

Approved

by the Norwalk Common Council
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**WEST AVENUE CORRIDOR REDEVELOPMENT
PLAN**

NORWALK, CT

SPRING 2006

Norwalk Redevelopment Agency
Norwalk, CT

WEST AVENUE CORRIDOR REDEVELOPMENT PLAN
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PROJECT VISION

The place of the West Avenue corridor within the Norwalk community should be an economic and social destination that links the neighborhoods to the south with the neighborhoods to the north creating an activity center for shopping, dining, strolling and casually meeting with friends. In addition, the project seeks to provide a significant stimulus to private investment in adjacent neighborhoods.

INTRODUCTION

The West Avenue Corridor has always been a central core of the City of Norwalk. From colonial time until the early part of the twentieth century, West Avenue was an elite residential neighborhood, home to Norwalk's prominent families and the site chosen for LeGrand Lockwood's country estate. During the mid-twentieth century during the surge of highway construction, the grandeur of the West Avenue neighborhood became a casualty of road work demolition. The assault of I-95 was later compounded by the new Route 7 extension. During that time, from mid-fifties until the mid-eighties, despite losing the majority of its grand architecture to 1960's strip malls, West Avenue remained a central corridor for commerce, especially retail, due largely to the increased accessibility brought about by the new road system. However, with the erosion of Wall Street as a traditional downtown retail center and the loss of almost 100% of downtown destination retail, West Avenue began to see significant business deterioration as well, both in retailing on the street and such major relocations as Bigelow Tea. Through building demolitions that occurred over time and general lack of investment in remaining structures, the land uses that occurred included auto parts warehousing, truck storage, industrial warehousing, construction storage and vacant lots. As a result, there was little encouragement for investment in the remaining residential properties scattered in the area. Hard evidence of this disinvestment is apparent in the last decade of the health department records of code violations, the police records of petty crime and significantly lower rent rates in the area.

During the mid-1980's, the City of Norwalk recognized the decaying condition of its urban center connecting the business losses on West Avenue with the decline of Wall Street and began the discussion of revitalization planning for the entire area. In 1987 the City completed the *Norwalk Center Business District Management Plan* which was intended to encourage redevelopment and which recommended the infrastructure improvements to prepare the central business district for the booming economic development which was taking place in other areas of the City. Public works projects were undertaken to separate water drainage systems and sidewalk improvements were constructed on Wall Street and West Avenue to support anticipated redevelopment.

Zoning amendments to create the Central Business Design District were adopted in an attempt to attract private development interest. However, the Plan's recommended public intervention in the form of a strategic redevelopment plan was never adopted in the belief that the project area's accessibility and attractiveness to private market forces would be sufficient to achieve the Plan goals. This was not the case as existing parcel sizes were too small for the new retail development; building configurations did not work for the market and there was no local resident population to provide the pedestrian traffic to support new retail. As a result, general merchandise retail in the area generally became marginalized, vacancies increased, rents fell and building maintenance was deferred. Any redevelopment that did occur was random, piecemeal and without substantial impact. The physical deterioration that occurred became a barrier to reversing the economic conditions and invited social blight in the manner of petty crime, drug use and prostitution.

In 1998, as a result of community concern and frustration, the Norwalk Redevelopment Agency recognized more proactive public action would be needed to stimulate the desired major private investment activity within the central business district. To that end, the City approached the Connecticut Department of Economic and Community Development regarding the funding of a planning grant for the creation of a Redevelopment Plan for the West Avenue corridor.

The Redevelopment Plan is a tool by which, under Chapter 130 of Connecticut State Statutes Sec. 8-124 – 169w, municipalities may develop a plan of redevelopment to specifically eliminate substandard, unsanitary, deteriorating or blighted conditions with the public powers of implementation in accordance with local planning objectives. The process of project plan development is specifically defined in the above-referenced State statute and the prescribed plan components are as laid forth in the following Plan document.

It is understood by the Norwalk community, that a consolidated public effort as evidenced by the existing Wall Street Redevelopment Plan coupled with the West Avenue Corridor Redevelopment Plan is needed to establish a new social and economic matrix typical in healthy city urban centers. The Plan is the articulation of this vision of Norwalk's community values in alignment with tested current market demand.

The West Avenue Corridor Redevelopment Plan, hereinafter referred to as the "Plan", will serve as the formal implementation document for future West Avenue development initiatives. The goals, objectives and strategies to achieve the Plan vision 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 from the date of Plan approval.

EXECUTIVE SUMMARY

The Plan area is approximately 48 acres comprising three distinct Plan Areas. Plan Area A includes the 8.8 acres of commercial properties fronting on the west side of West Avenue from and including the YMCA to the south to Berkeley Street to the north . Inclusion in the Redevelopment Plan insures the application of development design standards (see Section II: Land Use) and provide for Agency review of proposed building renovation or new construction. Thus, West Avenue will truly function as a commercial corridor. Total development permitted in Plan Area A will include 116,221 square feet retail , 83,166 square feet institutional (existing YMCA) and 61,143 square feet of office representing a 20% increase in density over what exists presently and encouraging additional floors on existing one story buildings or in new construction on those sites. Plan Area B includes a development site of 19.8 acres permitting construction of a mixed-use project with a maximum of 535,750 square feet of retail (including any existing retail to be retained), 350 new residential units and 75,000 square feet of office. There are approximately 52 properties in Plan Area B. A Property Acquisition Plan for Area B will be conveyed to the Common Council at such time as the Redevelopment Agency and the Developer have agreed upon a conceptual site plan that outlines in sufficient detail proposed public improvements as well as the recommended height, bulk , massing and scale of the proposed development project. Any proposed Acquisition Plan would also include a Relocation Plan in compliance with the Federal Uniform Relocation Assistance Act (CGS Chapter 135). Area C , an area of approximately 109 existing residential units (94,919 SF), 26,939 SF existing institutional (Carver Center) and 26,734 SF existing commercial space, is designated as a Neighborhood Preservation Area to protect the character, scale and design quality of the existing neighborhood.

PROJECT GOALS

1. CREATE THE WEST AVENUE ECONOMIC AND SOCIAL DESTINATION
 - a. Assist in assembling parcels for the development of a significant mixed-use development on the eastern side of West Avenue (plan Area B)
 - (1) In collaboration with the designated developer(s) and with Common Council approval , assemble those properties needed to create an adequate unit of development, designated and described hereinafter.
 - (2) Pursue appropriate Federal and/or State funding sources as necessary to complete the environmental characterization and remediation of possible “brownfield” sites that may hinder the assembly of the Redevelopment Parcel and impede redevelopment

- (3) Market and dispose of Redevelopment sites consistent with municipal development goals and objectives
 - (4) Require conformance of new development and area redevelopment to uses and design standards specific in Section II: Land Use, V: Zoning and VII: neighborhood Preservation Plan
 - 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 façade improvements, historic preservation efforts, streetscape maintenance and event marketing 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 West Avenue corridor area
 - c. Increase the resident population in the area by offering a greater range and quality of housing in a desirable neighborhood
 - (1) Assist in facilitating development of sites within the Redevelopment Parcel and/or their disposition to designated developers.
 - (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, design standards and Neighborhood Preservation reviews (as discussed in Section V: Zoning, Section II: Land Use and Section VII: Neighborhood Preservation Plan to promote a complementary mix of uses within the Redevelopment Parcel and in Plan Area C that contribute to the identity of the neighborhood and promote a desirable place to live, work and visit.
 - (4) Encourage the private investment in properties within the Neighborhood Preservation Area to maintain the historic integrity and architectural character of the existing housing stock .
 - (5) Encourage the development of infill housing within the Neighborhood Preservation Area that reinforces the historic integrity, is consistent in scale and architecture with the existing neighborhood
 - (6) Utilize all appropriate review authority, including that of the Norwalk Redevelopment Agency under the authority of the Plan and its design standards for the Redevelopment Parcels as well as the Neighborhood Preservation Area to ensure the development of uses and amenities within the area that contribute to a sociable, attractive and marketable urban residential neighborhood.

2. CREATE AN ENGAGING URBAN LANDSCAPE

- a Establish and implement architectural design standards for all new construction, rehabilitation and signage in the Redevelopment Area
 - (1) Included in the approval of this Plan is the adoption of Design Standards that appear under Section II: Land Use and Section VII : Neighborhood Preservation Plan and the authorization of the Norwalk Redevelopment Agency (hereafter, the “Agency”) in conjunction with other approval bodies, to review exteriors of all new construction, rehabilitation and signage projects in the area for their consistency with Design Standards; and to grant (or withhold) approval to those projects based on their compliance with the Design Standards and this Redevelopment Plan.
 - (2) Work with area developers, landowners, businesses and other municipal reviewing authorities to ensure thorough, consistent and expeditious review of all new construction, rehabilitation and signage projects in the area.
- b Establish and implement landscape/streetscape design standards for all open spaces, streets, plazas, vias and public spaces in the Redevelopment Area
 - (1) Included in the approval of this Plan is the adoption of Design Standards that appear under Section II: Land Use and the authorization of the Norwalk Redevelopment Agency in conjunction with other approval bodies to review the site design and landscape plans for all open spaces, streets, plazas, vias and public space 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 the Plan.
 - (2) Work with area developers, landowners, businesses and other municipal reviewing authorities to ensure thorough, consistent and expeditious review by the Agency of all open spaces, street, plazas, vias and public space in the area.
- c 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 above, work with Norwalk utility providers in the area to ensure sufficient water, sewer, electric, storm drainage, cable, telephone and alternative fiber to accommodate future development.
 - (2) Require present and future owners within the Redevelopment Plan area to work with public agencies to establish public rights of way and pedestrian access connecting all points of the Redevelopment Plan area.

- d Implement an effective historic preservation program
- (1) In addition to Section VII: Historic Preservation Plan, make available in print and online information for land- and business-owners in the area describing local, state and federal regulations and incentives programs related to historic preservation as 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 consultations 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 to educate current and future property owners on historically appropriate renovations and construction.
 - (5) Expand, actively market and implement the City of Norwalk Phased Increased Assessment Program in order to encourage the rehabilitation of historic properties by deferring the increase to property assessments from the rehabilitation.
 - (6) Encourage the creation of Targeted Neighborhood Rehabilitation Program to increase investment in existing housing stock by offering a loan program that afford qualified property owners access to capital for needed improvements.

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 Appendix B: Map 1 Project Area Boundary. Generally the boundary of the Area begins at the intersection of West Avenue and Chapel Street and runs east to Harbor Avenue; it then extends south along Harbor Avenue before moving east along Butler Street to the intersection with West Avenue; it moves north along the rear property line of parcels fronting on West Avenue north to Berkeley Street then south on West Avenue to its point of origin. Where streets make up the Plan’s boundary, the project line runs along the farthest curb line.

The Redevelopment Plan includes Plan Area A which is bounded on the north by Berkeley Street, on the East by West Avenue, on the South by Block 8 Lot 39 and on the east the rear lot lines of Block 8 lot 39 and 13, Block 20 lots 41,40, 39, 38 and 1, Block 23 Lots 17,16,15 and 14, and Block 27 Lots 1,20 and 18.

The Redevelopment Plan includes one Redevelopment Parcel, Plan Area B, which is generally bounded as follows: West Avenue to the west; Chapel Street to the north; Academy Street, east to Block 21, lot 25, west to Block 21 Lot 14, south to Block 21 Lot 14 and Block 12 Lot 3, east to Block 12 lots 15 and 14, south on Quincy Street, east to Block 11 Lot 8 to the east; Butler Street to the south;

The Redevelopment Plan include one Neighborhood Preservation Area, Plan Area C, which generally bounded as follows: Chapel Street to the north; Harbor Avenue to the east; Butler Street to the south; Quincy Street, Block 12 Lot 14 and 15, east to Block 12 Lot 3, north to Block 21 Lot 14, east to Block 21 Lot 25, west to Academy Street to the east.

