be developed at gateways indicated on Figure 41, and at every street intersection with Wall Street in the area. The signage system should include a large 'Parking' sign with an arrow, and a pedestrian-scaled map/directory sign pointing to the locations of other amenities and services available in the area. An example is shown in Figure 45.

West/Wall Intersection

The travel lanes at this location should be reconfigured (as shown in Figure 44) to enhance traffic flow and provide sufficient room for pedestrian movement at this busy intersection and proposed Norwalk 'Common.'

High Street Pedestrian Corridor

The traffic and circulation study for the Wall Street Update 2003 found that the High / Wall intersection was one of the most difficult and dangerous in the area. It also proposed making the southern end of High Street into a pedestrian corridor to address this problem. This proposal will be implemented under the Plan, as shown in Figure 46.

Freese Park

Currently, Freese Park, situated along the Norwalk River, north of the Head of the Harbor, is the only significant public open space in the area. Enjoyment of the park is hampered somewhat by its aging equipment and infrequent maintenance. Under the Plan, Freese Park shall receive landscaped planting along its Main Street edge, regular tree-pruning and lawn care, and updated benches, waste

receptacles, and railings.

Greater Waterfront Access

In concert with zoning provisions for waterfront access, this Plan shall gradually increase and improve public access to the Norwalk River, eventuating in comprehensive riverfront access throughout the area. The southern portion of Redevelopment Parcel 3 shall include green space and an esplanade (see Figure 48).

Pedestrian Way along the Rear of Buildings

As shown in Figure 44, Redevelopment Parcel 2b includes a pedestrian throughway connecting Belden Avenue and River Street behind the buildings fronting Wall Street in Redevelopment Parcel 2b. This throughway will provide quick, pleasant, and convenient passage for users of the Yankee Doodle parking garage to the Post Office and Library. The walkway may also serve as a secondary access to businesses in the Redevelopment Parcel so long as the primacy of the Wall Street façade is preserved.

Wall Street Common

Civic and commercial uses, landscaped edges, safe pedestrian linkages across the Belden/West/Wall/Mott intersection and a pedestrian way lining the rear of Redevelopment Parcel 2b are the key elements in the creation of a classic agora, or 'commons' within the area. Such improvements will generate a recognized public gathering place proximate to the area's public amenities and private businesses.

Public Utilities

Appendix F: Utilities includes maps describing utilities in the area as understood by the City of Norwalk. The City makes no guarantee as to the maps accuracy and expressly urges developers and property owners to conduct their own surveys.

Water Supply

The First District Water Department (FDWD), a municipal water company (separate from the City of Norwalk), provides potable water service to the Wall Street area and other portions of the City. FDWD has two separate sources of supply, consisting of four surface reservoirs (located north of the project area in both Connecticut and New York State) and groundwater wells at the Deering Well Field (located in Norwalk adjacent to the Norwalk River, north of the study area).

These sources provide a combined yield of approximately 8 million gallons per day (mgd). Water from each source is treated in separate facilities. The FDWD system also maintains interconnections with the Bridgeport Hydraulic Company and Second District Water Department networks.

In the project area, the FDWD distribution system consists of water mains of varying widths. These water mains extend in an alignment as illustrated in Appendix F.

All water flows within the FDWD system are pumped using booster stations. FDWD also

maintains water at sufficient pressure for fire fighting purposes. According to FDWD data, individual fire hydrant flow rates in the project area generally range up to 2,500 gallon per minute (gpm) and are sufficient to maintain reasonable insurance rates.

Sanitary and Storm Water Sewer System

The City's Department of Public Works provides the area with storm water management and sanitary facilities. In 1999, the City completed upgrades to its wastewater treatment facility, reducing inflow and infiltration to minimize combined sewer overflow during storm events and separating storm and sanitary sewers. Currently, 95% of the storm and sanitary sewers, city-wide, have been separated. All storm drainage piping and sanitary sewers in the Wall Street area has been separated. The City's Advanced Wastewater Treatment facility is located on the east side of the Norwalk River, south of the project area, and has a treatment capacity of 18 mgd and meets State requirements for reductions in nitrogen discharges.

The improvements to the wastewater treatment facility were designed to accommodate an affective local population (residents businesses and public institutions) of 120,000 until the year 2020. The City's current effective population is 83,000, allowing for sufficient storm drainage and sanitary sewer capacity to meet the needs of development in the Wall Street area.

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

Existing Gas

Natural gas is supplied to the area by Yankee Gas (YG), one of three companies providing natural gas in Connecticut. The gas is piped from the gulf coast to Norwalk by interstate pipeline. Yankee then meters, takes possession, and distributes it to customers throughout the city.

Gas is distributed within the area at three different pressures. Low pressure gas lines provide 0.25 psi (pounds per square inch) to residential and small commercial properties. Medium pressure gas line provides 30 psi to commercial and small industrial properties. A high pressure gas line provides 99 psi allowing YG to accommodate development of almost any size. Gas service is distributed through pipes of varying width. These pipes are comprised of plastic, cast iron and steel.

As indicated in Appendix F, both low and intermediate pressure lines run under the streets comprising the border of the project area. Single low or intermediate pressure lines are located along Smith Street, Mott Avenue, Byington Place, Belden Avenue, Main Street and High Street. Single low or intermediate pressure lines serve the western portions of Wall Street and Burnell Boulevard. Multiple distribution lines pass under Commerce Street, the Wall Street Bridge and connect to East Avenue. The five proposed redevelopment parcels may access gas service from distribution lines running beneath adjacent streets.

Within the past three years YG has invested in

significant capital improvements to its gas distribution system within the Wall Street area. Yankee is committed to working with new and existing customers should additional modifications to the system be necessary to meet projected demands. Previous improvements will ensure a reliable flow of gas in the event of high demand.

Electric

Electric service is provided by the Connecticut Light and Power Company (CL&P). CL&P's service area covers 4,400 square miles and supplies 1,100,000 customers in 149 municipalities. CL&P is one of three suppliers of electric power in Norwalk. Electric power is delivered to Norwalk via 115 KV and proposed 345 KV transmission power lines. These primary power lines connect to the company's Norwalk substation located on New Canaan Avenue (Route 123) in the vicinity of an off-ramp for State Route 7. At this substation, CL&P regulates and distributes power at 27.6 KV, 13.8 KV and 4.8 KV to Norwalk, New Canaan, Westport and Wilton.

Electric power is distributed to the Wall Street area utilizing a network of underground and above ground power lines. As indicated in Appendix F, underground lines exist along the entirety of Belden Avenue, West Avenue and Main Street. Underground lines follow Isaacs Street, Wall Street, Burnell Boulevard and Knight Street. At the point where underground lines end, the network continues with overhead lines. The voltage provided by the secondary distribution network is further regulated by

transformers located throughout the area and meters located at the property of participating customer. Underground network systems afford the customer a redundant electric power supply and has a maximum available fault current at the customers main switch of 100,000 RMS symmetrical Amps.

Service from above ground power lines can be within automatic zones which increase reliability. In addition, those properties adjacent to the underground power lines can be served via a trench utilizing a conduit connecting the lines from the public right of way to a private customer's property. CL&P's distribution network is to remain in its present configuration for the foreseeable future. This configuration provides electric power to each proposed Redevelopment Parcel. Redevelopment activities will require coordination between the City of Norwalk and CL&P. Road reconstruction, sidewalk and streetscape improvements completed in association with redevelopment activities will require coordination with CL&P because much of the underground power network runs under existing sidewalks.

Telecommunications

Telecommunication services - including local and long distance telephone, high-speed internet and business data lines - are provided by SBC Southern New England Telephone (SNET) and Cablevision Systems.

Local and long distance phone service is provided by SBC SNET, a subsidiary of SBC Communications. SNET first entered the com-

mercial telephone market in 1878 and was recently purchased by San-Antonio-based SBC Communications. SBC SNET is the incumbent local-exchange carrier in Connecticut, with more than 2 million access lines in service.

The entire project area is DSL-capable as a result of the presence of copper exchange cable. Given the projected residential development, reinforcements and/or additions to the conduits and manholes within the project area may be required. This work would take place in conjunction with the road reconstruction and redevelopment activities. The details and scheduling of any utility work associated with the proposed redevelopment project would be addressed at pre-construction meetings to be coordinated by the City.

Cablevision recently completed a \$5 billion upgrade to its network infrastructure. Cablevision's network combines fiber and coaxial cable is located both above-ground and sub-surface. The aerial portion of this network utilizes the same above-ground infrastructure as the electric service provider, CL&P. However, fiber optic service is not available to all of those businesses and residences within the Wall Street area.

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

IV. RELOCATION

[Sec. 8-125(c)(4) schedules showing the number of families displaced by the proposed improvement, the method of temporary relocation of such families and the availability of sufficient suitable living accommodations at prices and rentals within the financial reach of such families and located within a reasonable distance of the area from which they are displaced;]

Properties to be Acquired

As proposed, the Plan encompasses five Redevelopment Parcels. Assembling property in a Redevelopment Parcel may require the acquisition of privately-held properties. Assembly could require the Agency to assist in the acquisition of up to thirty-two (32) properties. As stated in I. Description of Area, inclusion in a Redevelopment Parcel means that a property has been identified as critical for meeting the goals of the Plan. Acquisition may or may not be a means by which the Agency addresses the property's role in the Plan, and the actual number of properties subject to acquisition will depend on the terms of the Land Disposition Agreements between the Norwalk Redevelopment Agency and private developers. The privately held properties, potentially subject to acquisition in connection with this Plan, are listed in Table 2.

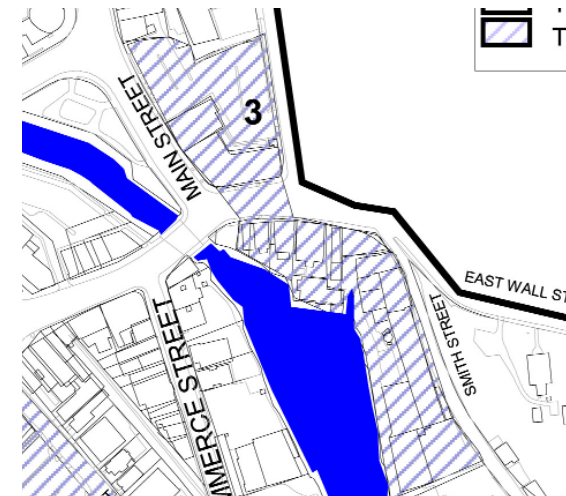
Acquisition will occur by Redevelopment Parcel. Acquisition cannot commence until the Common Council of the City of Norwalk passes a resolution adopting this Redevelopment

Plan. It is anticipated that acquisitions will be completed thirty-six (36) months from the date the City of Norwalk adopts this Plan.

