

CITY OF NORWALK, CT

South Norwalk TOD Redevelopment Plan

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Prepared for the Norwalk Redevelopment Agency
by THE CECIL GROUP • FXM ASSOCIATES

ACKNOWLEDGEMENTS

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Contents

- 1. Plan Summary 1
 - 1.1 Definition of the Area as a Redevelopment Area 2
 - 1.2 Purpose of the Plan 4
 - 1.3 Statement of Objectives 5
 - 1.4 Summary of Implementation Strategy 6
 - 1.5 Consistency with Plan of Conservation and Development 9
 - 1.6 Summary of Benefits from Improvements 12
- 2. Summary of Existing Conditions 15
 - 2.1 Summary of Existing Blighted Conditions 16
 - 2.2 Summary of Existing Market Conditions 17
 - 2.3 Existing Infrastructure Conditions 22
- 3. Land Use Plan 27
 - 3.1 Land Use Plan 28
 - 3.2 Land Use Subareas 29
 - 3.3 Connections 31
- 4. Implementation Strategy 33
 - 4.1 Goals and Strategies 34
- 5. Design Guidelines 39
 - 5.1 Development Plan Review 40
 - 5.2 Organization of the Design Principles and Guidelines 42
 - 5.3 Design Principles 43
 - 5.4 TOD-Core and TOD-Waterfront 45
 - 5.5 TOD-Neighborhood 60
 - 5.6 Public Infrastructure 72
 - 5.7 Glossary of Terms 80



6. Regulations on Development	83
6.1 Parcel Regulations	84
6.2 Applicability and Duration	84
6.3 Property Acquisition Plan.....	85
6.4 Plan Approval and Amendments	85
7. Amendments	87
8. Appendices	89
8.A. Project Area Boundaries	89
8.A. Project Area Boundaries	90
8.B. Determination of Blighted Conditions	95
8.B.1 Summary	96
8.B.2 Methodology	98
8.C. Market Conditions and Redevelopment Feasibility	115
8.C.1 Social, Economic, and Business Profiles of the South Norwalk TOD Redevelopment Area.....	116
8.C.2 Market Conditions and Redevelopment Feasibility – Rental Housing Market Demand Trends.....	120
8.C.3 Market Conditions and Redevelopment Feasibility – Retail Opportunity/Gap Analysis	126
8.D. Infrastructure Conditions.....	133
8.E. Proposed/Approved Zoning Changes	135
Approved Zoning Changes	136



1. PLAN SUMMARY

This Redevelopment Plan has been prepared in accordance with Chapter 130, Part I Redevelopment of the General Statutes of Connecticut. The purpose of this Redevelopment Plan meets the identified public need to revitalize the South Norwalk area centered on the South Norwalk Metro-North Railroad Station. The basis for this Redevelopment Plan is the South Norwalk Railroad Station Area Transit Oriented Development Strategy Final Report. This report identifies goals and objectives related to transit-oriented development and recommends implementation strategies and action steps to implement those goals. The recommended strategies include recommended regulations for private development and public streetscape improvements that will encourage revitalization of the South Norwalk area and enhance neighborhood access to rail transit and local businesses.

1.1 Definition of the Area as a Redevelopment Area

In accordance with Chapter 130 of the Connecticut State Statutes, the Norwalk Redevelopment Agency has determined that there exists a need to designate the South Norwalk TOD Redevelopment Area (as delineated on Figure 1-1: Project Boundary and described in *Appendix 8.A Project Area Boundaries*) an Urban Renewal Area in order to prevent the spread of deterioration and to eliminate substandard, insanitary, and blighted conditions in that area.

To the degree that these conditions exist, they serve to impair the sound growth and development of the community and retard economic development and the provision of housing. The

Norwalk Redevelopment Agency further finds that the existence of these conditions is beyond remedy and control solely by the regulatory process in the exercise of the police power and cannot be dealt with effectively by the ordinary operations of private enterprises without the actions herein provided; including the acquisition of property for the purpose of eliminating substandard, insanitary, deteriorated, deteriorating, slum or blighted conditions thereon or preventing recurrence of such conditions in the area, the removal of structures and improvement of sites, the disposition of the property for redevelopment incidental to the foregoing, and the exercise of powers by the City of Norwalk acting by and through the Norwalk Redevelopment Agency pursuant to Section 8-124. et seq., of the General Statutes, and any assistance

which may be given by any public body in connection therewith, are public uses and purposes for which public money may be expended and the power of eminent domain exercised; and that the necessity in the public interest for the provisions of Part I, Chapter 130 of the General Statutes is hereby declared as a matter of legislative determination.

BOUNDARY

The boundary of the South Norwalk TOD Redevelopment Area (the “Redevelopment Area”) is shown in Figure 1-1.

The parcels within the boundary are listed in *Appendix 8.A Project Area Boundaries*.