Prevailing Types and Uses of Structures

The buildings in the area are reflective of the definitions of a redevelopment area as outlined under Connecticut General Statutes (Section 8 – 125b and Section 8-141 as the area is “deteriorated, deteriorating, substandard or detrimental to the safety, health, morals or welfare to the community.” and the municipality has designated the area as blighted, deteriorated or deteriorating in its resolution.

Although the West Avenue Corridor was once the City’s primary residential, then later commercial, corridor, there are very few remaining historic structures. The majority of

the structures were built after the I-95 and Rte 7 roadway demolition of the mid-twentieth century.

The types and uses of structures in the area, particularly in Plan Area B, are widely varied and highly incompatible. Parcel sizes are small and insufficient to form an adequate unit of development in the current commercial real estate market. There is a neighborhood of predominantly multi-family houses in the Neighborhood Preservation Area, Plan Area C, some of which have a distinctive turn-of-the-century “worker housing” character. A land use map included in Part II. “Land Use” shows the types of uses for each structure in the area.

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 status. Prevailing conditions in the area include substandard residential and commercial structures, with elevated rates of vacancy, deteriorated or deteriorating conditions and evidence of market rents well below Norwalk medians. There is little evidence of recent investment in the area and those properties that have seen improvement are of such little significance as to have little or no impact on neighboring properties. Despite an obvious advantage of access to regional transportation, West Avenue real estate suffers from persistent land use patterns and parcel configurations mismatched with market demand for retail, commercial or housing sites.

The West Avenue Corridor Redevelopment Plan consists of three (3) Plan Areas. Inclusion in a Plan Area means that a property has been identified as critical for meeting the goals of the Plan. The Norwalk Redevelopment Agency will work with the designated Developer, once selected, to create a conceptual site plan that achieves the development goals for the Plan (see Sect. II Land Use) to be submitted to the Norwalk Common Council for approval. Approval of the conceptual site plan will determine which properties within the Plan Area B would be necessary to provide an adequate unit of development or whose location is required for a public improvement (i.e. roadway, pedestrian access or public plaza). Those buildings compatible with the Plan vision are designated for preservation. Other tools and strategies included in the Plan design for implementation – such as historic preservation, design standards and a micro-loan program – are by no means premised on ownership transfers of property.

Plan Area A

This site includes parcels on the western perimeter of West Avenue from the Rt 1 interchange north to Berkeley Street. Existing architecture is a mix of historic properties to the south which hold the street edge followed by a random group of one story strip buildings to the north with disconnected surface parking. Land uses include primarily

single story retail to the north with professional buildings, primarily medical, to the southern end and terminated with YMCA property. This approximately 8.8 acre Area presently has 87,782 square feet of retail, 38,995 square feet of office, 72,761 square feet of institutional and 10,405 square feet of residential (located entirely on the YMCA property) as described by City Of Norwalk Tax Assessor real estate 2005 data. There are several potential development sites and several buildings with the potential for additional stories. The development of this area in a manner compatible with the site across the road in both land use and design is critical to the success of West Avenue as an urban center both economically and socially. The execution of the Plan vision requires design standards and other programmatic applications to this Area.

Plan Area B

The 19.8 acre site is the three block area on the western side of West Avenue from Chapel Street to the north, Butler Street to the south and Academy Street and mid-block properties to the west. Although easily visible from I-95 and the Rte 7 extension and with equally visible access, these blocks have a disconnected mix of land uses including contractor yards, warehouses, marginal retail and only a handful of viable businesses. There are no significant architectural structures and no historic inventoried properties. Many of the existing structures have been under-utilized or vacant for extended periods of time leading to physical deterioration. Vacant storefronts have been slow to rent or remained vacant reinforcing the landlords inability to provide property upgrades or even standard maintenance. There are documented cases (from Police Department records dating from 2000 to 2006) of petty crime such as harassment, drug use, theft and prostitution. There are also records of citations from the Norwalk Health Department for unsanitary housing, overcrowding, property deterioration, and illegal residential units. Finally initial environmental reviews based on documented prior uses in the area show likelihood of required remediation also contributing to the area unsafe and unsanitary conditions. Plans for Plan Area B include a significant mixed-use development that will create the economic and social link between South Norwalk through Mathews Park to the south to a newly revitalized Wall Street community to the north. This link will be conceptual as well as physical including clear pedestrian access through an engaging architectural and landscaped site plan. The development plan will include a mix of retail to create the economic base, some office space and a considerable number of residential units occupying upper story space to create the new social dynamic in the neighborhood. In addition, the project will include a variety of public open plazas and vias allowing for congregating, strolling and community interaction. Parking for the development will include a one or more public parking structures, increased on-street parking and private parking in the residential complexes.

Plan Area C

This 12.25 acre site is predominantly residential with 94,919 square feet (approximately 109 units) in mostly two and three family homes although including one large condominium complex at the corner of Harbor Avenue and Butler Street. There are also 26,939 square feet of institutional space at the Carver Community Center and there are 26,734 square feet of commercial space comprised of auto body shops, variety stores and two fairly large potential development sites (one belonging to Yankee Gas for equipment storage and the other a used car dealership) as described in City of Norwalk Tax Assessor real estate 2005 data. The existing residential structures are generally in good to fair condition with a small mix of properties in significantly deteriorated condition. The prevailing architectural style is early twentieth century wood frame factory worker housing. The purpose of the Neighborhood Preservation Plan zoning overlay (D Residence Preservation) is to protect the existing housing densities from potential development pressures arising out of increased property values which might result from the mixed-use development of Plan Area B; to encourage property owner investment in maintenance and improvement of existing housing stock; and to place design standards and Agency project review in place to guide potential new housing development to be of a scale, density and material quality compatible with the existing neighborhood.

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;]

Location and extent of the land uses within the area

The location and extent of the land uses within the area reflect an historical pattern of mixed use development and are as shown on Appendix B: Map 2. Small parcel sizes, splintered property ownership with no common purpose resulting in randomly mixed incompatible uses have inhibited the assembly of adequately-sized development parcels that are responsive to current market demand.

Location and extent of the land uses proposed for the area

The area's character as "mixed use" is regarded favorably and will be supported, indeed significantly 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 mixed-use retail and residential community supported by structured parking and other complementary land uses. Intended development mixes for Plan Areas A,B and C are shown on West avenue Corridor Redevelopment Plan Proposed Development Appendix B: Map 3.

Mix of Uses

Chief among the West Avenue Corridor development strategies is to revitalize the economic base through the development of a retail core to serve a local community population as well as area visitors and to energize the existing community by adding a mix of residential units. Market studies that have analyzed the potential retail market in Norwalk confirm that there is substantial unmet demand and the planned increased residential populations in adjacent Wall Street and Reed Putnam areas further support the future growth of that demand.

Residential growth in the urban centers supports the need to create stronger neighborhoods but also fill a recognized need for broader availability of housing choices within the community. In addition, the Agency anticipates working with the private developers in the implementation of this market-driven Plan to include a measure of affordable housing opportunities within the area. Specifically the Agency anticipates working with current residents in the area possibly displaced by the Redevelopment Plan to find housing within the project area in accordance with their income qualifications. In

this regard, it is anticipated that there will be no long-term residential displacement. Predicted future conditions in the area are most favorable to housing types which appeal to empty nesters, singles and young professionals as these are the fastest growing demographic cohorts. Since the late 1990's, the number of households without children is expected to swell to 72% of all households in 2010 and is precisely the type of household that is driving the interest in downtown living. (Brookings Institution Center on Urban and Metropolitan Policy and the Fannie Mae Foundation "A Rise in Downtown Living" Winter 1999) It is the challenge of the West Avenue Corridor Redevelopment Plan to insure development of a physical and programmatic environment of a character and quality that will attract this expanding market.

Land Disposition Agreement

Land Disposition Agreements, negotiated between the City of Norwalk and the designated developers following the approval of the Plan, will set forth the rights and obligations of the City and selected developers and determine specific land uses within an approved concept site plan for Redevelopment Plan Area B. The intent of this Plan is to set forth a maximum mass and scale for that mix of uses as shown in West Avenue Corridor Redevelopment Plan Proposed Development, Appendix B: Map 3.

Historic Preservation

One of the chief assets of the New England region and of the City of Norwalk in particular is the historic context that makes them unique. The Norwalk community has a history of recognizing the value of these assets not only to the community's character, but also to the success of economic revitalization. Despite the fact that a number of the West Avenue Corridor historic structures have been lost to new uses, remnants remain of both the commercial as well as the residential architectural prototypes from which to draw new designs. New development must accommodate and be responsive to this historic context. The Agency will work with building owners and developers to leverage all available tools, resources and incentive programs to meet this goal. One program offered through the City is the Phased Increased Assessment Program allowing the City to phase in increases in property assessments resulting from physical improvements to historic structures. Qualifying structures are to date primarily those listed in the Norwalk Historic Resources Inventory. However, the Agency will continue to work with the local Historic Commission and preservation advocacy groups to identify other suitable properties. Other tools and resources are listed in Appendix C.

Design Standards

The land use and urban design strategies proposed within the Plan are based on the premise that the historic urban scale and character of the area need to be protected and any development projects in the area must proactively reinforce that unique character.

These articulated Design Standards – established and approved by the City as part of this Plan – are specific design guidelines that apply to the renovation of existing buildings and new construction to insure construction quality and design aesthetics which will assure the successful achievement of the Plan vision.

Applying these Design Standards to all development in the area will insure an appropriate and well-considered blending of new development with the existing built environment which establishes the context and design theme for the Plan area. It is also anticipated that these Standards will serve to create economic value as well and will encourage the same development quality from private investment in areas adjacent to the Plan 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 to require a higher quality of design than that established by the minimum requirements of regulatory compliance. Where 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 contact Agency staff for preliminary review of project plans and to allow sufficient lead time for design review, possibly project modifications and subsequent land use approvals. Applicants must submit original scaled drawings of their proposed project to the Agency which clearly indicate colors, materials and location. Design review will not address interior elements of the project.

The Design Standards employ four basic criteria by which projects will be evaluated: scale, context, character and coherence. Underpinning these criteria is the Plan’s articulated vision for an economic and social destination and neighborhood linking neighborhoods to the south with neighborhoods to the north supporting the pedestrian experience and encouraging shopping, dining, strolling and visiting with friends.

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

GUIDING CRITERIA

SCALE

Is the project’s scale appropriate to the area and/or its immediate neighbors?

1. Issues evaluated when applying this criteria may include minimum and maximum recommended stories and heights of buildings, along with density and setbacks (the owner/developer will also have to meet minimum zoning requirements associated with these issues).

2. Length and depth of building will also be evaluated to reach a balance between the desirability of creating or maintaining a street wall and managing the negative dead space of unbroken building frontage. Building exteriors fronting on public streets should be built consistently to the front of the property line. Any structure with a façade greater than 50 feet in length, measured horizontally, should incorporate wall plane projections (i.e. pilasters, piers, canopies, signage, etc.) or recesses (entries, exits, etc.) sufficient to give the appearance of multiple building facades.

CONTEXT

Does the project design fit in well with the neighborhood and immediately adjacent properties?