Schedules of Displaced Families

The land acquisition, as described in this plan, may result in the displacement of families currently residing within the areas that comprise the Redevelopment Parcels. An inventory of residential properties found within the boundaries of the proposed Redevelopment Parcels indicates this plan could dislocate up to twenty-three (23) households. The accompanying Table 3 denotes the number of households in each parcel by address that the Plan will impact.

No.	Dev Parcel	PARCEL ID	ADDRESS		
	1		No Acquisitions Required		
	2a				
1		1-29-18-0	2	ISAACS ST	ST
2		1-29-28-0	21	ISAACS ST	ST
3		1-29-25-0	23	ISAACS ST	ST
4		1-29-24-0	18	ISAACS ST	ST
5		1-29-23-0	31	ISAACS ST	ST
6		1-29-54-0	19	ISAACS ST	ST
7		1-29-63-0	20	ISAACS ST	ST
8		1-28-15-0	28	LEONARD ST	ST
9		1-28-16A-0	26	LEONARD ST	ST
10		1-28-16-0	24	LEONARD ST	ST
11		1-28-17-0	22	LEONARD ST	ST
12		1-29-9-0	77	WALL ST	ST
13		1-29-8-0	83	WALL ST	ST
14		1-29-7-0	97	WALL ST	ST
15		1-29-14-0	65	WALL ST	ST
16		1-29-13-0	61	WALL ST	ST
32		1-29-10-0	71	WALL ST	ST
17		1-29-6-0	731	WEST AV	AV
18		1-29-4-0	717	WEST AV	AV
	2b		No Acquisitions Required		
	3				
19		1-66-30-0	1	COTTAGE PL	PL
20		1-59-8-0	6	SMITH ST	ST
21		1-66-29-0	15	HIGH ST	ST
22		1-66-21-0	20	MAIN ST	ST
23		1-66-25-0	12	MAIN ST	ST
24		1-66-38-0	26	WALL ST	ST
25		1-59-4-0	15	WALL ST	ST
26		1-59-3-0	17	WALL ST	ST
27		1-59-2-0	19	WALL ST	ST
28		1-59-5-100	9	WALL ST	ST
29		1-59-6-0	7	WALL ST	ST
30		1-59-7-0	5	WALL ST	ST
31		1-59-13-0	9	WALL ST	ST
	4		No Acquisitions Required		



Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

Table 2: Redevelopment Parcel properties

Redevelopment Parcel	PARCEL ID	ADDRESS			Families
1	n/a	n/a	n/a	n/a	0
2a	1-29-23-0	31	ISAACS S	ST	6
2b	n/a	n/a	n/a	n/a	0
3	1-59-4-0	15	WALL ST	ST	3
	1-59-5-100	9	WALL ST	ST	14
4	n/a	n/a	n/a	n/a	0

Table 3: Displaced households

Method of Relocation

The Agency will coordinate the acquisition of those privately-held properties deemed critical to realizing the Plan's goals within the Redevelopment Parcels and seek permanent relocation for all displaced households. In addition the Agency will be responsible for identifying suitable living accommodations for those families displaced as a result of this project. The method of relocation for the families shown in Table 3 shall be that described in the City of Norwalk's Wall Street Relocation Plan, which is on file at the Agency. The Agency will adhere to the federal or state Uniform Relocation Assistance and Real Estate Acquisition Policies Act for displaced persons as they may apply, including businesses, organizations, families, and individuals displaced in the implementation of this Plan.

Availability of Sufficient Suitable Living Accommodations

The Redevelopment Agency is responsible for identifying suitable replacement housing, with-

in a reasonable distance, for those families displaced as a result of this redevelopment plan. According to the Norwalk, CT Consolidated Plan for Housing and Community Development, Norwalk has a housing stock of approximately 32,000 units of which 3,999 (12.2%) are designated affordable.

Studies show an adequate housing stock and an active market from which to select a replacement unit. This group of households will be eligible for financial and other assistance during the relocation process.

In an attempt to quantify the availability and cost of market rate rental housing in Norwalk, the staff reviewed real estate classifieds published in the Norwalk Hour for the days including January 28, 2004, January 30, 2004 and February 2, 2004. Based on the findings from this timeframe, the median number of one-bedroom apartments was thirty-one (31). Rents for these apartment range between \$500 and \$1,700. The median number of two-bedroom apartments was twenty-nine (29). Rents for these apartments range between \$1,100 and

\$2,200. The median number of three-bedroom apartments was twelve (12). Rents for these apartments range between \$1,300 and \$2,000. The median number of four-bedroom apartments was three (3). Rents for these apartments range from \$1,850 and \$2,000. In addition, several larger apartment complexes in the area advertised availability without providing the number of units available.

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

V. ZONING

[Sec. 8-125(c)(5) present and proposed zoning regulations in the redevelopment area;]

Present zoning for the area is as shown in Map 5, attached. Regulations pertaining to each zone are included in Appendix E.

Most of the area is zoned Central Business Design District, or 'CBD,' a positive outcome of the 1986 Business District Management Plan. This zone designation continues to reflect most of the goals and objectives for the area today and as articulated in this Plan. For example, the CBD-A zone prohibits ground-floor residential uses, a concept which could well be expanded to sub-areas B and C. Existing zoning also encourages such amenities as through-block arcades, pedestrian plazas, day-care centers, and atria.

Additionally, although current CBD zoning matches well with many of the Plan's goals and objectives, those goals and objectives might be quicker realized with an expanded Amenity Incentive Provisions section. Additional amenities to incentivize could include: water-dependent uses, affordable housing, historic preservation, sidewalk cafes, and esplanades. Incentives which could be added to the existing list of bonuses include parking relief, more coverage, density increases, and setback requirement reductions (subject to state statutes).

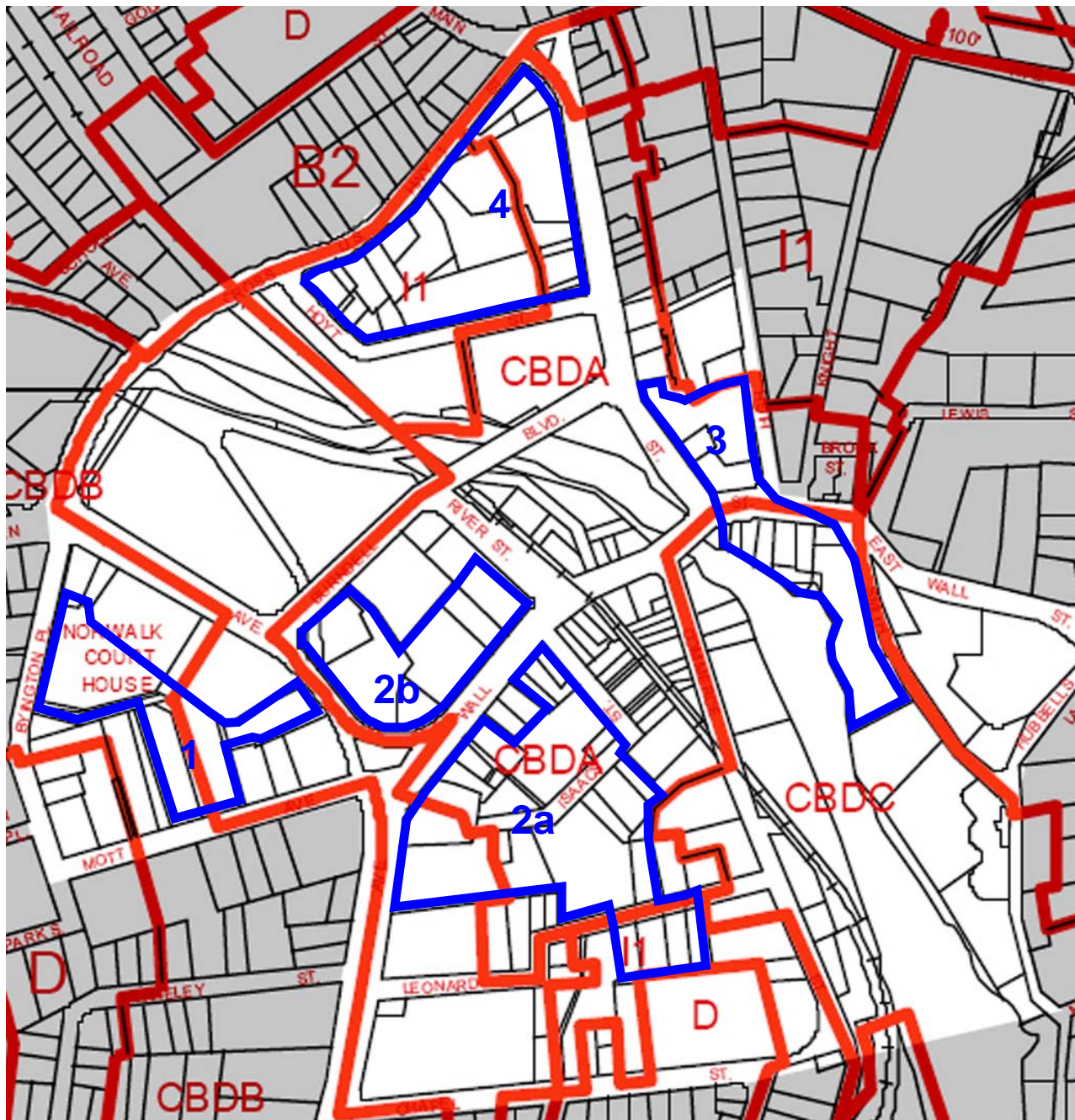
The CBD zones do not, however, extend to the full reach of the Plan area. As shown in Map 5, the area also encompasses property that is zoned D, I-1, and, in the case of Mill Hill, EVD. Except for Mill Hill, where non-CBD zoning exists on property designated as part of a Redevelopment Parcel, such zoning could pose an obstacle to

meeting the goals and objectives of the Plan. A prime example is the I-1 zone on Cross Street, the majority of which is included in Redevelopment Parcel 4 whose proposed land uses include 290 units of housing.

