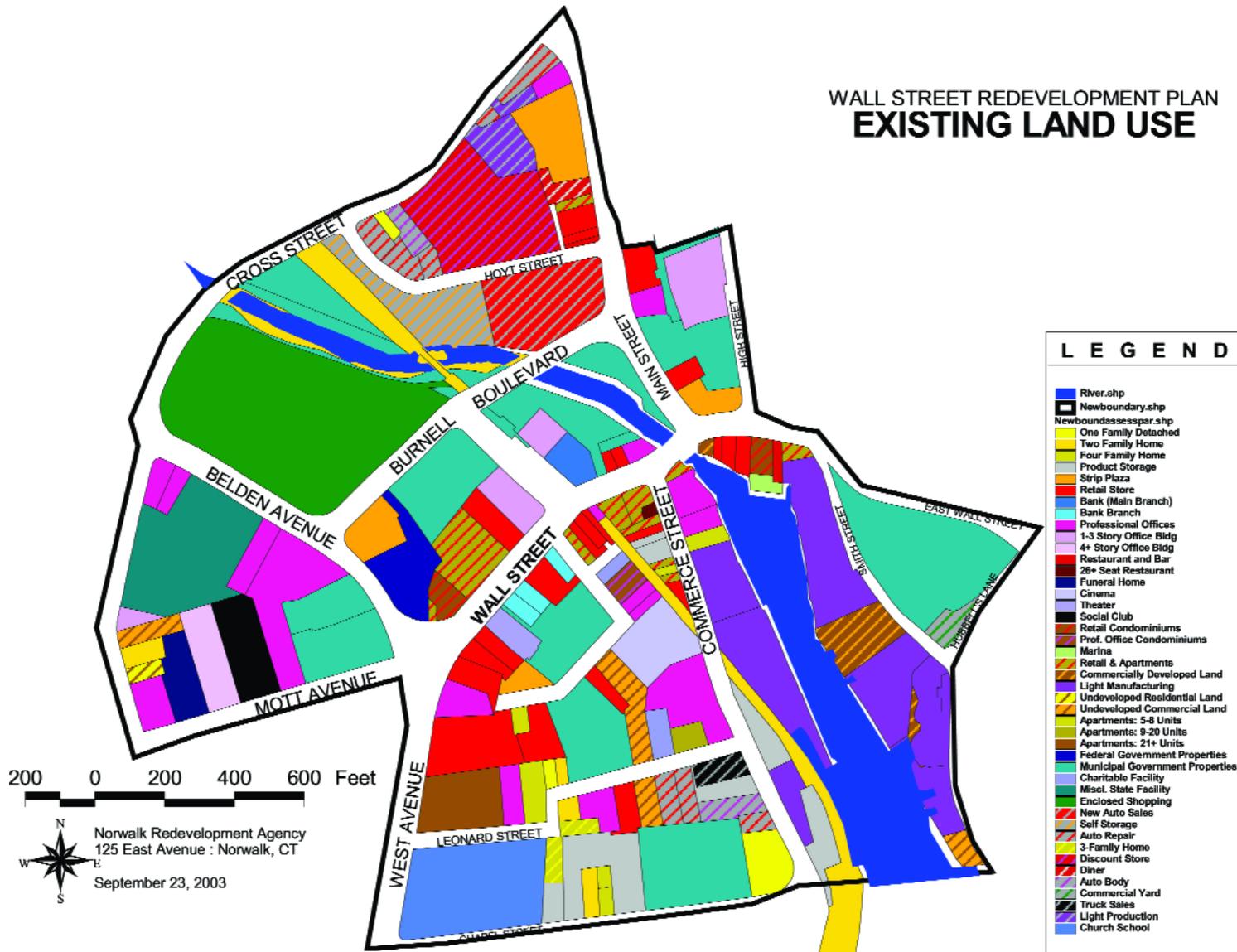


II. LAND USE

[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;]



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Location and extent of the land uses within the area