Although it is not always desirable that a building's design replicate that of its neighbors, design should certainly be sensitive to its surroundings so that the cumulative effect is that the whole is greater than the sum of the parts. It is also anticipated that some building projects will be pioneers influencing subsequent design in the area. In this case, proposed design should support the Plan vision and serve as a benchmark for subsequent projects. The criterion also applies to the project impact on pedestrian circulation, traffic safety and way finding. (See Figures A & B p. 19)

1. Materials for new construction should reflect the predominant historic buildings within Norwalk's central business district emphasizing stone and brick masonry, metal and wood. Neutral, darker and muted colors are suggested for large base area of new or renovated buildings (masonry, stone, etc.) while contrasting colors of a lighter palette should be reserved for trim accents and details. Masonry should display its natural appearance and not be painted or covered.
2. Issues of materials discussed in 1. above will also be evaluated in light of adjoining properties and the neighborhood. Also project impact on the streetscape, landscaping, lighting, façade treatments, circulation, way finding, noise and safety will be evaluated relative to adjacent properties and the neighborhood.
3. As an urban area seeking to encourage pedestrian circulation, area parking should include short-term on-street as well as multiple structured parking facilities located off-street, with visible access yet screening from the street or located below grade. Property owners and public agencies should work cooperatively to provide attractive through-block passages, retailled vias and

other pedestrian access from parking structures to the street. Applicants should present a clear scheme for pedestrian circulation between the user parking and general public circulation areas. Parking structures should be designed to be aesthetically pleasing incorporating ample light and landscaping at the very least and ideally perimeter uses that create a building façade.

CHARACTER

Does the quality of the design positively contribute to the unique urban character of the area?

The Norwalk Business District has numerous examples of quality historic architecture which provide a vernacular from which to draw in Plan development projects and which provide an area wide context for the West Avenue Corridor Redevelopment Plan.

1. Chief among the elements that affect an area's physical character and tenant mix is the exterior of its buildings. Façade treatments will 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. Commercial facades will encourage an active relationship with the street by including working entries and large ground floor storefront windows. That relationship will also extend to adjacent structures by creating window and door openings that relate in scale and rhythm. Tinted or reflective glass is discouraged; rather windows and doors of the ground floor street façade will facilitate a strong visual connection between the exterior and the interior of the building. Lettering, graphics or any window signage will occupy no more than 25% of the total area of the window. Rehabilitated structures will restore or replicate as many distinctive architectural features as possible. Developers of new buildings are encouraged to integrate this historic architectural vocabulary into their facades as appropriate.
2. The character of an urban center is distinguished by the uniqueness of rooftop elements. Turrets, chimneys, dormers and cornice treatments create visual interest and effectively aid in screening rooftop mechanical equipment.
3. Signage, whose primary purpose is to reflect the brand identity of the tenant, will be appropriate and well-placed. Signage will be sensitive to both the color and materials of the building surface upon which it is placed, sensitive to the whole of the streetscape and appropriate for the building architecture. Internally illuminated box lights ("cabinet signs") are specifically prohibited in the Redevelopment area. Signage lighting will be external and appropriately decorative. In addition to surface mounted signs, other permitted

signage includes projecting or hanging signs, marquis, awnings, flags and banners. Appropriate wall murals are permitted.

Signage will be located within the sign frieze on existing buildings and new construction will anticipate the need for signage incorporating sign placement in the design of the building façade.

4. The Plan incorporates the development of additional housing units and recognizes the production of significant number of new units within the Wall Street Plan area to the north and the Reed Putnam Plan area to the south. This revitalization of existing neighborhoods and the anticipated creation of new ones places new significance on pedestrian accessibility throughout the Plan area with identified linkages to adjacent areas. The design of pedestrian ways and bicycles routes is imperative to the success of the Plan.

To encourage and enhance the pedestrian experience streetscapes will support safe, welcoming and comfortable passage. Visitors will be encouraged by the landscape to linger, stroll and visit several destinations. Street level uses will contribute to the experience (see SCALE and CHARACTER provisions relating to facades) by providing clear and easy entrance/egress.

The Plan transportation study identifies locations that are pedestrian-vehicle conflict areas. These areas and all crosswalks in general will be designed and constructed with maximum consideration given to pedestrian safety. The use of pavers, cobblestone or other paving materials that differentiate the crosswalk from the roadway can be used. Where possible streetscapes will narrow roadways by installing islands or bulb-outs to facilitate safe crossings.

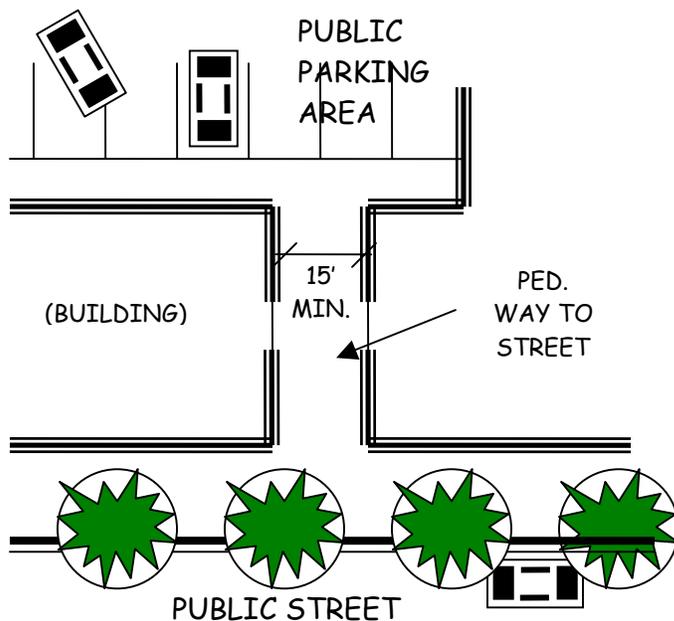
Throughout the area, sidewalks, plazas, passages and vias will be generously improved to include site furniture such as benches, pedestrian lighting, granite curbing, bollards, landscaping, decorative waste receptacles, kiosks and way finding signage. The style of these fixtures will be coordinated to provide consistency of theme which also creates a sense of place. Finally, project plans will incorporate an articulated plan for loading access as well a maintenance program for the pedestrian public spaces identifying entities responsible for ongoing maintenance and services.

COHERENCE

Is the project design respectful of the key thematic elements of the area by incorporating and/or supporting those themes?

1. The architecture of Norwalk's existing commercial centers represents significant historic design as well as recent new projects which creatively echo that vernacular. The proposed new architecture for the Plan area is required to have some compatibility with that design. Norwalk's local history, character and distinctive neighborhoods are key concerns to the Norwalk community. New project proposals will be sensitive to these concerns and responsive to them. Any rehabilitation of existing buildings on the Norwalk Historic Resources Inventory will be reviewed for consistency with the Secretary of the Interior's Standards for Rehabilitation.
2. Commercial projects will also be reviewed with an eye to the project's compatibility and indeed enhancement of both the existing residential neighborhood and newly created neighborhoods in the Plan area and adjacent areas.

Figure A.



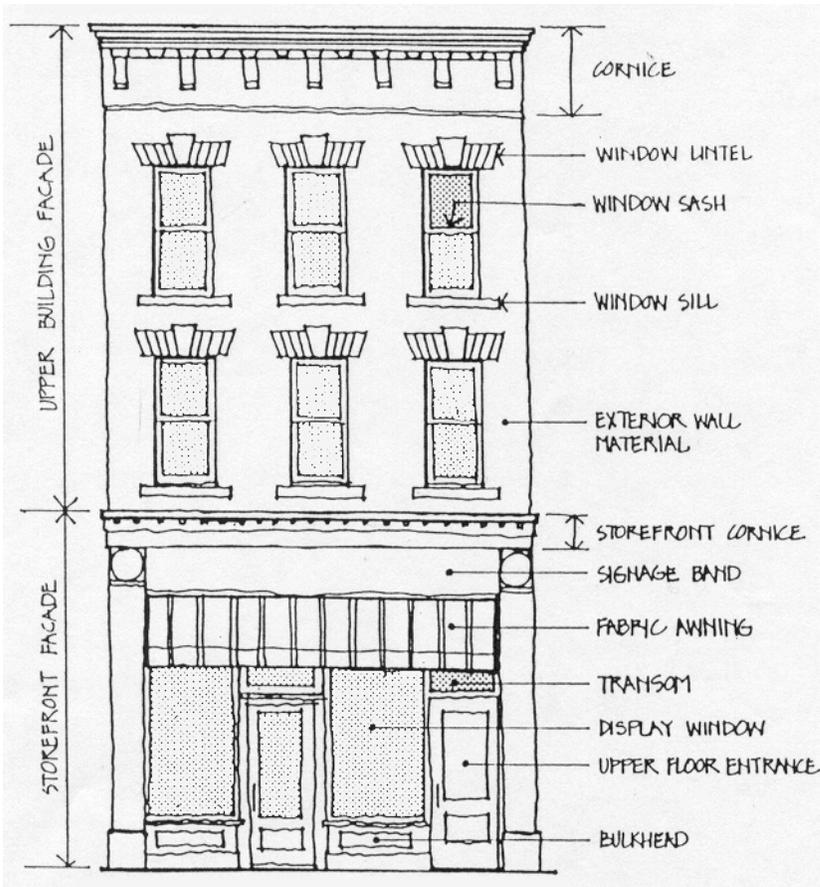


Figure B

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 in the area are shown in maps included in Appendix F: Utilities. Redevelopment will be enhanced through close coordination between each utility service provider and the City to identify opportunities for infrastructure upgrades. Such coordination will require the City to notify each utility service provider of planned road relocation and proposed road circulation improvements.

Existing Streets, Traffic & Parking

Streets and Traffic

The area's transportation grid consists of the West Avenue arterial and web of local streets as shown in Appendix B: Map 1. The street system generates only minimal pedestrian traffic.

The Plan proposes to address impacts of the Redevelopment Plan by implementing the improvements as recommended by the Traffic and Pedestrian Master Plan for Central Norwalk. The Plan therefore can anticipate project amenities to improve and indeed encourage increase pedestrian traffic and to address increased parking demand as well mitigate the potential for pedestrian/vehicular conflict areas.

There are two (2) major vehicular gateways to the area both of which are also direct connections to the regional highway network. These gateways each project an image of the West Avenue Corridor and exercise significant influence on how the area is perceived. Therefore, the proposed improvements to these key intersections are fundamental to the project success. The gateways are the intersection of West Avenue and Rte 1 to the south and West Avenue and Chapel Street to the north. West Avenue is the circulation spine of the area and the central core of the destination. Cross streets intersect with West Avenue at Chapel Street, Merwin Street, Orchard Street and Butler Street. Harbor Avenue offers a secondary north/south axis at the eastern boundary of the project area and Academy Street offers a partial mid-project area north/south axis.

Parking

Public parking is available on-street only through-out the project area. There are no public parking lots serving the area. There are number of private surface parking lots which seem to be adequate to serve the local businesses.

Proposed Streets, Traffic & Parking

The Redevelopment Plan includes the extension of Academy Street to be a through site north/south connection between Chapel Street and Butler Street offering a secondary means of access to the mixed use Plan Area B as well to the residential neighborhood of Plan Area C.