Objective 2c of the Plan is to "Increase the resident population in the area, offering a greater range and quality of housing options in a desirable neighborhood." One aspect of the CBD zone's regulations that causes concern is its emphasis on efficiencies and one-bedroom units (§118-504B5). This emphasis should be reassessed and probably changed if this Plan is to be responsive to the marketplace and the housing needs of a diverse population of Norwalk families.

Listed in the Wall Street Plan Update (2003) among development opportunities is the creation of Artist Lofts and Live/Work Units, especially in the area currently zoned CBD-C. This initiative is further discussed in Section II Land Use of this Plan and would require the addition of such a category as "Live/Work Unit" or "Residential Unit Business Pursuit" to Article 10 of the zoning regulations, and as allowed uses above the first floor in the CBD zones.

Finally, in order that sidewalk cafes may be added to the amenities in a renewed Wall Street neighborhood, Norwalk should adopt a new provision under Article XV of the Norwalk Code of Ordinances, allowing the day-to-day placement of tables and chairs on city sidewalks so long as the greater width of six (6) feet or one third (1/3) of the sidewalk is left clear for pedestrian traffic. Excluding sidewalk café seating from the equation used to calculate parking requirements under zoning would form the other half of the regulatory framework for encouraging sidewalk cafes.



Map 5: Existing Zoning

VI. FINANCIAL

[Sec. 8-125(c)(6) any other detail including financial aspects of redevelopment which, in the judgment of the redevelopment agency authorized herein, is necessary to give it adequate information;]

The City envisions the Wall Street area to be a vibrant and energetic urban setting that serves as the traditional center of Norwalk's community life. The City anticipates that private sector investment will drive much of the activity within the Redevelopment Parcels that comprise the Wall Street area. A review of the economic conditions and demographics that characterize Norwalk and Fairfield County helps to illustrate the feasibility of this goal.

The prospects for the revitalization of the Wall Street area are buoyed by the neighborhood's location within the City of Norwalk, the Norwalk/Stamford Primary Metropolitan Statistical Area and Fairfield County. Demographic measures suggest the proposed Wall Street area can offer potentially feasible redevelopment opportunities.

Norwalk and the Wall Street area occupy a central location in an affluent market. Recent market analysis indicates Norwalk should experience minimal, 0.6%, population and household growth over the next five years. However, upper-income households and individuals, represented by household incomes ranging from \$100,000 - \$149,999, should represent a significant portion of this increase. As a result, upper-income consumers should increasingly drive

the demand for housing and services in Norwalk.

In addition, forecasts project general employment growth rates will exceed population and household growth. According to market data, the largest source of employment growth in Fairfield County will be in service sector industries, specifically, financial services, health services, social services and engineering. Over the next five years employment within these industries will expand at rates of 2.0 and 3.5 percent annually. Higher projected rates of job growth suggest an even stronger demand for housing than is suggested by the census projections. Increased residential development will in turn spur demand for retail uses within the area.

Market analysis reveals the investments and activities that offer the strongest opportunities for new development in the project area. The growth of upper-income individuals and households in Norwalk will drive demand for luxury rental apartments and condominium development. However a need exists for the development of affordable housing, including mixed-income housing and artist loft-space. Given the high median-family income found in Norwalk, the need for affordable housing is especially acute to retain middle-income, working families and individuals within the City.

Economic forecasts help to identify prospects for office/commercial and retail development within the Wall Street area. Planned developments located in proximity to the Wall Street area, such as Reed Putnam, will absorb demand for traditional, large scale office space.

However, opportunities remain for the creation of smaller - scale, professional office space that does not require a traditional building footprint such as financial service firms, law/medical offices or architectural studios.

Current demand for regional destination retail is served by the existing establishments located along Route 1 and Connecticut Avenue in Norwalk. However, redevelopment in Wall Street will generate openings for small neighborhood businesses such as specialty food and personal care stores.

Approximately 325,000 square feet of retail uses currently exist within the Wall Street area. Of that amount, a significant portion is vacant or underutilized. In addition to the new retail proposed, this Plan intends that proposed residential development will yield a higher demand for local retail in a manner that fills existing (but vacant) commercial space as well. Thus, actual added commercial square footage will be not be insubstantial, but indeed continue Wall Street's status as a commercial center.

As residential development proceeds, new residents may enhance business opportunities for commercial establishments particularly entertainment venues. Such entertainment ventures may include performing arts studios or academies, live concert settings, nightclubs and movie theaters. The disposable income of new residents within the Wall Street area will drive investment within existing and future area businesses thus spurring a balance of residential and commercial uses.

This market information suggests two catalysts for revitalization within the Wall Street area. The first catalyst is the City-owned properties. This project benefits from the presence of substantial publicly-owned parking lots along the perimeter of the area. The City may use these publicly-owned properties to leverage private investment within the area. To do so, the City may disposition properties to assemble marketable development parcels. The creation of marketable development sites will allow the

City to negotiate with private investors to ensure that future development meets the goals of this plan including increasing the amount of affordable housing, structured parking and attractive design standards for new construction and renovation.

The second catalyst is the development of new residential projects including apartments, condominiums and possible projects oriented toward artists or live/work uses. Such projects can take advantage of the City's demographic and economic assets and generate new consumer spending that will in turn support new investments in local businesses and properties.

OPPORTUNITIES BY LAND USE

The **residential** market offers the strongest opportunity for new development in the Wall Street area. Residential opportunities include rental apartments, luxury condominiums, mixed – use housing, artist loft housing and independent living senior housing products.

With the development of additional residential units, independently operated businesses such as restaurants, arts – related businesses, specialty food stores and other **small scale retailers** will enjoy enhanced opportunities to target the growing residential market.

As retail businesses grow and succeed, the area's **property owners** will be able to upgrade their tenant profiles, lease rates and physical conditions.

A sample of local commercial real estate brokers estimates stable and increasing trends in **local office** rates.

Entertainment venues represent a type of commercial uses that may succeed in the Wall Street area. Such entertainment uses may include performing arts studios or schools, concert settings, nightclubs and movie theaters.

Introduction

§8-125(c)(1)

§8-125(c)(2)

§8-125(c)(3)

§8-125(c)(4)

§8-125(c)(5)

§8-125(c)(6)

Appendices

APPENDICES

APPENDIX A: BOUNDARY SURVEY

Beginning at a point, said point being the intersection of the center lines of Cross Street, North Avenue and Main Street as depicted on Assessor's Map 14NE; thence in a southerly direction along the center line of Main Street to a point, said point being the intersection of the center line of Main Street and the westerly extension of the southerly line of Assessors Lot 20, Block 66, Map 14NE; Thence in an easterly direction through Main Street and along the southerly line of said assessors lot 20 to the westerly line of Summit Street, so called on Assessors Map 14NE; thence in a southerly, easterly, then southerly and easterly again along the southerly end of said summit street to the westerly line of Assessors Lot 29, Block 66, Map 14NE; thence in a southerly, then easterly direction along the westerly and southerly lines of said Assessors Lot 29 to a point, said point being the intersection of easterly extension of the southerly line of said Assessors Lot 29 and the center line of High Street to a point, said point being the intersection of the center lines of High Street and Wall Street; thence in an easterly direction along the centerline of Wall Street then the centerline of East Wall Street to a point, said point being the intersection of the center lines of East Wall Street and Hubbells Lane; thence in a southerly direction along the center line of Hubbells Lane to a point, said point being the intersection of the center lines of Hubbells Lane and Smith Street; thence in a southerly direction along the center line of Smith Street as depicted on Assessors Maps 14NE and 14SE to a point, said point being the intersection of the center line of Smith Street and the Easterly extension of the southerly line of Assessors Lot 15, Block 59, Map 14SE; thence in a westerly direction through Smith Street and along the southerly line of said Assessors Lot 15 to the easterly line of the Norwalk River; thence in a westerly direction through the Norwalk River and the railroad Right of Way to a point, said

point being the southerly end of a line labeled 229.67' as depicted on Assessors Lot 30, Block 22, Map 14SE; thence in a westerly direction along a line labeled 53.03' as depicted on aforesaid lot; thence in a southerly direction along a line labeled 63.86' and a line labeled 34.69' as depicted on aforesaid lot; thence in a westerly direction along line labeled 9.74' as depicted on aforesaid lot to the easterly line of Railroad Place; thence in a westerly direction along an extension of aforesaid line labeled 9.74' to the centerline of Railroad Place; thence in a northerly direction along the center line of said Railroad Place to a point, said point being the intersection of the center lines of Railroad Place, Commerce Street and Chapel Street as depicted on Assessors Map 14SE; thence in a westerly direction along the center line of Chapel Street to a point, said point being the intersection of the center lines of Chapel Street and West Avenue; thence in a northerly direction along the center line of West Avenue as depicted on Assessors Maps 14SE and 14NE to a point, said point being the intersection of the center lines of West Avenue and Mott Avenue; thence in a westerly direction along the center line of Mott Avenue to a point, said point being the intersection of the center lines of Mott Avenue and Byington Place; thence in a northerly direction to a point, said point being the intersection of the center lines of Byington Place, Belden Avenue and Cross Street; thence in a northeasterly direction along the center line of Cross Street to a point. Said point being the intersection of the center lines of Cross Street, North Avenue and Main Street and the point of beginning.

(The description herein is based on Assessors Maps 14NE and 14SE.)

(The term "center line" used in this description refers to the approximate center line of the right-of-way.)

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

APPENDIX B. RESOLUTIONRESOLU-
TION OF THE COMMON COUNCIL OF
THE CITY OF NORWALK, CONNECTI-
CUT, APPROVING THE WALL STREET
REDEVELOPMENT PLAN.