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

Location and extent of the land uses proposed for the area

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

Residential Uses and Artist Live/Work Space

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

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

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

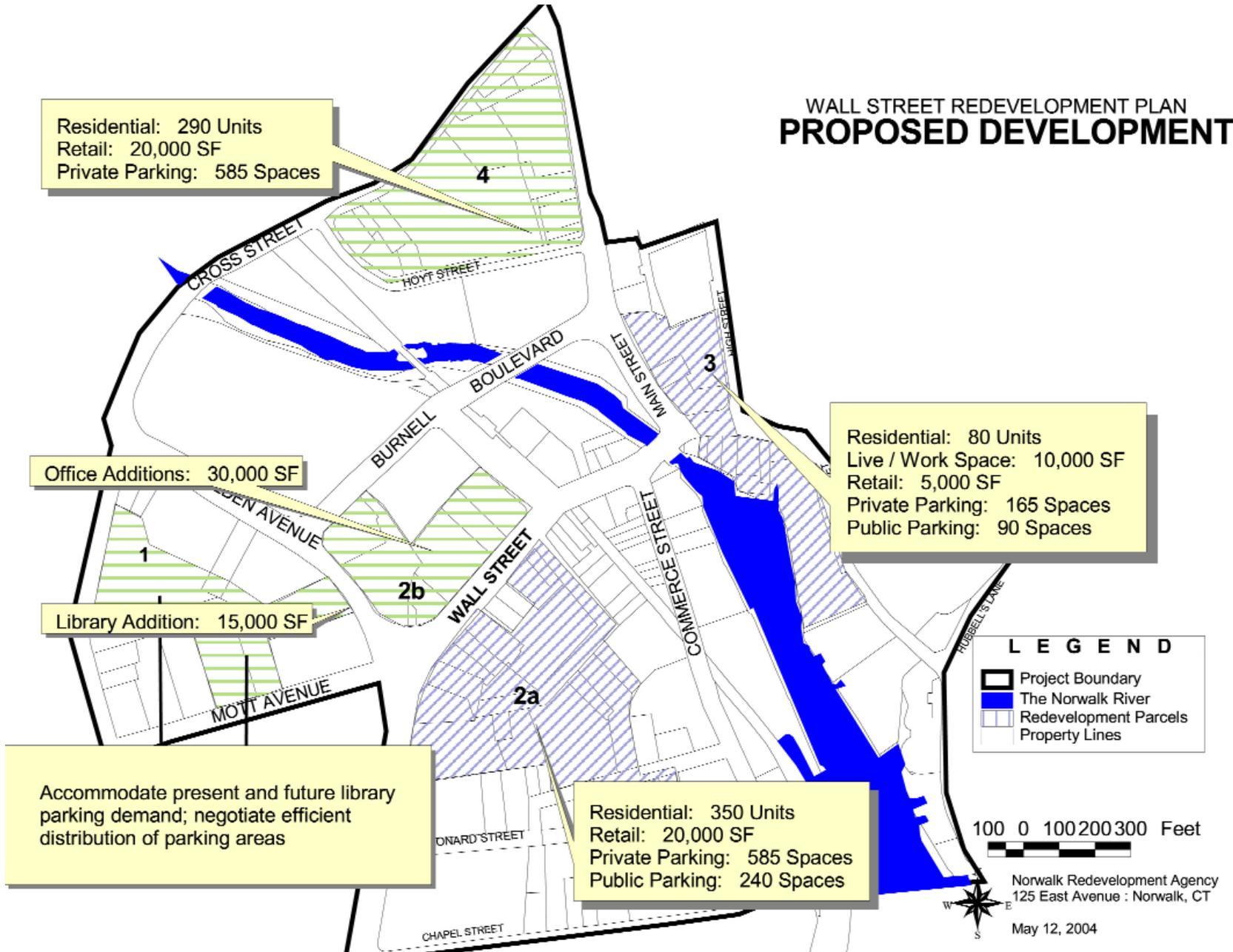
Current analysis suggests the conditions for the area are most favorable to housing types which appeal to empty nesters and singles. Current economic conditions and national housing trends do not suggest the likely development of housing types that would lead to significant increases in school-age children.