The Traffic & Pedestrian Master Plan for Central Norwalk proposes the following recommendations for initiatives to improve vehicular and pedestrian circulation on existing streets within in the Plan area:

As part of Central Norwalk's Transportation and Pedestrian Master Plan traffic conditions were explored for both existing and future conditions. The study area, which focused on portions of Route 1, West Avenue and Washington Street corridors, involved determining traffic operations and level of service for a total of 19 intersections. This broad area was established to capture the most significant effects of potential or planned development in the area. Traffic analysis was performed for three time periods – the weekday morning (AM), weekday evening (PM), and Saturday midday peak hours based on traffic counts made in 2005.

Existing Conditions

In general, the weekday evening peak hour features higher traffic volumes, and, consequently, more average vehicular delay, than the weekday morning or Saturday midday peak hours.

During the existing weekday evening peak hour, there is congestion (as measured by approaches operating at Level-of-Service E or F) along the West Avenue corridor. It is concentrated north of the intersection of MLK Drive and North Main Street with West Avenue, and south of the intersection of the Route 7 off-ramp and I-95 exit 15 eastbound on-ramp with West Avenue (the 'West Avenue South' corridor). Congestion was less prevalent but not absent outside the West Avenue South corridor. In South Norwalk, and along Route 1, some approaches were observed operating at LOS E or F.

In the weekday AM and Saturday midday peak hours, congestion is observed at limited locations, however, in general each corridor operates with lower average delay and thus better Level of Service than these facilities operate at during the weekday PM peak hour.

In general, observed congestion is partially attributed to less than optimal signal timing, cycle length and coordination within the corridors in question. To address this, the City has programmed a signal system upgrade to be in place by 2007. With the new system and its hi-tech capability, traffic operations will improve in the study area. This would result in decreased delay, and several approaches that are currently operating at LOS E or LOS F would operate at LOS D or better. In general, most of the congestion points found under existing conditions would be mitigated by the new signal system. Some congested

approaches would, however, remain at isolated intersections throughout the study corridors.

Future Conditions

The Master Plan also assesses future traffic operations with potential and planned developments. Future development considered in the Transportation and Pedestrian Master Plan involves primarily residential, office and retail uses. At the mid point of the forecast horizon, 2010, an estimated 1.5 million square feet of space will be developed and occupied. Of this approximately 230,000 gsf are devoted to office, 202,000 gsf are devoted to retail and 1,074,000 gsf residential development (860 dwelling units) is planned. At the end of the forecast horizon, considered to be 2015 or later, additional development will be added. With full development, an estimated 5.7 million square feet of space will be constructed and occupied. Of this approximately 1.8 million gsf are devoted to office, 567,000 gsf are devoted to retail and 3.3 million gsf of residential development (2,700 dwelling units) is planned. As a result of this added activity significant additional traffic will be added to the study corridors causing severe congestion. Some of this can be alleviated by the City's planned signal system upgrade and/or planned improvements already linked to specific development projects. These improvements, however, will not resolve all of the major congestion concerns generated by the development. Therefore further improvements are being considered to either improve traffic flow. Included with these improvements will be features and or programs that enhance pedestrian facilities. All improvements are targeted to resolve or reduce congestion while maintaining the existing and emerging character of the neighborhoods.

Improvements considered fall into the broad categories of operational improvements, policy and physical improvements.

Those likely needed are as follows:

- Use one way streets. Converting key two-way streets, at major development locations, to one way improves intersection efficiency.
- Establish a median for portions of West Avenue. This could reduce the number of east-west crossing points, further improving traffic operations
- Remove parking near intersections during peak hours to allow additional vehicular capacity. Parking restrictions in some instance may involve a full block provided that sufficient off street parking is nearby.
- Develop alternative routes. Academy Street parallels a portion of West Avenue. The development of a route that bypasses this section of West Avenue will reduce potential congestion and increase area throughput. Consider improving Wall Street may as an alternative to Route 1.
- Construct an additional lane at an intersection's approach when right of way and current land use permit this.
- Construct a corridor widening of Route 1 in the study area similar to that studied previously.

- Establish transit friendly policies. This could include bonuses for providing shuttle service to the railroad station or other type credits for accommodating bus laybys at development sites.
- Develop continuous pedestrian sidewalks in all areas of high activity, encouraging setbacks to allow wider pedestrian areas.

The Plan includes retaining and expanding on-street parking throughout the Plan area. In addition, in Plan Area B, the development program includes structured parking to serving the public parking demand generated by the retail as well as separate parking facilities for the residential units. The parking access will be designed and signed to encourage site visitors arriving by vehicle to park centrally or below grade and encouraged to move through the site on foot. The pedestrian amenities to be required throughout the area will increase convenient resident access and discourage unnecessary vehicle use. A way finding system will include clear and frequent site mapping directing people to the locations they seek.

Circulation development for the Plan area will include access routes for bicycles providing a safe convenient alternative to vehicular trips between South Norwalk to the south and Wall Street to the north. This access route will connect with the planned bicycle trail along Heritage Park, through Mathews Park and along the Rte. 7 Extension.

The Norwalk Redevelopment Agency in concert with the Norwalk transit district will fully explore possible uses of trolleys as public transit connections with Wall Street, West Avenue, Reed Putnam and the South Norwalk Railroad Station.

Way Finding System

Recommendations for an area way finding system are directed to resolve the need for neighborhood residents moving around the area, for visitors to find their destinations within the area and for those residents and/or visitors alike to move to and from adjacent neighborhoods. The system should provide directional information at the gateways and at every street intersection as well as at key pedestrian intersects within the development plan. Signage should also include clear, well-located Public Parking access arrows.

Public Utilities

Appendix B: Project Area Maps includes maps (# 4-8) describing utilities in the area as understood by the City of Norwalk. The City makes no guarantee as to the accuracy of

these maps and expressly directs developers and property owners to conduct their own surveys.

Water Supply

The First District Water Company (FDWD), a municipal water company (a separate entity from the City of Norwalk), provides potable water service to the West Avenue Corridor 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 ground water wells at the Deering Well Field (located in Norwalk north of the Plan area adjacent to the Norwalk River).

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 the Second District Water Department networks.

In the Plan area, the FWDW distribution consists of water mains of varying widths. These water mains extend in an alignment as illustrated in Appendix B.

All water flows within the FDWD system are pumped using booster stations. FDWD also maintains water a sufficient pressure for fire fighting purposes. According to FWDW data, individual fire hydrant flow rates in the Plan area generally range up to 2,500 gallon per minute (gpm) and are sufficient to maintain reasonable insurance rates.

Sanitary & 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 whenever possible. Currently 95% of the storm and sanitary sewers, city-wide, have been separated. All storm drainage piping and sanitary sewers in the West Avenue Corridor area have been separated. The City's Advanced Wastewater Treatment facility is located on the east side of the Norwalk River, south of the Plan 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 effective 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.

Existing Gas

Natural gas is supplied to the area by Yankee Gas (YG), one of the three companies providing natural gas in Connecticut. The gas is piped from the Gulf Coast to Norwalk by interstate pipeline. YG meters, takes possession and distributed to customers throughout the City.

Gas is distributed within the are at three different pressures. Low pressure gas lines provide 0.25 pound per square inch (psi) 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 widths. These pipes are plastic, cast iron and steel.

Gas service extends the length of West Avenue and all the cross streets. YG has invested significant capital in improvements to area gas distribution service and is committed to working with developers to meet projected 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 1.1 Million customers I 149 municipalities. CL&P is one of tree suppliers of electric power in Norwalk. Electric power is delivered to Norwalk via 115KV and proposed 345KV 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 to Norwalk, New Canaan, Westport and Wilton.

Electric power is distributed to the West Avenue Corridor area utilizing a network of underground and above-ground power lines. As indicated in Appendix #, underground lines exist along the length of West Avenue , the length of Harbor Avenue and along Merwin 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 the customer. Underground network systems afford the consumer a redundant electrical 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 the Redevelopment Plan area. Redevelopment activities will require coordination between the City of Norwalk and CL&P. Road construction, sidewalk and streetscape

improvements completed in association with redevelopment activities will require coordination with CL&P.

Telecommunications

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

The entire Plan area is DSL-capable as a result of the copper exchange cable. Given the projected commercial and residential development, reinforcements and/or additions to the conduits providing a service upgrade within the Plan area may be required. This work would take place in conjunction with the road reconstruction and project construction. The planning and scheduling of all utility work associated with all redevelopment activity would be addressed in pre-construction meetings to be coordinated by the City.

Cablevision recently completed a \$5 billion upgrade to its network infrastructure which combines fiber and co-axial cable 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, at present, fiber optic service is not available to all businesses and residences within the West Avenue Corridor.

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;]

It is anticipated that the West Avenue Corridor Redevelopment Plan may require the relocation of some owner and renter occupied commercial/industrial establishments. It is anticipated, however, that there would be no such long-term displacement of owner or renter occupied residential properties. The exact count of commercial properties will depend on the traffic and pedestrian improvements recommended by the Traffic and Pedestrian Master Plan for Central Norwalk for the West Avenue Corridor and on the concept site plan put forth by the designated developer, negotiated by the Redevelopment

Agency and finally approved by the Norwalk Common Council. At that time there would be a list of specific properties needed to be acquired.

As to the number of families displaced by the proposed improvement, there is the potential that approximately twenty families in ten buildings that might be impacted. There would be no long-term displacement of residents as the City will require the provision of at least 10% of the total number of housing units constructed within Project Area be set aside as affordable and be made available to dislocated residents on a preferred basis. The exact number of both commercial and short-term relocating residents will depend as well on private property transactions taking place prior to the concept site plan approval.

Relocation Plan

Regardless of whether State or private funds are used to acquire properties and to relocate existing owners and tenants, the relocation of affected owners and renters of businesses/residences within the Plan Area will comply with the State Uniform Relocation Assistance Act (CGS Chapter 135) as well as with standard City of Norwalk relocation procedures. This uniform policy insures the fair and equitable treatment of all eligible persons in legal occupancy displaced by State and local real property acquisitions. The method of relocation for the occupants of commercial and residential properties shall be described in the City of Norwalk's West Avenue Corridor Relocation Plan to be developed as such time as there is a Property Acquisition list and which will be on file at the Agency. . In general, the Plan assures that affected owners and renters of businesses/residences within the Area will be given appropriate notice of the proposed project, compensated and relocated to other locations within the greater Norwalk vicinity or to other communities if that is their choice. The NRA is expected to be available to assist in consultations with affected property owners and tenants concerning the relocation process through staff and consultant expertise as required.

The Redevelopment Agency is responsible for identifying suitable replacement housing, albeit short-term, within a reasonable distance, for those families dislocated as a result of this redevelopment plan. According to the Norwalk CT. Consolidated Plan for Housing & Community Development, Norwalk has a housing stock of approximately 32,000 units of which 3,999 (12.2%) are designated affordable.. In addition, the City of Norwalk has negotiated the development of a number of new affordable units, both for sale and rental, in the immediate vicinity of the West Avenue Corridor Redevelopment Plan Area. In the Wall Street Redevelopment Plan immediately to the north of the Plan area, there could be a maximum of 145 units. In the Reed Putnam Urban Renewal Plan area to the south, there are 20 affordable units under construction. "Affordability" is determined by formula established by the State Department of Economic and Community Development Affordable Housing Appeals Act. In addition, the City is working with the non-profit, Human Service Council to develop an additional 56 units of affordable and assisted living units on Fair Street in the West Main neighborhood. The Redevelopment Agency

will work with the developers of these other projects to make displaced families a high priority for available units.

In view of the financial and other assistance that will be available to qualified households displaced by the project actions under the Uniform Relocation Assistance Act and the limited number of households to be displaced, it is reasonable to conclude that there will be sufficient suitable living accommodations within the City of Norwalk and the region for displaced rental households and owner occupants at rental rates and sales prices within their financial reach.