WHEREAS, under the provisions of Chapter 130 of the Connecticut General Statutes, Revision of 1958, as amended, the City of Norwalk and the Norwalk Redevelopment Agency propose to undertake and carry out a Redevelopment Plan which will address conditions of deterioration and blight in the Wall Street project area; and,

WHEREAS, there has been prepared and referred to the Norwalk Redevelopment Agency of the City of Norwalk for consideration and approval, a Redevelopment Plan for the project known as the "Wall Street Redevelopment Plan" dated Summer, 2004 consisting of 46 pages, 5 maps and 5 appendices; and,

WHEREAS, the Planning Commission of the City of Norwalk pursuant to Section 8-127, Chapter 130 of the Connecticut General Statutes has reviewed and commented upon said Plan and has determined the Plan to be consistent with the Plan of Development for the City of Norwalk; and,

WHEREAS, the Housing Authority of the

City of Norwalk pursuant to Section 8-127, Chapter 130 of the Connecticut General Statutes, has reviewed, commented upon and approved said Plan and has determined the Plan to be consistent with the mission and goals of the City of Norwalk's public housing programs.

NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Norwalk, Connecticut as follows:

1. That it is hereby found and determined that the area in which the proposed redevelopment is to be located is a redevelopment area as defined in Section 8-125(b), Chapter 130 General Statutes of Connecticut, and is deteriorated, deteriorating, substandard or detrimental to the safety, health, morals or welfare of the community;
2. That it is hereby found and determined that the carrying out of the redevelopment plan will result in materially improving the conditions of such area;
3. That it is hereby found and determined that sufficient living accommodations are available within a reasonable distance of such area or are provided for in the redevelopment plan for families displaced by the proposed improvement, at prices or rentals within the financial reach of such families;

4. That the Redevelopment Agency will adhere to the relocation policies required under the State and Federal Uniform Relocation Assistance Acts when implementing relocation activities;

5. That it is hereby found and determined that the Redevelopment Plan is satisfactory as to site planning and relation to the comprehensive or general plan of the municipality;

6. That the Redevelopment Plan is hereby in all respects approved, and the Clerk is hereby directed to file a certified copy of said Redevelopment Plan with minutes of this meeting.

THEREFORE, it is ordered that the Wall Street Redevelopment Plan dated Summer, 2004 is hereby approved and the Redevelopment Agency of the City of Norwalk is authorized and directed to take all steps necessary to carry out the Plan, including the acquisition of property by purchase, exchange or gift or through the exercise of the power of eminent domain as authorized by Chapter 130 of the Connecticut General Statutes and is further authorized to utilize all powers granted by any other pertinent legislative enactment including all powers vested in Redevelopment Agencies by Chapter 130 of the Connecticut General Statutes.

ADOPTED BY THE COMMON COUNCIL OF THE CITY OF NORWALK, CONNECTICUT, THIS ____13th____ DAY OF __July__ 2004.

ATTEST _____

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

APPENDIX C: NORWALK ARTIST CERTIFICATE PROGRAM

Norwalk Redevelopment Agency
(Agency)
Artist Certification Guidelines and
Application

WHAT IS AN ARTIST CERTIFICATE?

An Artist Certificate is a letter from the Agency to an artist that confirms that the artist has been reviewed by a committee of peers and is "certified" as a working artist. An Artist Certificate qualifies an artist for a period of five years as eligible for artist spaces. Upon expiration, an artist will need to seek new certification.

WHO IS ELIGIBLE FOR AN ARTIST CERTIFICATE?

Any artist who can demonstrate to a committee of peers that they have a recent body of work as an artist, and who requires loft - style space to support that work, is eligible.

WHY DO I NEED AN ARTIST CERTIFICATE?

The Agency has launched a special initiative designed to retain and expand space for artists in Norwalk. A central element in this initiative is the creation of new space permanently dedicated to artists through deed restrictions or other legally binding covenants. Space is designed to meet artists' special needs (i.e.

special ventilation or soundproofing). An individual who seeks to rent or purchase one of these artist spaces will be required to submit a current Artist Certificate as proof of eligibility.

WHO REVIEWS THE APPLICATION AND MAKES DECISIONS REGARDING CERTIFICATION?

Each application and related attachments is presented to a peer review committee. The committee is comprised from a pool of Norwalk artists and arts professionals who have been nominated to serve in this capacity. To nominate an artist or arts professional please contact Munro Johnson or Michael Moore at (203) 854 - 7810. The peer review committee certifies whether each applicant is able to demonstrate that he or she is a working artist. The decision of the peer review committee will be final. If an applicant is not certified during this round, he or she can reapply in a future round with further information.

HOW DO I GET AN ARTIST CERTIFICATE?

To obtain an Artist Certificate, an artist must submit a simple application form. Please see below for the guidelines and the attached application document.

APPLICATION REQUIREMENTS

Each application must consist of any combination of the following materials:

- Evidence of a recent body of work

created in the past 3 years, as documents in support materials such as slides, videos, audio-tapes and/or CDs; production photographs; scripts, works of fiction, non - fiction or poetry. Support materials need to be labeled (i.e. artist's name, date of work) - do not submit original artwork;

- Evidence that the artist has formal training in the arts, as documented in a resume that summarizes that training;

- Evidence that the artist has presented his or her work in exhibition, performance, readings or comparable public programming, as documented in a resume, sample programs/invitations, catalogs, press clips, etc;

- Up to 3 letters of recommendations from artists and/or arts professionals (i.e., curators, producers, teachers, etc.) who are recognized within the arts community and who will attest that the applicant is a serious, working artist.

Please note; only submit letters of recommendation if you cannot present evidence of recent body of work, evidence of formal training and/or evidence that you have presented your work publicly.

Application and supporting materials must be mailed to Munro Johnson or Michael Moore, Norwalk Redevelopment Agency, 125 East Avenue, Norwalk, CT 06856 - 5125. If you enclose a self - addressed stamped envelope, your materials will be returned to you by the end of the month.

The decision of the Peer Review Panel will be final. Please be sure to submit a complete application.

AUTOMATIC CERTIFICATION

Automatic certification is granted to artists who have received funding from the Connecticut Commission on the Arts within the past three years.

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

APPENDIX D: HISTORIC PRESERVATION Tools and Resources

Assembled below are tools and resources to assist property owners, developers, and other area stakeholders in making historic preservation a productive vehicle for the area's redevelopment and revitalization. First, three tax incentive programs are summarized. Then Norwalk's demolition delay ordinance is summarized. Finally, reference is given for a low-rate loan program for façade renovations discussed further in Appendix E.

I. Tax Incentives

Although conducting a historically-sensitive development program is a laudable goal, the Agency is aware that historic preservation can also mean extra costs and complexity. Fortunately, historic preservation happens to be a laudable goal that government is willing to pay for, at least in the form of tax reductions. Here are three preservation tax incentive programs, one from each level of government. Used individually, and especially collectively, they should make the preservation of historic buildings in the area a little more feasible.

LOCAL: City of Norwalk Phased Increased Assessment Program

The goal of the City of Norwalk's Phased Increase Assessment Program is to encourage the rehabilitation of those properties listed in the Norwalk Historic Resources Inventory by deferring the increase to property assessments resulting from the rehabilitation of such property.

Upon the completion of a rehabilitation project, The City of Norwalk will defer the increase in the assessment of the property, resulting from the renovation activities, according to the following schedule:

- (1) During the first tax year following completion of the rehabilitation, 90% of the increase shall be deferred.
- (2) During each tax year thereafter, 10% of the increase shall be added to the assessment until 100% of the increase shall be assessed.

Prior to initiating a project under this program, a property owner must enter into a formal Rehabilitation Agreement with the Norwalk Redevelopment Agency, which establishes the scope of activities for the project.

STATE: Connecticut Historic Homes Rehabilitation Tax Credit Program

This program:

a. allows allocation of up to \$3 million per state fiscal year in corporate tax credits.

Corporations may qualify if providing funds in the form of cash -- purchase of the tax credits -- or loans where the value of the tax credit is used to reduce the amount owing on the loan.

b. provides a thirty percent tax credit, up to \$30,000 per dwelling unit, for the rehabilitation of 1-4 family buildings. After completion of rehabilitation work, one unit must be owner-occupied for a period of five years.

c. requires a minimum of \$25,000 in qualified rehabilitation expenditures to qualify.

d. requires that the building be listed on the National or State Register of Historic Places and located in a targeted area to be eligible. Targeted areas include:

- (1) selected federal census tracts with family income levels below the state median,
- (2) state designated areas of chronic economic distress, or
- (3) urban/regional centers identified in the State of Connecticut Conservation and Development Policies Plan of the Office of Policy and Management.

The owner must submit applications to the

Connecticut Historical Commission for approval prior to the start of rehabilitation work. Application forms can be obtained from the Connecticut Historical Commission, 59 South Prospect Street, Hartford, Connecticut 06106.

WEBSITE:

<http://www.chc.state.ct.us/CTTAXCREDIT.htm>

FEDERAL: Federal Historic

Preservation Tax Incentives Program

This program provides a federal investment tax credit for 20% of the rehabilitation costs (including labor, materials, architects or other consultant fees) for income-producing buildings listed on the National Register of Historic Places. The tax credit may apply to properties such as a retail store, industrial or office building, apartment building, or vacation rentals. Private homes, which do not generate income, are not eligible for the credit.

Note that the rehabilitation of the income-producing properties must follow the Secretary of the Interior Guides to Rehabilitation. The process involves review and comment by the Connecticut Historical Commission and certification by the National Park Service. The CHC is available to assist property owners in identifying historic structures and to provide technical assistance with respect to appropriate rehabilitation treatments.

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

Range: 20% of eligible expenditures
 Eligibility: Owners or long- term lessees of historic buildings used for income producing purposes.

Deadline: File application before construction. File for approved credit at end of tax year.

For a complete definition and regulations visit the National Park Service's Historic Preservation Service's Federal Historic Preservation Tax Incentives - link is provided below. Additional information is also available from the Connecticut Historical Commission.