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

Mix of Uses

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

WALL STREET REDEVELOPMENT PLAN PROPOSED DEVELOPMENT



Map 3: Proposed Land Use

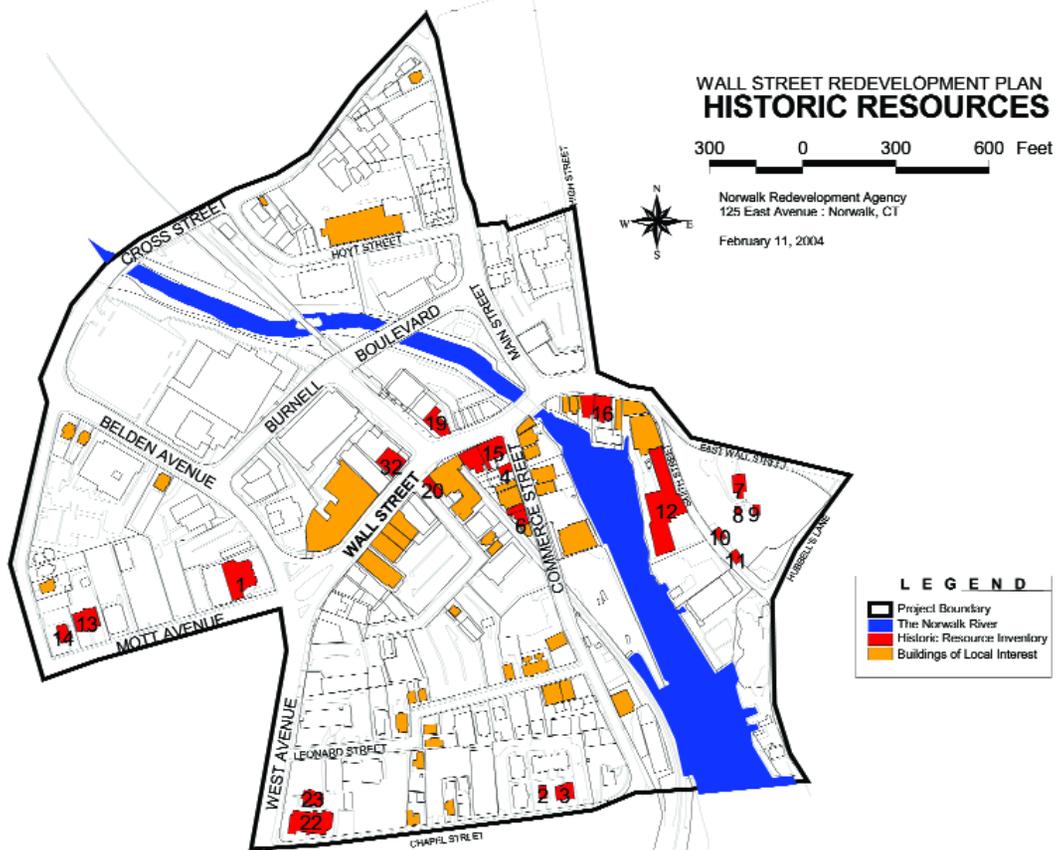


Figure 30: Area properties of Historic Interest

Historic Preservation

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

Facade Improvement Program

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

Table 1: Properties addresses and est. year built

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

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

Land Disposition Agreement

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

Design Standards

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

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

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

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

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

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



Figure 31: The 'walk-home' test.

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Figure 32: 'Main Street Scale'



Figure 33: Materials in Context.

GUIDING CRITERIA

SCALE

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

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

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

CONTEXT

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

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

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

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

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

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

CHARACTER

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

The area has numerous examples of quality historic architecture.

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

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

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

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

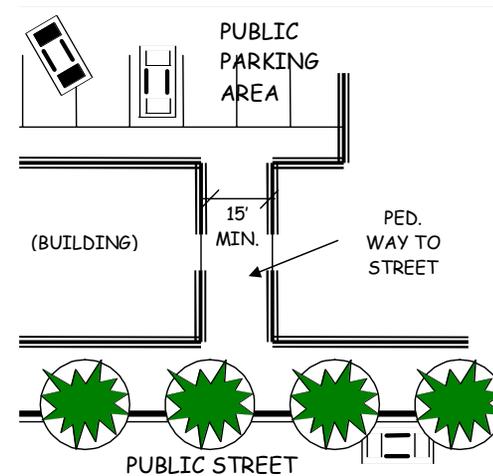


Figure 34: Parking sensitive to context.

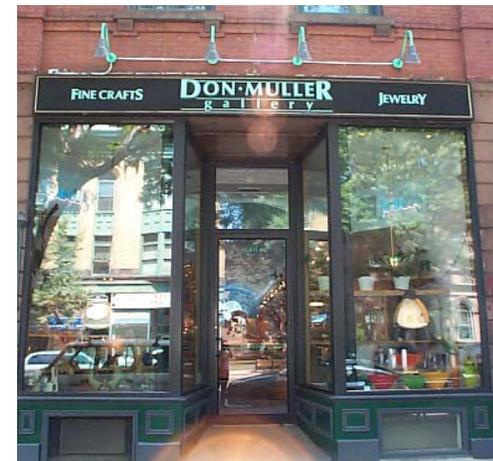


Figure 35: Facades which complement the neighborhood character

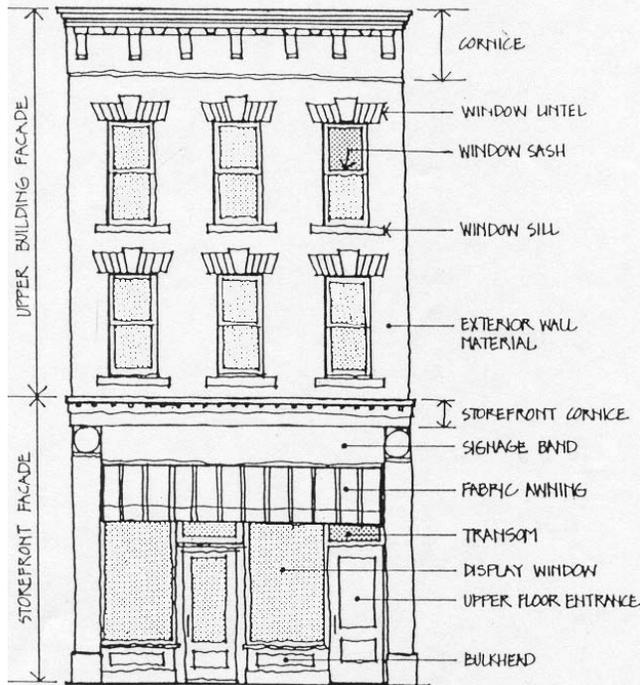


Figure 36: Traditional architectural facade.



Figure 37: Street level uses should welcome the pedestrian

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

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

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

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

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

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

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

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

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

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

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

COHERENCE

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

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

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



Figure 38: Use of different material for the crosswalk



Figure 39: Pedestrian "knuckle" or island



Figure 40: Bulb outs with bollards

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

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

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