V. ZONING

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

Existing Zoning

Appendix B: Map 9 identifies the existing zoning classifications both within and immediately surrounding the West Avenue Corridor Redevelopment Plan Area. Zoning in the Plan Area consists of the following (see Appendix D):

- Central Business Design District, Subarea B (CBDD)
- D Residence (D)
- Industrial No. 1 (I1)

The Central Business Design District Sub-area B zoning is concentrated along the West Avenue corridor, while industrially zoned areas are located in the central portion of the Plan Area B and C. D Residential zone areas (permitting single, two-family and multifamily with less than twelve units) are surrounded by Light Industrial No. 1 (permitting predominantly manufacturing, warehousing, contractor yards, office and retail) commercial properties.

The Central Business Design District zoning was adopted in 1987 as an outgrowth of the 1986 Business District Management Plan that was developed specifically for Norwalk Center. As detailed in the City's Zoning Code (Section 118-504(A)(1)), the purpose and intent of the zone is to:

- Encourage rehabilitation and compatible new development within Norwalk's central business district;
- Promote moderate scale, mixed-use developments within the downtown area that will provide new retail, residential and office opportunities;
- Protect existing historic structures, water-dependent uses and coastal amenities; and
- Improve, wherever possible, the pedestrian environment through public plazas, walkways, and shared off-street parking facilities.

Allowable development options in the Central Business Design District are further defined by dividing the district into 3 sub-areas. The West Avenue Corridor Redevelopment Plan Area is included in Sub-area B. The use regulations for Sub-area B are summarized on the following chart.

**Norwalk Building Zone Regulations
Section 118-504C(1)
Central Business Design District
Use Regulations Sub-area B**

- C. (a) Principal uses and structures. Any structure or use 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 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.
 - [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 on any floor 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 accordance with the provision 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.
- [7] Sales and service of motor vehicles, provided that:
 - [a] Such use shall be designed as an integral part of a structure 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.

Proposed Zoning

The purpose and intent of Central Business Design District Subarea B, the predominant existing zoning for the West Avenue Corridor Redevelopment Plan Area, is consistent with Plan vision in that it is intended to encourage moderate scale, mixed-use developments providing new retail, residential and office opportunities; protect historic structures; and improve the pedestrian environment on this important commercial corridor. Existing zoning in Plan Area A remains unchanged as it is CBDD Subarea B which is consistent with the objectives of the West Avenue Corridor Redevelopment Area A objectives.

It is proposed that CBDD Subarea B zoning be extended throughout Plan Area B eliminating those portions of the area currently zoned Industrial No 1 and D Residence to provide a uniform zone application throughout that portion of the Redevelopment area. (See Appendix B: Map 9) The proposed development plan for Plan Area B is consistent with existing permitted uses and permitted height and bulk of buildings. It is proposed, however, that CBDD Subarea B zoning be amended, however, to deny any density bonuses (118-504 E) in Plan Area A and B to development projects directly fronting on West Avenue, Chapel Street, Academy Street and Butler Street effectively insuring a maximum building height of 6 stories/72' within an 80' setback on those streets. In the interest of increasing the residential population in Plan Area B offering a greater range of housing options, it is recommended that existing CBDD (118-504 B (5) restricting units larger than efficiencies and one-bedrooms should be assessed to assure that the Plan is responsive to the marketplace and existing housing needs particularly of those households potentially displaced by development. All project construction would be subject to review by the Norwalk Redevelopment Agency for compliance with the design guidelines outlined in Section II. Land Use.

Existing zoning in Plan Area C, currently D Residence and Industrial 1, will be amended to extend a D Residence Preservation throughout the Area which will seek to protect the character, densities and scale of the existing housing stock and will guide new residential development in a manner consistent with this established standard. Structures within Area C would be designated as a Neighborhood Preservation District and so listed in the

Norwalk Historic Resources Inventory. It is anticipated that zoning regulations in this area be considered for modification to review the parking requirements for historic structures and consider permitting on-street parking in exchange for landscaping or other site amenities; require that all alterations and additions conform to the Secretary of the Interior's standards for rehabilitation as published by the Office of Archeology and Historic Preservation, Heritage Conservation and Recreation Service, Washington, D.C.; the Zoning Board could consider special exceptions to height, coverage, dwelling unit density or floor area ration for historic buildings necessary to encourage preservation of existing structures.

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 of Norwalk vision for the West Avenue Corridor is an economic and social destination that links the neighborhoods to the south with the neighborhoods to the north creating an activity center for shopping, dining, strolling and casually meeting with friends. In addition the project seeks to provide a significant stimulus to private investment, both residential and commercial, in adjacent neighborhoods.

This project vision is to be achieved through the implementation of a mixed-use development including retail, housing, office and possibly a hotel. The "place" created by this development will serve as a local as well as a regional destination. In addition, West Avenue would become an attractive housing option for the aged-base population, which with young professional households, is the fastest growing market segment in the country representing a high income and well-educated demographic seeking downtown living options in investment-quality neighborhoods.

Coupled with the project site neighborhood as well as new neighborhoods to the north in the Wall Street Redevelopment Plan and new neighborhoods to the south in the Reed Putnam Urban Renewal Plan Area, the demand for street retailing, walkable open spaces and multiple dining opportunities will be significantly increased. In addition, this population base in the central Norwalk core will attract new private investment in housing rehabilitation, new residential construction and business development opportunities in adjacent areas.

Although the current housing market and the analysis of the Norwalk retail market indicate that there is sufficient return in the project to expect the majority investment to be from the private sector, some public support for the public infrastructure required by this new urban community, i.e. parking, traffic improvements, streetscape improvement and public open spaces, is necessary. In recognition of this need, the Norwalk Common Council approved a 2002/03 Capital Budget which included an allocation of \$5,000,000. General Obligation bonding for this purpose. To date, these funds have not been allocated to specific improvements. The City is also committed to working with the National Development Council on an application of approximately \$12.5 million in Federal New Market Tax Credits to be applied to this public infrastructure need. The City has also had conversations with DECD about a \$12.5 million grant to the project.

In July 2005 the City of Norwalk received \$2,000,000. allocation of transportation Equity Act-A Legacy for Users funding for West Avenue Corridor Redevelopment Plan area roadway improvements. The developer and the City would also continue to seek additional Federal transportation funding as well as additional State funding.

VII. NEIGHBORHOOD PRESERVATION PLAN FOR PLAN AREA C

In addition to the proposed zoning (see Section IV Zoning) recommended for the protection of existing housing stock within Plan Area C and the recommendation that all property rehabilitation comply with the Department of Interior Standards for Rehabilitation as published by the Office of Archeology and Historic Preservation, the Norwalk Redevelopment Agency will review all façade changes, site renovations and/or new construction for compliance with the design guidelines outlined in Section II Land Use.

Redevelopment Agency staff would be available for design consultation with property owners or tenants seeking to rehabilitate or construct new residential projects to assure that compliance with these guidelines would occur economically, efficiently and effectively.

The City would actively market and implement the City of Norwalk's Phased Increased Assessment Program as it will apply to historic properties listed on the City of Norwalk Historic Inventory to encourage compliant preservation by deferring the increase in property assessment resulting from rehabilitation. (see Appendix C: Historic Preservation: Tools and Resources).

The Agency staff would coordinate with the Norwalk Preservation Trust and the Norwalk Historic Commission to proactively seek eligible property owners and provide technical assistance for both the design and financing of rehabilitation and new construction projects.

In order to encourage rehabilitation and new construction design in compliance with these design guidelines, the City would seek to create a Targeted Rehabilitation Program with funding up to \$500,000 set aside for Plan Area C which would create a low interest loan program providing qualified property-owners access to capital for eligible rehabilitation projects. Eligible projects would be permanent improvements to property.

APPENDIX A: RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF NORWALK, CONNECTICUT APPROVING THE WEST AVENUE CORRIDOR REDEVELOPMENT PLAN

Resolution

RESOLUTION OF THE NORWALK COMMON COUNCIL OF THE CITY OF NORWALK, CONNECTICUT, APPROVING AND ADOPTING THE WEST AVENUE CORRIDOR 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 seek to address deteriorated, deteriorating, or substandard conditions in the West Avenue Corridor 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 "West Avenue Corridor Redevelopment Plan" dated Spring 2006 consisting of 33 pages, 9 maps and 4 appendices; hereafter referred to as the "Plan" 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 deemed by unanimous vote that the said plan is both essential to and consistent with the Plan of Development for the City of Norwalk; and,

WHEREAS, The West Avenue Corridor Redevelopment Plan has been reviewed by the Redevelopment Agency extensively, including during two information sessions open to the public held by the Norwalk Redevelopment Agency on December 14, 2005 and January 11, 2006; and received further public comment at a public hearing on February 2, 2006 before the Planning Committee of the Common Council of the City of Norwalk, and received additional public comments through two public hearings held before the Redevelopment Agency on February 22, 2005 and May 18, 2006.

NOW, THERE 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, Chapter 130 General Statutes of Connecticut, Revision 1958, as amended;
2. That it is hereby found and determined that the carrying out of the 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 Plan for families displaced by the proposed improvement, at the prices or rentals within the financial reach of such families;
4. That the Redevelopment Agency will adhere to the relocation policies and requirements 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 as it relates to the comprehensive or general plan of the City of Norwalk;
6. That the Plan is hereby in all respects approved, and the Clerk is hereby directed to file a certified copy of said Plan with minutes of this meeting.

(Continued)

Resolution

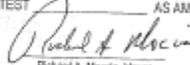
RESOLUTION OF THE NORWALK COMMON COUNCIL OF THE CITY OF NORWALK, CONNECTICUT, APPROVING AND ADOPTING THE WEST AVENUE CORRIDOR REDEVELOPMENT PLAN *(continued)*

THEREFORE, IT IS ORDERED THAT THE West Avenue Corridor Redevelopment Plan dated Spring 2006 is hereby approved and adopted 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 the property by purchase, exchange or gift or through the exercise of such powers authorized to it 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.

AMENDMENT

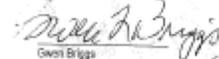
It is expressly stated that the West Avenue Corridor Redevelopment Plan is approved maintaining all its statutory provisions, but such approval confers no present legislative approval to the Norwalk Redevelopment Agency to exercise the power to condemn private property within the Redevelopment Plan Area as granted pursuant to CGS Chapter 130 Part I, without such approval first being obtained by an affirmative vote of the Common Council. The Common Council shall review on a case-by-case basis each request of the Redevelopment Agency to use eminent domain and upon such review may approve or deny, any request made by the Redevelopment Agency to use this governmental power to implement the West Avenue Redevelopment Plan.

ADOPTED BY THE COMMON COUNCIL OF THE CITY OF NORWALK, CONNECTICUT, THIS 13th DAY OF June, 2006. ATTEST AS AMENDED THIS 27th DAY OF June 2006.