WEBSITE:

www.cr.nps.gov/hps/tps/tax/index.htm

II. Demolition Delay

It should also go noted here that the City of Norwalk has a Demolition Delay Ordinance for the protection of historic buildings. In general, demolitions in the City of Norwalk are governed by §29-406 of the Connecticut General Statutes, and §55 - 1-7 of the City of Norwalk Code of Ordinances. For buildings 50 years old and older, the applicant must provide public notice of the intent to demolish the building, and if the notice generates any objection, the demolition permit is withheld for 90 days. The full text of the Ordinance is available from either the Agency or the Building Department. A summary of the Ordinance's main provi-

sions for older buildings is as follows:

- a. Applicant must submit an application for a permit.
- b. Within 10 days, applicant must publish in a local newspaper a "notice of intent to demolish," mailing copies of the notice to prescribed persons and organizations. Applicant must also post a sign of specific dimensions on the structure to be demolished.
- c. Applicant must certify to the Chief Building Official that s/he has complied with the requirements of notification.
- d. If an objection to the demolition is filed with the Chief Building Official within 21 days of said certification, the demolition permit is withheld for 90 days. Otherwise, the Chief Building Official may issue the permit.

FOR MORE INFORMATION:

The Building Department, Room 121
 Norwalk City Hall

125 East Avenue
 Norwalk, CT 06856
 Phone: (203) 854-7755

III. Façade Improvement Program

Finally, owners and developers planning their project(s) should not forget that, in addition to the aforementioned tax incen-

tives, reduced-rate loans are available for
façade renovation in the area. Inquiries
should be directed to the Norwalk
Redevelopment Agency at (203) 854 -
7810

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

APPENDIX E: AREA ZONING REGULATIONS

CBD

§ 118-504. Central Business Design District. [Added effective 10-1-1987]

A. Purpose and intent.

(1) It is the purpose of this zone to encourage rehabilitation and compatible new development within Norwalk's central business district. The provisions of this zone are intended to promote moderate scale, mixed-use developments within the downtown area which will provide new retail, residential and office opportunities; protect existing historic structures, water-dependent uses and coastal amenities; and wherever possible, improve the pedestrian environment through public plazas, walkways and shared off-street parking facilities.

(2) Subareas.

(a) For the purpose of further defining allowable development options, this district has been divided into three (3) subareas:

[1] Subarea A -- Wall/Main Core Area: As the core of the central business district, the Wall/Main Subarea requires ground-floor retail uses with a mix of office or residential above, encourages maximum lot coverage and provides incentives for public amenities to improve the downtown streetscape and pedestrian circulation patterns.

[2] Subarea B -- West/Belden Corridor: As the gateway to the business district core, the corridor area regulations require a minimum lot size to encourage comprehensive development proposals, permit uses other than retail on fifty percent (50%) of the ground floor and encourage dense mixed-use developments along this important commercial corridor.

[3] Subarea C -- Downtown Waterfront: With the Norwalk River and upper harbor as a focal point, the waterfront area regulations require public access to and along the waterfront and encourage the consolidation of industrial promote and encourage other uses which attract the public to the waterfront, such as restaurants, transient slip space and residential development. Priority and preference is to be given to siting water-dependent uses which are compatible with the revitalization of the downtown area, such as recreational and commercial boating and fishing facilities and transient slip space.

(b) Each subarea is delineated on a map entitled "Norwalk Central Business Design District," scale one (1) inch equals one hundred (100) feet, dated July 17, 1987, as revised to September 16, 1987, and is subject to the general regulations set forth for this district as well as any specific subarea regulations which apply. In addition, those parcels located within the coastal zone boundary shall be subject to coastal site plan review and all other requirements of § 118-1110 herein.

B. General regulations.

(1) Premises shall be used and buildings shall be erected which are used, designed or intended to be used for one (1) or more of the uses permitted within each particular subarea. Uses which are not permitted in a given subarea shall not be permitted by variance in this district.

(2) All development within this zone shall conform to the streetscape standards defined in the Norwalk Business District Design Guidelines (September 1987). Where streetscape improvements have already been made, the Commission may waive this requirement.

(3) Public amenities are encouraged and shall include providing one of the following on-site uses: landscaped pedestrian plazas, gardens, courtyards, through-block concourses/arcades, fountains, public seating areas, atriums,

day-care centers, sidewalk cafes, public parking garages or improvements to off-site public spaces as defined in the Norwalk Business District Design Guidelines. And further, certain amenities will be subject to bonus floor area and height provisions as described in Subsection E of this section.

(4) [Amended effective 4-25-1997] Accessory uses and structures which are incidental to and customarily associated with the principal use of the premises shall be permitted, subject to subarea use regulations, including the following restrictions:

(a) Commercial communication antennas are permitted as an accessory use when located on an existing building or structure, subject to the height limitation of that subarea, except that antennas mounted on existing buildings which meet or exceed the height limitation of that subarea may extend above the existing building height by no more than fifteen (15) feet. In addition, the color of the building shall be incorporated into the design of antenna.

(5) Not less than seventy percent (70%) of the dwelling units shall be efficiencies and/or one-bedroom units.

C. Use regulations.

(1) Subareas A and B.

(a) Principal uses and structures. Any structure or use within these subareas having a gross floor area of eight thousand (8,000) square feet or more or requiring twenty-five (25) parking spaces or more shall be permitted subject to site plan review in accordance with § 118-1451 of these regulations.

[1] Premises in Subareas A and B shall be used, and buildings shall be erected which are used, designed or intended to be used, for one (1) or more of the following uses and no other subject to the conditions noted in Subsection C(1)(a)[2]:

[a] Retail establishments.

[b] Restaurants and taverns (excluding drive-in facilities).

[c] Banks and financial institutions (excluding drive-in facilities.).

[d] Theaters and auditoriums.

[e] Personal and business service establishments.

[f] Government agencies and charitable offices. [Amended effective 5-28-1993]

[g] Museums, libraries and meeting halls.

[h] Churches, church buildings and places of worship.

[i] Parks, open space and public recreational facilities.

[j] Day-care centers.

[2] The following uses shall be permitted only above the first floor in Subarea A and permitted on any floor in Subarea B but, when any portion of the lot abuts West or Belden Avenues, shall be restricted to fifty percent (50%) or less of the gross square footage of the first floor of any building within three hundred (300) feet of those streets.

[a] Multifamily dwellings, including elderly housing.

[b] Offices.

[c] Schools, including business and trade schools, and studios.

(b) Special Permit uses and structures. The following uses and structures shall be permitted by Special Permit in Subareas A and B in accordance with the provisions of § 118-1450:

[1] Off-street parking facilities.

[2] Public utilities.

[3] Clubs and lodges.

[4] Hotels.

[5] Congregate housing.

[6] Halfway houses, with no less than two hundred (200) square feet of living area per person. [Amended effective 6-29-1990]

[7] Sale and service of motor vehicles, provided that:

[a] Such use shall be designed as an integral part of a struc-

ture containing one (1) or more other permitted uses.

[b] All vehicles shall be serviced within the structure and displayed, stored and parked within or behind the structure.

[8] Commercial recreation establishment. [Added effective 12-7-1990]

(2) Subarea C.

(a) Principal uses and structures. Premises in Subarea C shall be used and buildings shall be erected which are used, designed or intended to be used for one (1) or more of the following uses:

[1] Retail establishments.

[2] Restaurants and taverns (excluding drive-in facilities).

[3] Marinas.

[4] Boat-building facilities and marine supply stores.

[5] Recreational and commercial fishing facilities.

[6] Industrial processing and storage facilities dependent on waterborne transportation for the supply of products.

[7] Multifamily dwellings, including elderly housing.

[8] Parks, open space and public recreational facilities.

(b) Special Permit uses and structures. The following uses shall be permitted by Special Permit in Subarea C in accordance with the provisions of § 118-1450:

[1] Public utilities.

[2] Clubs and lodges.

[3] Offices, including government agencies and charitable offices, up to six thousand (6,000) square feet of gross floor area. [Amended effective 5-28-1993]

[4] Congregate housing.

[5] Halfway houses, with no less than two hundred (200) square feet of living area per person. [Amended effective 6-29-1990]

[6] Day-care centers.

[7] Business service establishments, as defined in Article 10, § 118-100. [Added effective 4-29-1994]

D. Lot and building requirements.

(1) Subareas A, B and C. See the Schedule Limiting Height and Bulk of Buildings, Commercial and Industrial Uses, and all other applicable sections of these regulations and in addition:

(a) Buildings listed on the Norwalk Historical Resources Inventory are hereby declared to be in compliance with the height and bulk requirements of this section. External building modifications to such structures shall conform to the guidelines set forth in the Norwalk Business District Design Guidelines.

(b) All setbacks required by these regulations shall be a minimum of ten (10) feet per story, thirty foot maximum, where development abuts or is directly across the street from a residence zone, except that no setbacks shall be required where the abutting property is within a limited access highway or railroad right-of-way. [Added effective 8-30-2002]

(c) Municipal off-street parking structures are exempt from all lot and building requirements.

(d) New developments and additions to structures located in Subarea C shall provide public access adjacent to water which is a minimum of fifteen (15) feet wide. Such public accessways shall be in the form of landscaped walks, esplanades, boardwalks or piers of suitable design to encourage active use by the public and shall be dedicated as such in the deed to the property. Access from the street to the water shall be provided subject to Commission approval. Where access along the waterfront would, in the determination of the Commission, expose the public to hazardous conditions, the Commission may consider alternative forms of access to be provided.

(e) The Commission may exempt retail and restaurant uses in Subarea C from the average rear setback of twenty-five (25) feet as long as a fifteen-foot minimum public access-

way is maintained and the facilities are available for public use.

(f) Properties developed for residential use may be exempt from the recreation area requirement, in whole or in part, subject to an in-lieu fee to be paid to the downtown public spaces fund of the city. Such fees shall be utilized solely for the acquisition, design and improvement of public parks and open spaces within the Central Business Design District, in an amount determined by the following formula:

The amount of area in square feet required for recreational space [one hundred fifty (150) square feet times number of dwelling units] times twenty dollars (\$20.) times the Engineering News Record (ENR) Cost Index on the effective date of Commission or Zoning Board of Appeals approval divided by the ENR Cost Index of October 1, 1987.

(2) Schedule Limiting Height and Bulk of Buildings (Subareas A, B and C). See schedule at end of chapter.

E. Amenity incentive provisions.

(1) Eligibility criteria. A project shall be eligible to receive a bonus of additional floor area and/or building height if space is provided within the project for the public amenities, improvements or facilities set forth herein subject to approval by the Commission and to the project's compliance with the provisions of this section, including the following criteria:

(a) The overall design of the project and the specific amenities proposed are appropriate to the site, consistent with the Norwalk Business District Design Guidelines and contribute to the improvement of the downtown pedestrian environment.

(b) The applicant records a covenant on the land records which ensures the continuous operation and maintenance of the amenity and that such covenant shall run with the

land.

(c) The project conforms to all other provisions of these regulations.

(d) The amenity must be clearly identified as a facility available for public use.

(2) Amenity specifications. The following site amenities are hereby deemed to be mutually exclusive and cumulative:

(a) Pedestrian plaza: a continuous open space no more than three (3) feet above or below the center-line elevation of the street and abutting a designated pedestrian right-of-way, which is open to the public at all times, provides a minimum of one (1) linear foot of seating space per thirty (30) square feet of plaza and has a minimum street frontage and horizontal width of twenty-five (25) feet and a maximum area of three thousand (3,000) square feet. At least twenty percent (20%) of the plaza area shall be landscaped with shrubbery and trees, and the remaining area shall be hard-surfaced pavements which conform to the streetscape standard. The applicant shall demonstrate that the plaza has adequate sun exposure and that it will be available for use by properly licensed street vendors. The Commission may exempt waterfront esplanades from street frontage requirements if adequate access from the street to the esplanade is provided.

(b) Sidewalk arcade: a continuous space covered by a permanent overhead roof which extends along the facade of a building twelve (12) feet above the average grade of an adjacent public right-of-way or plaza and, if enclosed, has a minimum of eight-foot wide entrances located no more than twenty-five (25) feet apart along the length of the arcade. The arcade must be contiguous with retail store frontages along at least seventy-five percent (75%) of its length.

(c) Fountain/water feature: a fountain, cascade, stream or

other water display which is located in an unenclosed, publicly accessible space and is maintained in operating condition throughout the year, except when weather conditions prohibit such operation.

(d) Atrium: a continuous, open space enclosed within a structure which extends a minimum of two (2) stories in height without obstruction and admits substantial amounts of natural daylight from transparent overhead skylights and windows which comprise at least fifty percent (50%) of the enclosing ceiling and walls. The atrium must be within thirty (30) feet of a public right-of-way or plaza, be clearly designated as open to the public during business hours common to the area, provide a minimum of one (1) linear foot of seating space per thirty (30) square feet of atrium floor area and have minimum horizontal dimensions of twenty-five (25) feet. In addition, the atrium must be contiguous with retail store frontages along at least fifty percent (50%) of its perimeter.

(e) Through-block arcade: a continuous enclosed space which runs through a structure connecting a public street to another public street, parking garage or open space at the rear of the structure. The arcade must be open to the public during business hours common to the area, have a minimum width of fifteen (15) feet and be contiguous with retail store frontage along at least fifty percent (50%) of its length.

(f) Child day-care center: a facility located within the project or on an adjacent Central Business Design District lot which provides child-care programs on an ongoing basis, has a maximum area of ten thousand (10,000) square feet and for which a minimum five-year lease agreement has been secured prior to the issuance of a certificate of occupancy for the project. The facility should be provided to the day-care operator at nominal rental rates to permit its services to be affordable to a wide range of working fami-

lies.

(g) Public parking facilities: parking spaces provided in excess of those required for the approved project and dedicated for use by the general public for short-term (transient) parking. These spaces should be located on the level of a parking garage closest to the street and/or primary entrance to the projects and should be clearly designated as available for public parking.

(3) Amenity schedule: a proposed site amenity which complies with the standards set forth above shall be eligible for bonus floor area and/or height as set forth in Table 1: Schedule of Bonus Factors.

Table 1: Schedule of Bonus Factors

Public Amenity	Bonus Floor Area*	H e i g h t
Bonus		(stories/feet)
Pedestrian plaza	1:1	
Sidewalk arcade	2:1	
Fountain/water feature	5:1	
Atrium	6:1	1/12
Through-block arcade	8:1	2/24
Day-care center	6:1	2/24
Public parking facility	4:1	1/12

*NOTE: Bonus floor area is measured as a ratio indicating the square feet of permitted development (exceeding the as-of-right FAR) for each qualifying square foot of amenity, subject to FAR and height caps for each subarea.

F. Off-street parking and loading requirements. See §§ 118-1200 through 118-1260 of the regulations, except that: (1) For all properties with street frontage on West Avenue, Belden Avenue, Wall Street and Main Street, the principal use and structure shall be located between the street line of

the above-mentioned streets and all parking facilities. Underground parking facilities, the roofs of which are less than three (3) feet above the center-line elevation of the street, shall be exempt from this requirement. Properties with street frontage other than those noted shall provide a ten-foot buffer between all parking facilities and the street line.

(2) Parking areas and structures located in Subarea C shall be set back twenty-five (25) feet from the mean high-water mark and shall be suitably landscaped to provide an appropriate transition between the public accessway and parking facilities.

(3) The required amount of loading may be met on the same lot where the use occurs or on an adjacent lot, subject to approval by the Commission.

(4) Wherever possible, vehicle access to parking facilities shall be confined to less active, secondary streets and shall utilize a minimum of curb cuts.

(5) A minimum ten-foot buffer is required for at-grade parking areas which abut a residence zone. Parking structures shall be subject to Subsection D(2) herein.

(6) For mixed-use projects, twenty percent (20%) of the parking required for the residential use may be met by the parking provided for the nonresidential use. However, where it can be sufficiently demonstrated to the satisfaction of the Commission that a nonresidential use occurs predominantly during the weekday and daytime hours, for example, offices, then up to fifty percent (50%) of the parking required for the residential use may be met by the parking provided for such nonresidential uses. A use which occurs predominantly during the weekday and daytime hours shall not be changed to a use which does not occur predominantly during the weekday and daytime hours.

G. Sign regulations. See §§ 118-1290 through 118-1295 of the regulations.

H. The Central Business Design District shall not apply to buildings for which a zoning permit has been issued or Commission approval granted prior to October 1, 1987. Such buildings may be completed in accordance with plans filed with the Zoning Inspector or Commission prior to such date.

D Zone

§ 118-360. D Residence Zones. [Added effective 8-25-1978]

A. Purpose and intent. It is the purpose of this zone to provide areas for multifamily dwellings, as well as single- and two-family dwellings and other compatible uses. Certain other uses consistent with the allowed density may be permitted by Special Permit. It is intended that all uses be harmonious with local street characteristics and the limitation of available utilities and other public services.

B. Uses and structures.

(1) Principal uses and structures. In a D Residence Zone, premises shall be used and buildings shall be erected which are used, designed or intended to be used for one (1) of the following uses and no others:

(a) Single-family detached dwelling.

(b) Two-family detached dwelling.

(c) Multifamily dwelling containing less than twelve (12) dwelling units. All multifamily dwellings shall provide an open recreation area of not less than two hundred (200) square feet per dwelling unit and shall be located with due concern for the safety and convenience of the residents for whose use it is intended. The site plan shall indicate the manner of development, for example, play equipment, swimming pools, picnic tables, tennis courts, landscaping, etc. [Amended effective 7-11-1980]

(d) Parks and playgrounds.

(e) Farms, truck gardens and nurseries, provided that all produce is cultivated on the premises, and provided that they are located on a parcel having a minimum area of twelve thousand five hundred (12,500) square feet. No roadside stands shall be permitted. [Amended effective 2-2-1990]

(2) Special Permit uses and structures. The following uses shall be permitted by Special Permit in accordance with the provisions of Article 140, § 118-1450, Special Permits, and shall comply with the Schedule of Residential Uses and any additional standards set forth herein:

(a) Public museums. [Added effective 6-12-1987]

(b) Places of worship, churches and church buildings.

(c) Schools.

(d) Public utility supply or storage facilities.

(e) (Reserved)EN23

(f) Public and private colleges and universities.

(g) Schools or institutions for the mentally retarded, physically handicapped or the emotionally or developmentally disabled.

(h) Halfway houses allowing a maximum of sixteen (16) persons with no less than two hundred (200) square feet of living area per person, except that a halfway house for persons under the jurisdiction of the Department of Corrections shall not be permitted.EN24 [Added effective 6-12-1987; amended effective 6-29-1990]

(i) Cemeteries.

(j) Youth day camps.

(k) Firehouses.

(l) Nursery schools or child day-care centers, subject to a maximum occupancy of thirty-five (35) children, with no less than five hundred (500) square feet of lot area per child. No occupancy limitations shall be required when the facility is an accessory use that is incidental to the princi-

pal use of the premises, which shall be limited to schools, places of worship, congregate housing facilities and community centers. In all cases, outdoor play areas and off-street parking areas shall comply with the building setbacks set forth in the Schedule of Residential Uses. If facilities in existence at the time of adoption of this section are destroyed by fire, explosion, act of God or act of public enemy to an extent exceeding fifty percent (50%) of their assessed value, they may be reconstructed only if the height, bulk, location and use of the building is substantially as it had previously existed, subject to approval by the Director of Planning and Zoning, except as modified where necessary to conform to the Flood Hazard Zone and coastal management provisions of these regulations. The owners of such property shall document by A-2 survey or other means the height, bulk, location and use of the building as it had previously existed. [Amended effective 6-12-1987; 6-26-1998]

(m) Convalescent, nursing or rest homes.

(n)EN25 Planned residential development, subject to § 118-400.

(o) Multifamily dwelling containing twelve (12) or more dwelling units. All multifamily dwellings shall provide an open recreation area of not less than two hundred (200) square feet per dwelling unit and shall be located with due concern for the safety and convenience of the residents for whose use it is intended. The site plan shall indicate the manner of development, for example, play equipment, swimming pools, picnic tables, tennis courts, landscaping, etc. [Amended effective 7-11-1980]

(p) Elderly housing. All elderly housing shall provide an open recreation area of not less than one hundred twenty-five (125) square feet per dwelling unit and shall be located with due concern for the safety and convenience of the residents for whose use it is intended. The site plan shall

indicate the manner of development, for example, fireplaces, picnic tables, benches, shuffleboard courts, etc.