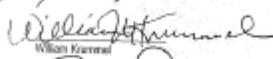

Richard A. Meola, Mayor


Philip Bollen

Michael Coffey, Council President


Gwen Briggs


Douglas Hornsby


Wilson Kimmel


Richard Mordenti


Johnnie Ruffano

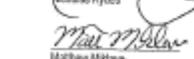

Kelly Sharril


Fred Lopez


Herbert Clark


Casey Hilliard


Nicholas Kydes


Matthew Minsky

Jessie O'Rourke-Smyer

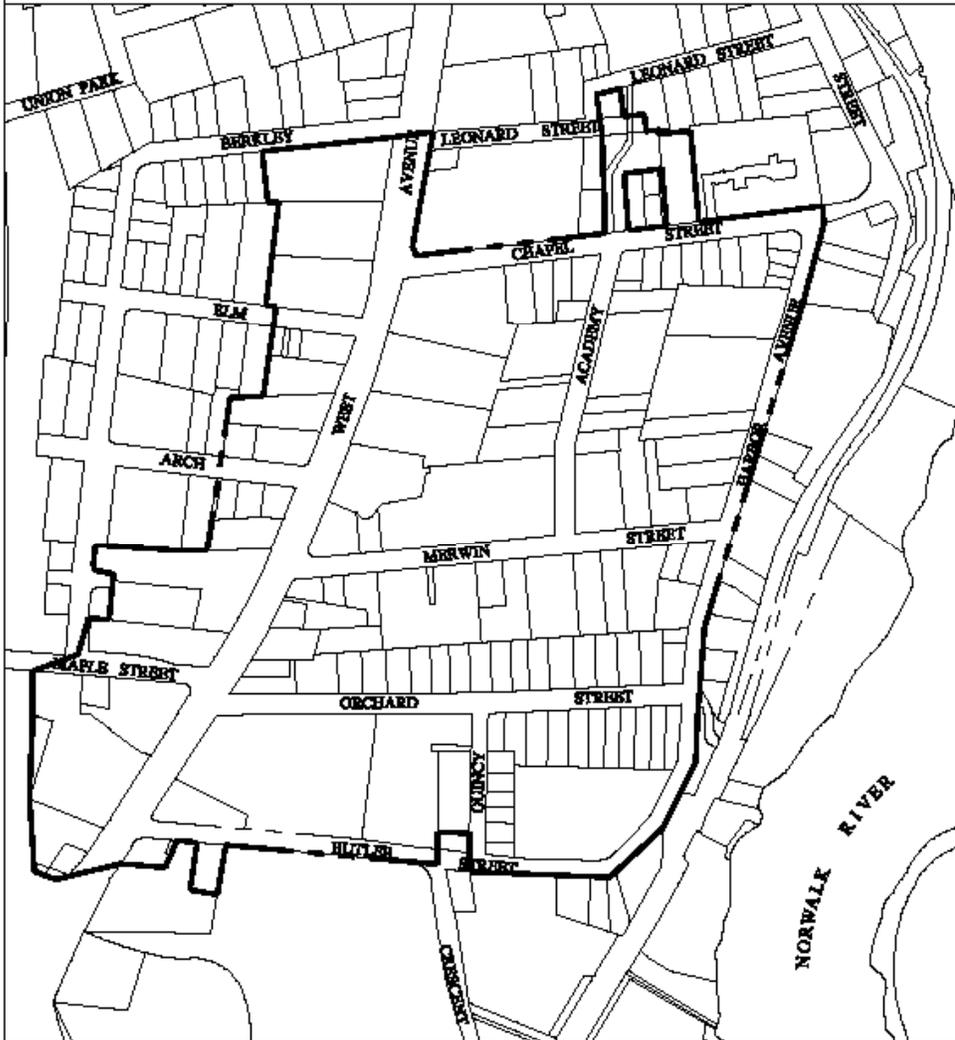

Douglas Szymon



APPENDIX B: PROJECT AREA MAPS

PROJECT BOUNDARY MAP
EXISTING LAND USE
PROPOSED LAND USE
EXISTING SANITARY SEWER
EXISTING STORM DRAINAGE
EXISTING WATER SERVICE
EXISTING GAS SERVICE
EXISTING ELECTRIC AND TELEPHONE FACILITIES
EXISTING AND PROPOSED ZONING

WEST AVENUE REDEVELOPMENT PLAN
NORWALK, CONNECTICUT



TPA
Design Group

PROJECT BOUNDARY MAP

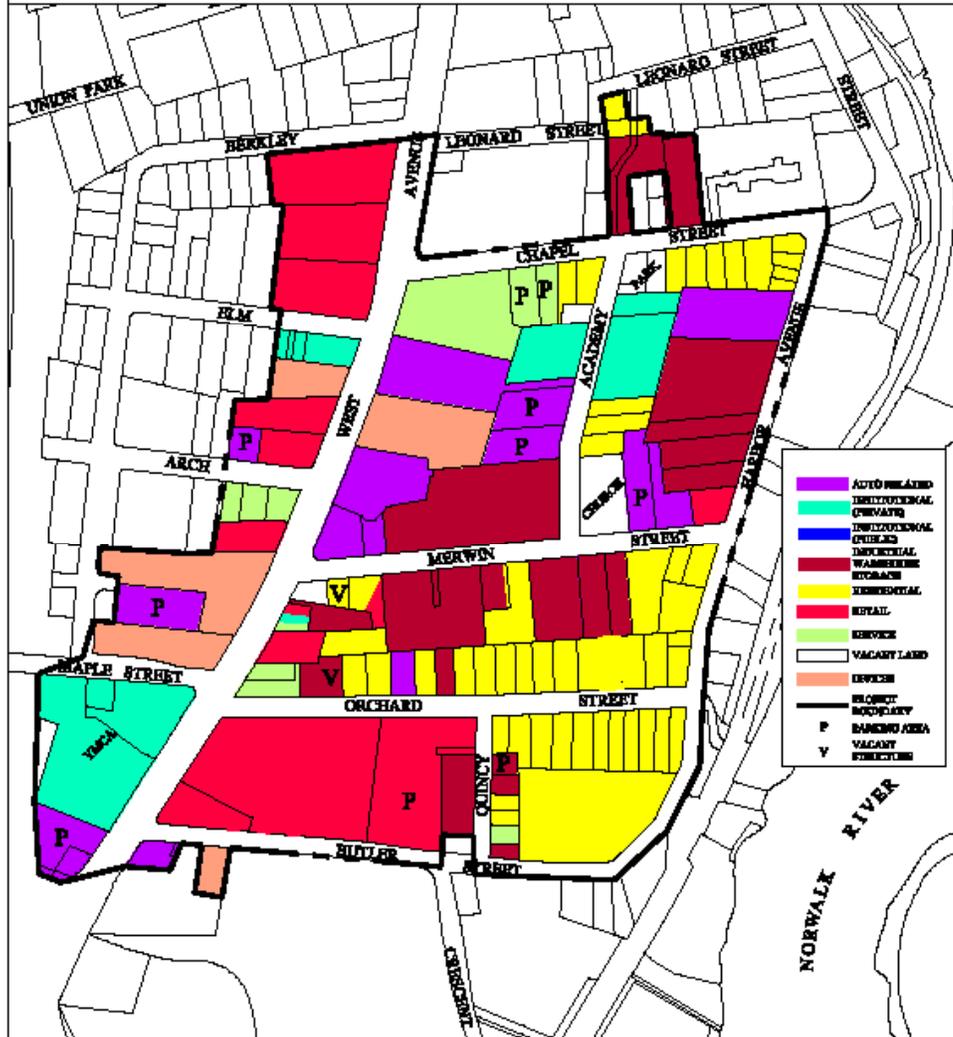


MAP
1
JANUARY 2006

SCALE: 1"=300'

WEST AVENUE REDEVELOPMENT PLAN

NORWALK, CONNECTICUT



- AUTO RELATED
- INSTITUTIONAL/COMMUNITY
- INSTITUTIONAL/OFFICE
- INDUSTRIAL
- WAREHOUSE/STORAGE
- RESIDENTIAL
- RETAIL
- OFFICE
- VACANT LAND
- OFFICE
- STREET SECONDARY
- VACANT BUILDING
- P BUREAU AREA
- V VACANT BUILDING

TPA
Design Group

EXISTING LAND USE

MAP

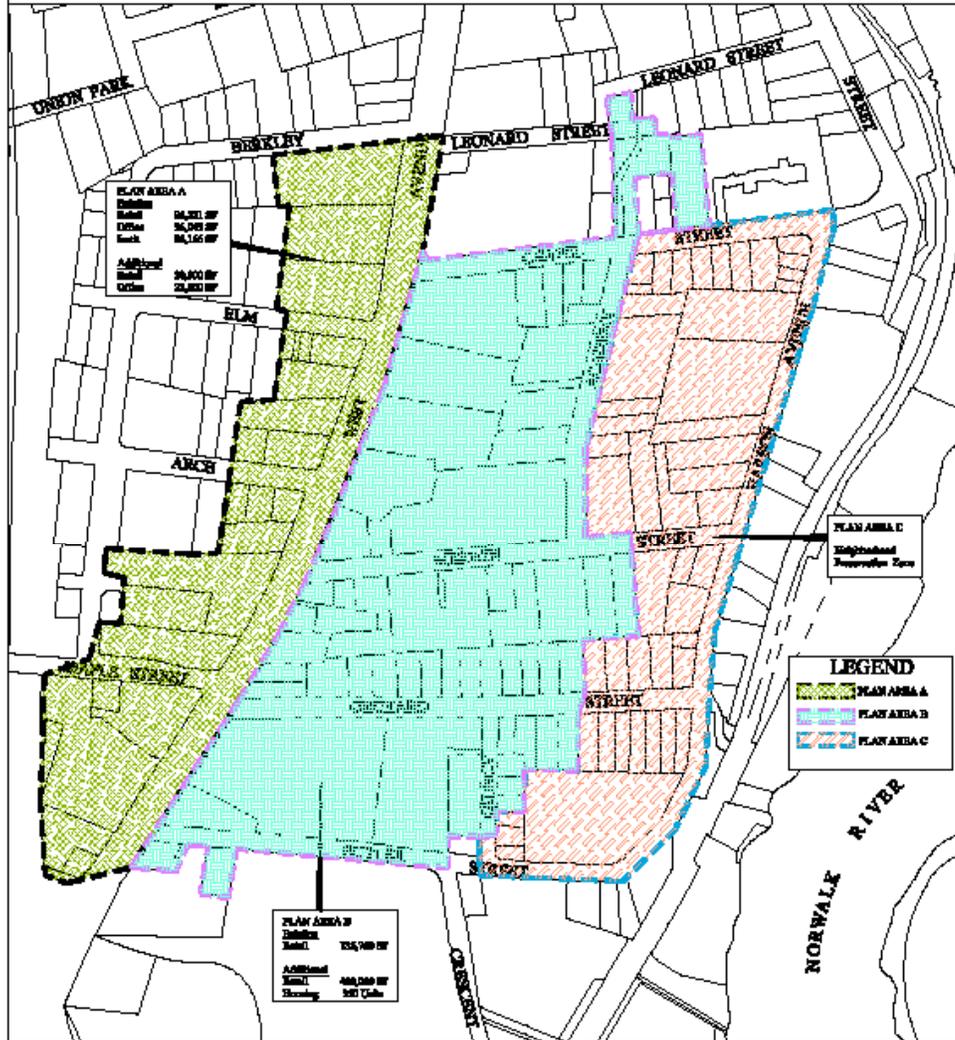
2

JANUARY 2006

SCALE: 1"=300'

WEST AVENUE REDEVELOPMENT PLAN

NORWALK, CONNECTICUT



TPA
Design Group

WEST AVENUE PLAN AREA

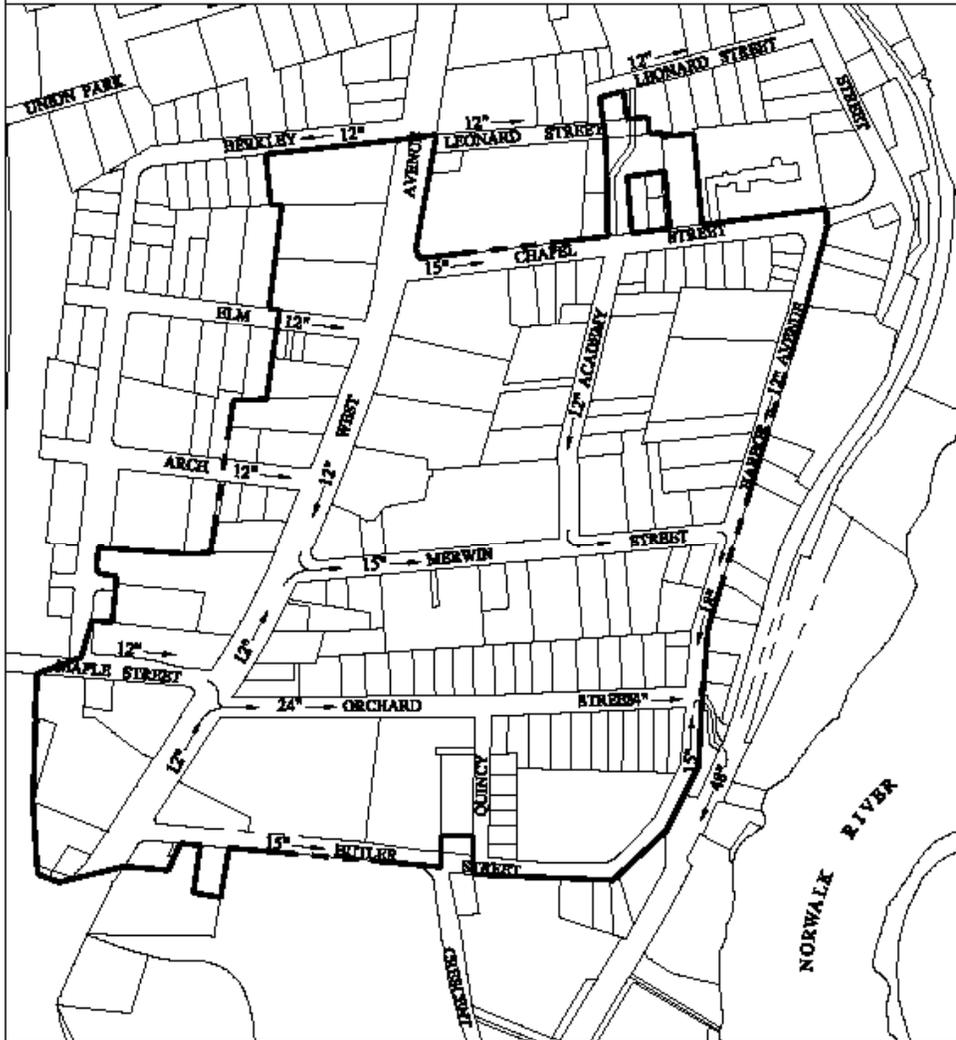


MAP
3

JANUARY 2006

SCALE: 1"=300'

WEST AVENUE REDEVELOPMENT PLAN
NORWALK, CONNECTICUT



TPA
Design Group

EXISTING SANITARY SEWER



MAP

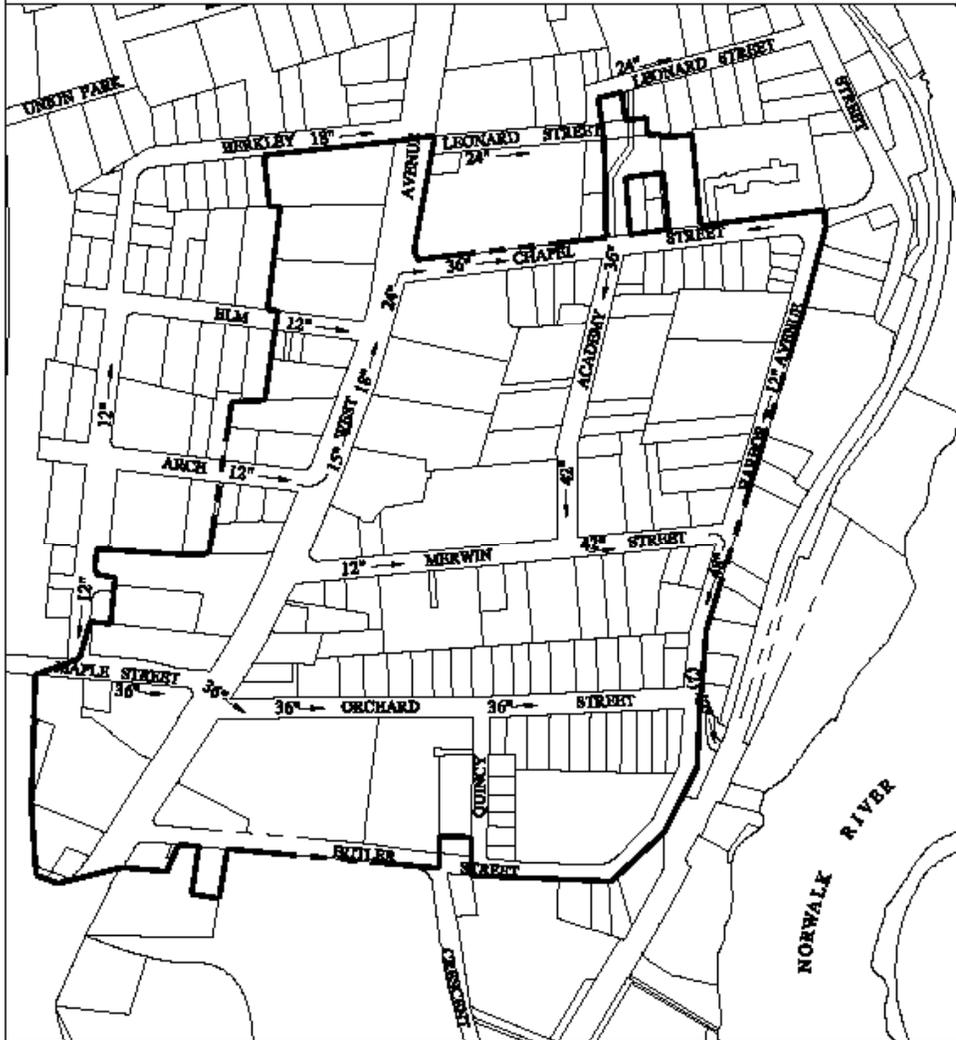
4

JANUARY 2006

SCALE: 1"=300'

WEST AVENUE REDEVELOPMENT PLAN

NORWALK, CONNECTICUT



TPA
Design Group

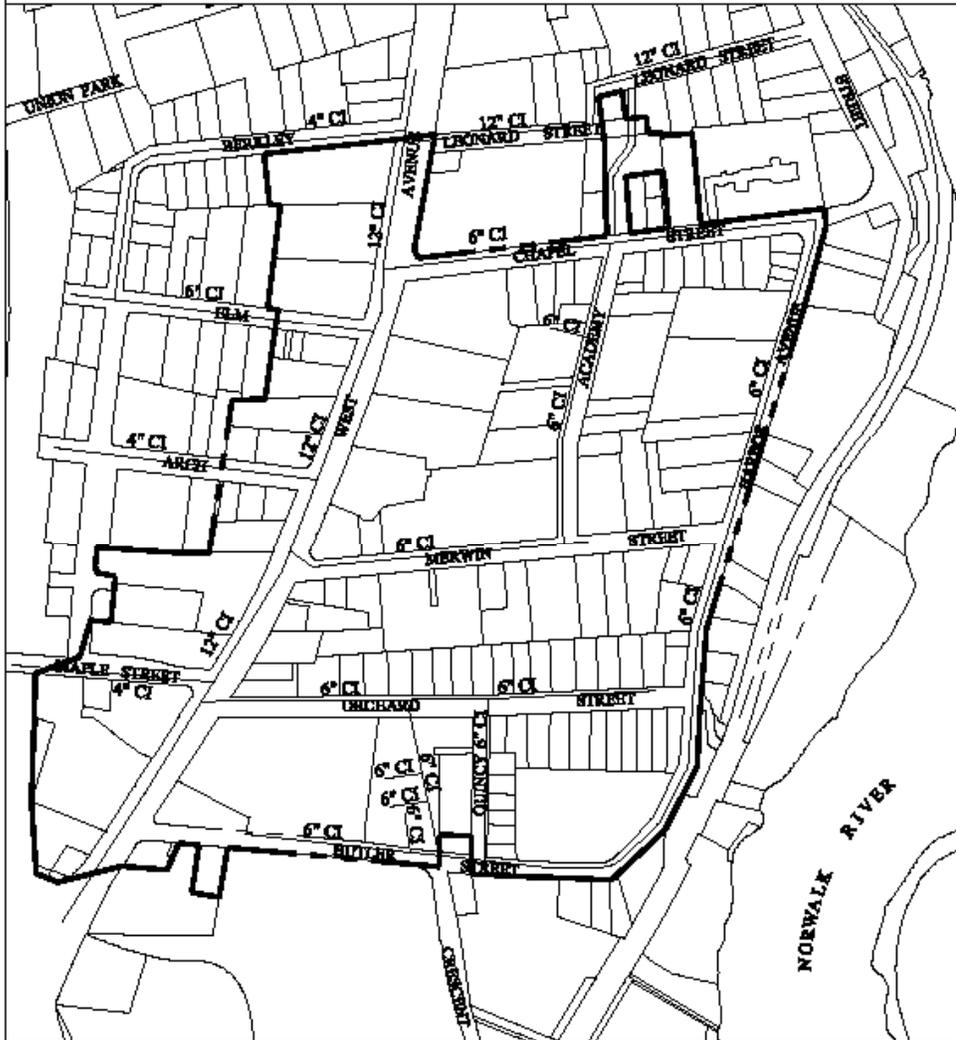
**EXISTING STORM
DRAINAGE**

**MAP
5**
JANUARY 2006

SCALE: 1"=300'