(q) Congregate housing. All congregate housing shall provide a recreation area of not less than one hundred (100) square feet per dwelling unit and shall be located with due concern for the safety and convenience of the residents for whose use it is intended. The site plan shall indicate the manner of development, including the location of specific facilities such as benches, walkways and landscaping. Roof terraces and interior recreational spaces may be included in the calculation of required recreation area. [Added effective 7-25-1980]

(r) Public or nonprofit community centers, subject to a minimum lot size of one (1) acre. [Added effective 6-12-1987; amended effective 5-28-1993]

(s) Group homes. EN26 [Added effective 6-12-1987]

(t) Community residences. EN27 [Added effective 6-12-1987]

(u) Boarding- or rooming houses.

(v) [Added effective 10-4-1991] Nonprofit technical schools providing training or educational programs certified by the State of Connecticut, subject to the following requirements:

[1] Shall have a minimum lot size of fifteen thousand (15,000) square feet.

[2] Shall not exceed twenty-five (25) persons undergoing training.

[3] Use of a technical school shall be limited to members of a trade or profession enrolled in apprenticeship and upgrading programs as defined in the Connecticut General Statutes Annotated Title 31, §§ 31-51a to 31-51e.

(w) Waterfront clubs. [Added effective 3-17-1995]

(3) Uses which are not permitted in Subsection B(1) and (2) above shall not be permitted by variance in a D Residence Zone. [Added effective 4-24-1992 EN28]

(4) Accessory uses and structures. Accessory uses and structures which are incidental to and customarily associated with the principal use of the premises shall be permitted subject to the provisions of § 118-910, and subject to the following restrictions:

(a) [Amended effective 2-2-1990] Home occupations shall be conducted entirely within the dwelling and shall be limited to no more than one (1) per dwelling. The home occupation shall not alter the residential character of the dwelling, provided furthermore that such home occupations:

[1] Shall employ not more than one (1) person not residing in such dwelling unit.

[2] Shall not involve storage of stock-in-trade or sale of commodities on the premises.

[3] Shall use an area equal to not more than twenty-five percent (25%) of the floor area of the first floor of such dwelling, up to a maximum of five hundred (500) square feet.

[4] Shall not include a barber, beautician or the sale or care of animals.

[5] Shall not involve the manufacture, conversion or fabrication of any material or product.

(b) Garage for motor vehicles owned by occupants of the dwelling.

(c) Lodging and rooming for not more than two (2) paying guests of the occupant of the dwelling.

(d) Recreational vehicles.

[1] Storage of recreational vehicles owned or leased by the occupant of the dwelling, provided that such vehicles are located in accordance with the front yard requirements of this zone and are effectively screened from view from the street and adjacent properties to the satisfaction of the Zoning Inspector.

[2] The open storage of recreational vehicles shall be pro-

hibited as an accessory use for multifamily dwellings.

(e) Storage of not more than one (1) commercial vehicle, as defined in Chapter 246, Section 14-1, of the Connecticut General Statutes, which does not exceed one-ton rated capacity.

(f) A driveway or walk used for access to a business or industrial use shall not be permitted as an accessory use.

(g) Family day-care homes in single-family and two-family dwellings and group day-care homes in single-family dwellings, subject to the conditions that a state license or registration is obtained by the provider and the outdoor play areas shall be fenced and/or adequately screened from adjacent properties to the satisfaction of the Zoning Inspector. [Added effective 6-12-1987]

(h) Greenhouses, provided that any structures are clearly accessory to the main dwelling unit. No roadside stands shall be permitted. [Added effective 2-2-1990]

C. [Amended effective 2-13-1980] Lot and building requirements. See the Schedule of Residential Uses and all other applicable sections of these regulations.

(1) Rear lots shall not be permitted in the D Residence Zone.

(2) Lots shall be large enough to contain a circle fifty (50) feet in diameter located behind the front setback line. [Added effective 6-24-1983]

(3) Parcels which contain a body of water, a designated inland wetland or watercourse or tidal wetland shall include only fifty percent (50%) of said body of water or designated wetland area in arriving at the maximum number of dwelling units permitted. [Added effective 1-29-1988]

D. Off-street parking and loading requirements. See §§ 118-1200 through 118-1260.

E. Sign regulations. See §§ 118-1290 through 118-1295. [Amended effective 9-13-1985]

I-1 Zone

§ 118-700. Industrial Zone No. 1. [Amended effective 12-20-1944; 11-1-1962; 9-25-1981; 12-10-1982; 9-13-1985; 6-29-1990; 11-27-1991; 6-28-2002; 9-27-2002]

A. Purpose and intent. The primary purpose of this zone is to provide areas which permit manufacturing and related uses, including warehouse, office, retail and single- and two-family housing. Heavy industrial uses would be allowed by Special Permit. The district is intended to provide low-scale industrial facilities interspersed with other uses and with the utilities and infrastructure necessary to support such industrial operations. The provisions of this zone are designed to recognize the need for manufacturing space while ensuring that these areas are compatible with adjacent residential neighborhoods and with the capacity of available infrastructure.

B. Uses and structures.

(1) Principal uses and structures. In an Industrial No. 1 Zone, premises shall be used and buildings shall be erected which are used, designed or intended to be used for one (1) or more of the following uses and no other. Any use or structure having a gross floor area of twenty thousand (20,000) square feet or more or requiring fifty (50) parking spaces or more shall be permitted, subject to the provisions of § 118-1451, Site plan review. Properties located within the coastal zone boundary, shall be subject to coastal site plan review and all other requirements of § 118-1110 herein.

(a) Manufacture, processing or assembly of goods which are not noxious or offensive due to emission of noise, pollutants or waste.

(b) Warehouse, storage and wholesale distribution facilities.

(c) Transportation and bus storage terminals.

- (d) Public utility supply and storage facilities.
- (e) Building materials sale and storage yards, including contractor's storage yards.
- (f) Offices, including banks and financial institutions and Contractor's offices.[Amended effective 1-26-2001]
- (g) All principal uses permitted in the Marine Commercial Zone.
- (h) Retail stores, personal and business service establishments, including restaurants and taverns.
- (i) Printing establishments.
- (j) Municipal sewage treatment facilities.
- (k) Research and development facilities.
- (l) All uses permitted in the C Residence Zone.
- (m) Off-street parking facilities.
- (n) Oil or petroleum storage facilities of twenty thousand (20,000) gallons or less, propane gas storage of thirty thousand (30,000) gallons or less and natural gas storage of thirty thousand (30,000) cubic feet or less.
- (2) Special Permit uses and structures. The following uses shall be permitted by Special Permit in accordance with the provisions of § 118-1450, Special Permits, and shall comply with the Schedule Limiting Height and Bulk of Buildings, Commercial and Industrial,EN53 and any additional standards set forth herein:
 - (a) Municipal utility plant or storage yard, as defined herein, oil and petroleum storage facilities of more than twenty thousand (20,000) gallons.[Added effective 9-27-2002]
 - (b) Gasoline stations and the sale and service of motor vehicles, subject to § 118-1010.
 - (c) Propane gas storage of more than thirty thousand (30,000) gallons and natural gas storage of more than thirty thousand (30,000) cubic feet, other than public utilities.
 - (d) Asphalt and concrete plants and recycling operations and rock crushing/processing facilities.
 - (e) Motor vehicle storage and junkyards.

- (f) Solid waste transfer stations, recycling and composting centers and related facilities.
- (g) Commercial recreation establishments.
- (h) Hotels.
- (i) Adult day care centers. [Added effective 8-31-2001]
- (j) Helicopter landing sites, as an accessory use to a principal permitted use, subject to special permit review and to the following restrictions: the landing site shall be a minimum of 300 feet from a residence zone and flight operations shall be restricted to the hours of 7:00 am to 7:00 pm only. [Added effective 9-28-2001]
- k) Animal care centers, provided that the use is fully enclosed within a structure located on a lot a minimum of two acres in size, that the location of the use is located a minimum of one hundred and eighty five (185) feet from a residential use as certified by a licensed surveyor and that adequate provisions are made to control noise and odors emanating from the facility, subject to approval by the Zoning Commission. [Added effective 6-28-2002]
- (3) Uses which are not otherwise permitted in Subsection B(1) or (2) above shall not be permitted by variance in an Industrial No. 1 Zone.
- (4) Accessory uses and structures. Accessory uses and structures which are incidental to and customarily associated with the principal use of the premises shall be permitted subject to the following conditions:
 - (a) Outside storage as an accessory use shall be limited to a maximum height of twenty (20) feet, shall be limited in area to not more than twenty percent (20%) of the gross floor area of the principal structure, shall be confined to side and rear yards only and shall be effectively screened from view from adjacent properties.
 - (b) Testing and communications towers for research and development purposes to a maximum height of one hundred (100) feet. Testing towers may be attached to a build-

ing with the same maximum height restriction, provided that, if built on top of a building, the height of that building shall count in the calculation of the height of the tower. Towers shall not exceed length and width dimensions of sixty by sixty (60 x 60) feet.

(c) Commercial communication antennas are permitted as an accessory use when located on existing building or structure, subject to the height limitation of that zone, except that antennas mounted on existing buildings which meet or exceed the height limitation of that zone, may extend above the existing building height by no more than fifteen (15) feet. In addition, the color of the building shall be incorporated into the design of the antenna. [Added effective 4-25-1997]

(d) Municipal kennels are permitted as an accessory use when located on the same parcel as a municipal wastewater treatment plant, provided that the use is fully enclosed within a structure and that adequate provisions are made to control noise and odors emanating from the facility, subject to approval by the Zoning Commission. [Added effective 12-18-1998]

(5) Additional standards for the Industrial No. 1 Zone.

(a) Environmental impact. No use shall be allowed that is noxious or offensive by reason of the emission of smoke, particulate matter, noise, dust, glare, fumes, odor, ionizing radiation, vibration, heat or any other pollutant or waste. All industrial uses which may potentially emit such pollutants shall submit a written assessment of the environmental impacts of the proposed uses and a plan which demonstrates how the project will comply with local, state and federal environmental regulations.

(b) Sanitary facilities. Public sewer facilities shall be utilized and adequate provision for storm drainage shall be made as determined by the Commission.

(c) Illumination and noise. Exterior illumination and noise shall be controlled by design or screening so as not to intrude

upon adjacent streets and properties.

(6) All premises used as a junkyard or for storage of motor vehicles shall be maintained in strict accordance with the Regulation Concerning the Licensing of and Operation of Motor Vehicle Junk Yards, issued by the Commissioner of Motor Vehicles, State of Connecticut, as now in effect or as hereafter revised.

C. Lot and building requirements. See the Schedule Limiting Height and Bulk of Buildings, Commercial and Industrial, EN54 and all other applicable sections of these regulations, and in addition:

(1) The area within required yards, except for vehicle and pedestrian accessways, shall be landscaped with lawns, trees and shrubs.

(2) No side or rear yard shall be required where a lot abuts a railroad right-of-way.

(3) Public access.

(a) New developments on lots adjacent to the inner harbor EN55 shall provide public access to the waterfront. Public accessways shall be an average of fifteen (15) feet in width and in the form of landscaped walks, boardwalks or piers designed to encourage active use by the public. Where access along the waterfront would, in the the determination of the Commission, expose the public to hazardous conditions, the Commission may consider alternative forms of access to be provided. Reasonable time-of-day restrictions may be established regarding such public accessways where justified for reasons of security or public safety.

(b) Where the principal use of the property is a single- or two-family dwelling or a water-dependent use, the public access requirement shall not apply.

(4) The height, bulk, location and use of all buildings in existence at the time of adoption of this section are hereby declared to be in conformance with the requirements of this section, provided that, if such buildings are destroyed by fire,

explosion, act of God or act of public enemy to an extent exceeding fifty percent (50%) of their assessed value, they may be reconstructed only if the height, bulk, location and use of the building is substantially as it had previously existed, subject to approval by the Director of Planning and Zoning, except as modified where necessary to conform to the Flood Hazard Zone and coastal area management provisions of these regulations. The owners of such property shall document by A-2 Survey or other means the height, bulk, location and use of the building as it had previously existed.

(5) Single- and two-family dwellings shall comply with the Schedule Limiting Height and Bulk of Buildings, Residential: C Residence.EN56

D. Off-street parking and loading requirements. See §§ 118-1200 through 118-1260.

E. Sign regulations. See §§ 118-1290 through 118-1295.

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

APPENDIX F: UTILITIES MAPS

ERRATA

1. Page 1, Column 1, top Removed words: DRAFT 5/13/04 Replaced with: Approved July 13, 2004 Common Council of The City of Norwalk.
2. Page 46-7 Replaced draft resolution with resolution adopted by Common Council 7/13/04.
3. Page 37, Table Removed property #32 (71 Wall St.) from Dev Parcel 3and added to Dev Parcel 2a.
4. Page 2 Removed words: Map 4: Area Public Works. Replaced with: Map 4: Public Parks and Parking.
5. Page 9 Removed brackets around the words "the municipality has designated..."
6. Pages 6,10,12,19,37,41 Tightened boundary line on map of Redevelopment Parcel 2A to reflect properties listed in Table 2.
7. Page 12 Removed hyphen in word 'Redevelopment'
8. Page 14 Removed sentence: "The portion also incorporates two groups of structures, as shown in Figure 21."
Inserted the word "seemingly" between "low-rise building" and "built"
9. Page 15 Inserted the word "Parcel" between words "This Redevelopment" and "has the highest..."
10. Page 18 Changed phrase "2003 Wall Street Update" to "Wall Street Update (2003)"
11. Page 20, Table 1 Changed both instances of 669 Wall Street to 669 West Avenue
12. Page 21 Deleted phrase "and shall" from "of this Plan and shall"
Deleted references to design districts
13. Page 22
Page 22 Inserted word "currently" in "this height is currently considered"
Added "to the as-of-right allowance" to "be added as a bonus to the as-of-right allowance."
14. Page 24 Added word "the" to "the customer pool"
15. Page 25 Deleted word "a" and added word "raised" to "raised speed tables"
16. Page 27 Changed reference from "Figure 30" to "Figure 41"
17. Page 28 Changed map label from "Map 4: Area Public Works..." to "Map 4: Public Parks and Parking"
18. Page 37, Table 2 Changed location of 71 Wall Street from Redevelopment Parcel 3 to Redevelopment Parcel 2A.
19. Page 38 Changed reference from Table 2 to Table 3.
20. Page 43 Inserted word "space" in "professional office space"
21. Page 67 Amended Errata Sheet in accordance with the above.

Introduction

Description
of
Area

Land Use

Streets
and
Utilities

Displacement
and
Relocation

Zoning

Financials

Appendices

APPROVED

March 13, 2007
Common Council of
The City of Norwalk

Wall Street Redevelopment Plan Plan Modification Spring 2007

The following is proposed as a CGS §8-136 "Plan Modification" to the *Wall Street Redevelopment Plan*, approved by the Norwalk Common Council on July 13, 2004. All parts of the original Plan are hereby declared retained and in full-force, except where hereunder added, deleted, or changed, or where changed through the language of the resolutions of the statutory approval bodies which approve this Modification.

I. TAKINGS AUTHORITY SPECIFIED

Purpose

The Modification seeks to be more specific and deliberate with regard to properties subject to acquisition under Norwalk's power of eminent domain as enabled under CGS §8-124 et. seq. The property subject to potential acquisition through eminent domain under the Plan, was shown on Map 1, and on a list on page 37. That map, list, and associated text on page 36 are hereby deleted, and replaced with the following approach: Eminent domain under the Modification shall take place only through direct approval by the Norwalk Common Council, and only in connection with a Land Disposition and Development Agreement with a City-designated preferred developer, each to be likewise approved by the Norwalk Common Council. Additions are indicated with underlines.

The following changes are made to the Plan.

A. Pages 36-38

Section IV, Properties to be Acquired, Schedules of Displaced Families and Method of Relocation is hereby deleted and substituted the following in lieu of thereof:

Property to be acquired in accordance with this Plan via the use of eminent domain pursuant to CGS Chapter 130, Part I must be approved by the Norwalk Common Council. The property sought to be acquired via eminent domain must be included within a Conceptual Master Site Plan, submitted by a Preferred Developer previously approved by the Council. The Conceptual Master Site Plan must be within the boundaries of the Plan area, and be part of a Land Disposition and Development Agreement, approved by the Council with its Preferred Developer.

No families are currently anticipated to be displaced by the proposed improvements under this Plan. However, the Redevelopment Agency has approved a "Wall Street Relocation Plan." If ~~un~~anticipated displacement becomes a possibility, the Agency will adhere to the Relocation Plan, and to the state and federal Uniform Relocation Assistance and Real Estate Acquisition Policies Acts, as each may apply.

B. Page 6, Column 2, Paragraph 1

Introduction Section 2.a.(1) in its entirety is hereby deleted and substituted the following in lieu thereof:

In cooperation with designated developers, obtain property rights to those properties needed to create an adequate unit of development and facilitate the implementation of a Conceptual Master Site Plan approved by the Norwalk Common Council in conjunction with an approved Land Disposition Agreement with Common

Council-appointed preferred developers, relocating affected parties as described in Section IV. Relocation.

- C. Legend on Map 1, Page 10 to be changed as follows:
“Tier I: Potential Acquisition” to be deleted and substituted the following in lieu thereof “Near Term”
“Tier II: Negotiate Changes” to be deleted and substituted the following in lieu thereof “Long Term”

- D. Page 11, Column 2, Line 4

The first full sentence at Page 11, Column 2, Line 4 is hereby deleted and substituted the following in lieu thereof:

Inclusion of a property in a Redevelopment Parcel means that it was identified during the community planning process as representing an area with clear and present opportunities for redevelopment activity in the Wall Street Update (2003) at the time that document was produced.

- E. Page 11, Column 2, Line 25 et. seq.

The sixth full sentence at Page 11, Column 2, Line 25 is hereby deleted and substituted the following in lieu thereof:

Property acquisition through the municipality’s exercise of its power of eminent domain in accordance with CGS Chapter 130, Part I, is authorized with the approval of this Plan, but shall further require additional Common Council approval. The approval of the use of eminent domain will be in conjunction with the Common Council’s approval of a Conceptual Master Site Plan and Land Disposition Agreement with a Common Council approved developer.

II. LAND USE

Purpose

The Plan’s “Proposed Land Uses” section adopts – very broadly and generally – the approach of preserving and promoting “mixed-use” development within the area. In contrast, Map 3 on page 19 of the Plan indicates – to the square foot, housing unit, and parking space – the precise “intended development mixes” for the area. This Modification seeks to provide at once greater flexibility, where the “intended development mix” is concerned, and more detailed guidance to developers and property owners with respect to acceptable mixed-use development under the Plan. The Modification accomplishes this through loosening the language in the first case, and providing “Land Use Standards” (paralleling the Design Standards) in the second case.

The following changes are made to the Plan.

- A. Page 18, Column One, Second Paragraph, Last Sentence, et. seq.

The fifth full sentence at Page 18, Column 1, Line 17 is hereby deleted and substituted the following in lieu thereof:

Anticipated development mixes for each Redevelopment Parcel are as shown in Map 3. The uses on this map are subject to “Land Use Standards” as described in the following section.

- B. Page 18, Column Two, Last Paragraph, et. seq.

‘Mix of Uses’ caption at page 18, Column 2 is hereby deleted and substituted the following in lieu thereof:

Land Use Standards

Mix of Uses

(As presently written)

The following text is to be added:

Allowed Land Uses

Permitted uses may include retail, restaurant, residential, office, institutional and parking uses. The following guidelines shall be applied in determining the appropriateness of these or other proposed uses.

Land Uses shall be compatible with residential development.

Land Uses shall promote synergies with nearby and neighborhood uses.

Land Uses shall activate the sidewalk and pedestrian environment.

Land Uses shall respond to the changing economy.

Prohibited Land Uses

Adult Uses, as defined in the Norwalk Zoning Ordinance, at §118-100

III. SITE BOUNDARY

Purpose

The Plan adopts the “centerline” as the boundary’s edge, where the Plan area boundary runs along a street. Recognizing that infrastructure improvements within the Plan area may or may not stop at the center of the roadway, the Modification seeks to replace the center line definition with one that embraces the total right-of-way.

The following changes are made to the Plan.

A. Page 9, Column 1, Paragraph 1, last sentence

The second full sentence at Page 9, Column 1, Line 15 is hereby deleted and substituted the following in lieu thereof:

Where streets make up the Plan’s boundary, ~~it runs along their centerline~~ the boundary encompasses the whole right of way.

B. Page 45

Replace all instances of the term “center line” with “outer edge of the right-of-way” at page 45.