WEST AVENUE REDEVELOPMENT PLAN
NORWALK, CONNECTICUT



TPA
Design Group

EXISTING WATER SERVICE

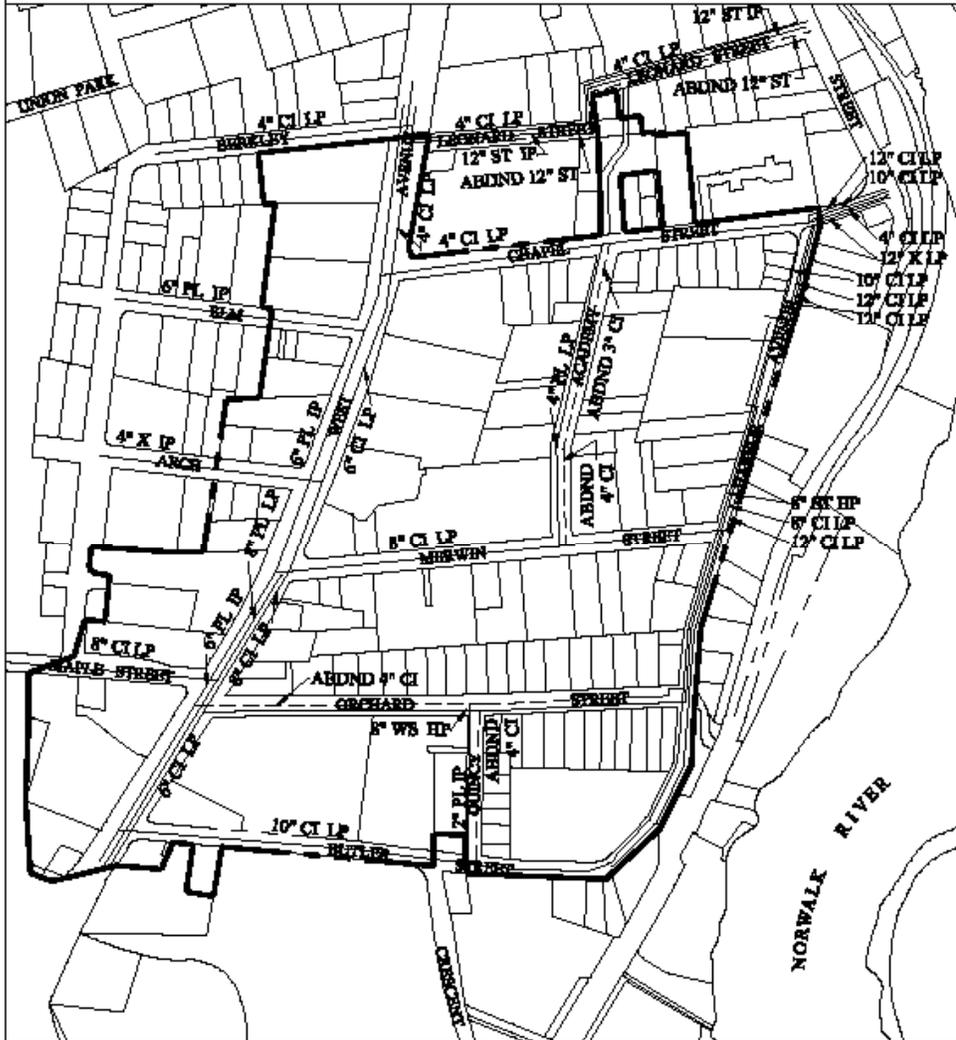
MAP
6
JANUARY 2006

SCALE: 1"=300'



WEST AVENUE REDEVELOPMENT PLAN

NORWALK, CONNECTICUT



TPA
Design Group

EXISTING GAS SERVICE

MAP

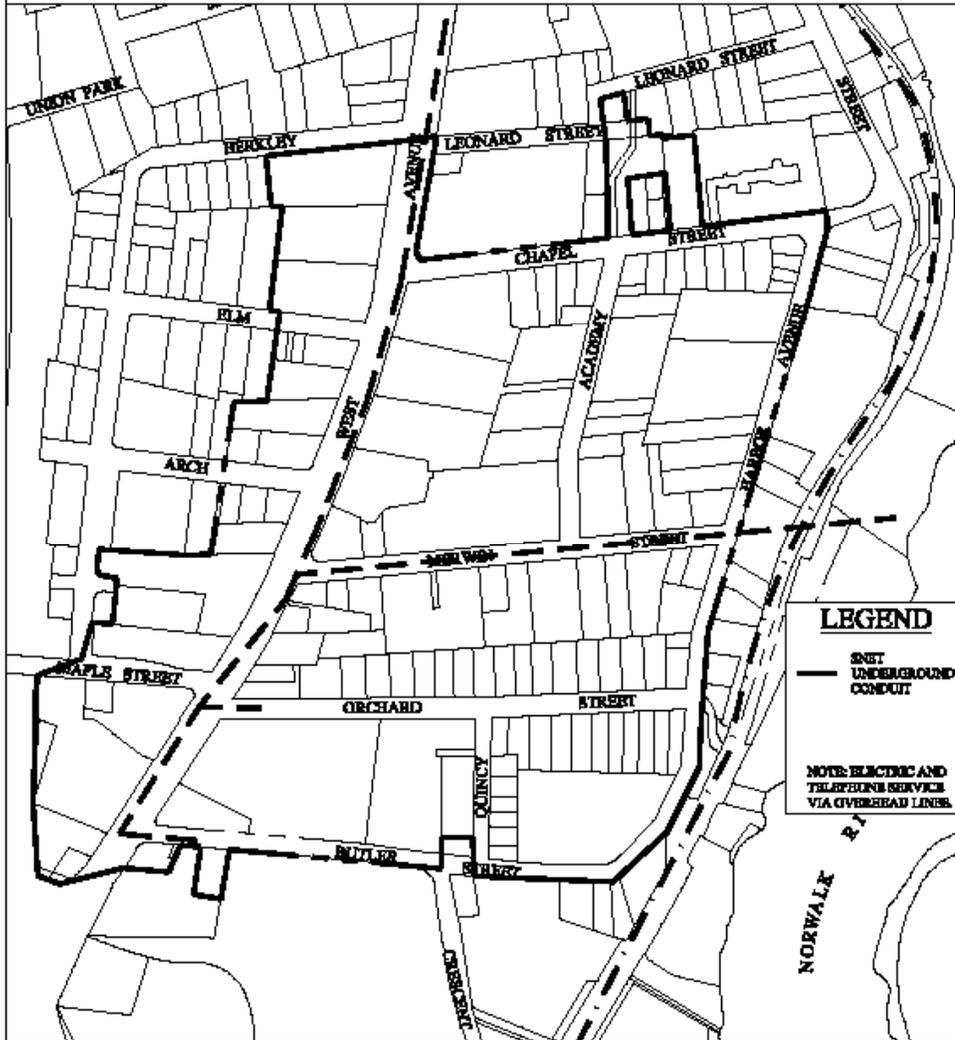
7

JANUARY 2006

SCALE: 1"=300'



WEST AVENUE REDEVELOPMENT PLAN
NORWALK, CONNECTICUT



LEGEND

--- IN-SET UNDERGROUND CONDUIT

NOTE: ELECTRIC AND TELEPHONE SERVICE VIA OVERHEAD LINES

TPA
Design Group

EXISTING ELECTRIC AND TELEPHONE FACILITIES

MAP
8

JANUARY 2006

SCALE: 1"=100'

APPENDIX C: HISTORIC PRESERVATION

Tools and Resources

Summarized below are tools and resources to assist property owners, developers and other area stakeholders in making historic preservation a credible option for the area's redevelopment and revitalization. The programs mentioned are tax incentives, demolition delay, targeted rehabilitation district funding and technical assistance.

I. Tax Incentives

In recognition of the fact that historic preservation is often a costly and complex building renovation option, the following provide some relief as encouragement for property owners, developers and others to pursue this choice.

City of Norwalk Phased Increased Assessment Program

The goal of program is to encourage the rehabilitation of those properties listed in the Norwalk Historic Resources Inventory by deferring the increase in property assessments that occur as a result of this rehabilitation.

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

Upon completion of the rehabilitation project, the City of Norwalk will defer the increased assessment resulting from the property improvements according to the following schedule:

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

Connecticut Historic Homes Rehabilitation Tax Credit Program

This program

- (1) allows allocation of up to \$3 million per state fiscal year in corporate tax credits.
- (2) provides a 30% tax credit up to \$30,000 per dwelling unit for the rehabilitation of 1-4 family buildings. After completion of the rehabilitation work, one unit must be owner-occupied for a period of five years.
- (3) requires a minimum of \$25,000 in eligible rehabilitation expenditures to qualify.
- (4) requires that a building be listed of the National or State Register of Historic Places and located in a targeted area to be eligible. Targeted areas include:

selected federal census tracts with family income levels below the State median;
State-designated areas of chronic economic distress; or\
urban/regional centers identified in the State of Connecticut Conservation &
Development Plan of the Office of Policy & Management.

Property owners should direct program inquiries to the Connecticut Historical Commission, 59 South Prospect Street, Hartford, Connecticut 06106 for determinations of project eligibility and program application procedures.

Website: www.chc.state.ct.us/CTTAXCREDIT.htm

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 retail, industrial, office buildings, apartments or vacation rentals. Primary residences, which do not generate income, are not program eligible. Rehabilitation of income-producing properties must follow the Secretary of the Interior Guidelines for Rehabilitation. The process includes review and comment by the Connecticut Historical Commission and certification by the National Park Service. The CHC is available to assist in identifying eligible structures and provide technical assistance with respect to appropriate rehabilitation treatments.

Program inquiries should be directed to the National Park Service Historic Preservation Service's Federal Historic Preservation Tax Incentives.

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

II: Demolition Delay

The City of Norwalk has a Demolition Delay Ordinance for the protection of historic buildings. For buildings 50 years old and older, the applicant must provide public notice of the intent to demolish a structure. If the notice generates any objection, the demolition permit is withheld for 90 days. The full text of the Ordinance is available from the Norwalk Building Department, Room 121, Norwalk City Hall, 125 East Avenue, Norwalk, CT. 06856 Website: www.norwalkct.org

III: Targeted Rehabilitation District

In accordance with, Section VII: Neighborhood Preservation Plan for Plan Area C, the Norwalk Redevelopment Agency is seeking to create a loan program to assist qualified property owners with property rehabilitation projects. The Program will seek to encourage property owners with eligible projects to preserve the historic integrity of their

buildings both through financial resources and technical assistance. Inquiries can be directed to the Norwalk Redevelopment Agency at 203.854.7810.
Website: www.norwalkct.org

APPENDIX D: PLAN AREA EXISTING ZONING

§ 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 principal 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 prohibited 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]

§ 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 structure 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]

[9] Boutique manufacturing shall be allowed as an accessory use to a permitted retail use, subject to compliance with the following requirements:
[Added effective 10-28-2005]

(a) Such boutique manufacturing shall not exceed three thousand (3,000) square feet in area and shall be directly related to the principal permitted retail use; and

(b) All manufacturing activity, including the storage of all equipment, materials and products, shall occur inside the building; no outside storage of any kind is permitted; and

(c) Only manufacturing processes that are not offensive with regard to noise, light, dust and odors, and which have the same or lesser impact than the principal retail use are permitted; and

(d) The manufacturing activity shall occupy an area of no more than sixty percent (60%) of the gross floor area occupied by the associated retail establishment; and

(e) The manufacturing process is principally artisan or fabrication by hand, and shall not include mass production or assembly line operations; and

(f) The manufacturing operations will not generate excessive traffic volumes or truck traffic in excess of that typically occurring in the adjacent district or neighborhood; all loading activity shall occur during daytime hours only.

(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 accessway 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 families.

(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*	Height 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.

§ 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 building 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.

IX. ERRATA

1. Cover page Added: Approved by the Norwalk Common Council Resolution dated June 13, 2006 as amended June 27, 2006
2. Table of Contents Added: Section IX: ERRATA
3. Page 5 Added ...”an area of approximately 109 existing residential units (94,919SF), 26939SF existing institutional (Carver Center) and 26,734 SF existing commercial space, ..” between words “Area C” and “is designated”.
4. Page 9 Added “Lot 39” and Lots 39 and 13” between words “Block 8” and “Block 20”.
5. Page 10 Added “as described by City of Norwalk Tax Assessor real estate 2005 data” after word “YMCA Property”.
6. Page 12 Added “as described in City of Norwalk Tax Assessor real estate 2005 data” after word “used car dealership”.
7. Page 16 Added “(See Figures A & B p. 16) after word “way finding”.
8. Page 19 Added Figures A & B.
9. Page 23 Added (# 4 – 8) after word “maps”.
10. Page 31 Added “Appendix B” after word “See”.
11. Appendix A Added Norwalk Common Council Resolution
12. Pages 1 – 33 Added page numbers
13. Section IX Added Errata