Figure 1-1: South Norwalk TOD Redevelopment Area

1.2 Purpose of the Plan

The purpose of this Redevelopment Plan is to materially improve the conditions of the South Norwalk area by encouraging the development of complete, compact neighborhoods that draws new residents and businesses within a socially and economically diverse district centered on the South Norwalk Metro-North Railroad Station. The neighborhoods within this district should be of moderate scale, be both mixed-use and mixed-income, and have adequate amenities for circulation, public safety, and open space.

The goals, objectives, and implementation strategies outlined in this Redevelopment Plan are based on the *South Norwalk Railroad Station Area Transit Oriented Development Strategy Final Report (TOD Strategy)*, approved by the Norwalk Common Council in October 2011. The *TOD Strategy* recommended methods to encourage private reinvestment in the neighborhood to be consistent with transit-oriented development. Other recommendations include zoning changes to the Redevelopment Area and public infrastructure improvements.

This Redevelopment Plan incorporates two previous urban renewal areas whose plans have expired: the *Urban Renewal Plan for the South Norwalk Project Area No. 1* (1962) and the *South Main Corridor Urban Renewal Plan* (1990).

The original purpose of the 1962 plan was to clear and redevelop certain properties and to provide public improvements, primarily related to the widening, realignment, repaving, and/or closure of existing street infrastructure and the realignment, construction, or reconstruction of related utilities.

The original objectives of the 1990 plan were to encourage private investment by allowing a mix of uses, including an increase in the housing supply; establishing an identity for the area, including improving the physical appearance and requiring new construction to be consistent with the existing context; promoting the preservation of historic buildings that contribute to the Washington Street Historic District and the Hanford/Elizabeth/Haviland Historic District; insuring an adequate supply of parking; reinforcing development proposed for the South Norwalk Railroad Station, and encouraging the creation of public spaces.

The goals, objectives, and implementation strategies of this Redevelopment Plan are a continuation of those of the 1990 plan, but applied to a broader area.

The recommended zoning changes, provided in *Appendix 8.E Proposed/Approved Zoning Changes*, would work in concert with this Redevelopment Plan and the recommendations of the *TOD Strategy* to accomplish the goals and objectives described below and in *Section 4 Implementation Strategy*.

1.3 Statement of Objectives

The extensive public process and technical research that laid the groundwork for the *TOD Strategy* identified a series of goals and objectives for the Redevelopment Area. These goals and objectives are divided into six categories, listed below, with the primary goal for each strategy:

- **NEIGHBORHOOD** – Develop a continuous, coherent pattern of pedestrian-friendly streets, sidewalks, and paths that line and connect blocks with complete and compatible development and land uses that create a cohesive and attractive environment in which to live, work, shop, visit and enjoy in the neighborhoods around the Rail Station.
- **ECONOMIC DEVELOPMENT** – Invite and support development as a combination of new buildings and renovations that create a long-term, sustainable mixed-use pattern that contains a balanced quantity of housing, commercial, retail, civic and institutional uses, while protecting existing residents from displacement.
- **URBAN DESIGN CHARACTER AND QUALITIES** – Shape the fabric of buildings, spaces, streets and places to create distinctive and complete urban neighborhoods that contain diverse but well-connected components.
- **DIVERSITY** – Encourage and maintain a diverse neighborhood that provides housing, employment, shops, services and restaurants that attract and support a wide range of cultures and incomes.
- **CIRCULATION AND TRANSPORTATION** – Enhance pedestrian and bicycle connectivity, while channeling and enabling vehicle circulation to be consistent with neighborhood quality and supporting the economic development goals for appropriate locations within the neighborhood.
- **COMMUNITY SECURITY AND SAFETY** – Create safe and secure environments for residents, commuters, business owners and visitors in the neighborhoods around the Rail Station.

The objectives related to each goal can be found in *Section 4 Implementation Plan*.



1.4 Summary of Implementation Strategy

The *TOD Strategy* identifies a series of strategies to address the goals for its Study Area (incorporated within the Redevelopment Area). The strategies that are appropriate for this Redevelopment Plan are divided into four categories, as shown on the next page.

The Norwalk Redevelopment Agency may undertake certain actions in order to implement these strategies.

PROPOSED REDEVELOPMENT ACTIONS

The Norwalk Redevelopment Agency has certain tools, as authorized by Chapter 130 of the Connecticut General Statutes, which it can use to achieve the goals and objectives of this Redevelopment Plan. These tools include the following:

- Acquisition and disposition of real property

- * Acquisition or rental of real property by purchase, lease, exchange or gift
- * Acquisition of real property by eminent domain, as authorized by Section 8-127a

- Issue bonds and other obligations
- Borrow and accept grants from the federal government or other source

The Norwalk Redevelopment Agency is authorized to undertake surveys and plans, including the following:

- Plans for carrying out a program of voluntary repair and rehabilitation of buildings and improvements
- Plans for the enforcement of laws, codes and regulations relating to the use of land and the use and occupancy of buildings and improvements and to the compulsory repair, rehabilitation, demolition or removal of buildings and improvements
- Develop, test and report methods and techniques, and carry out demonstrations and other activities, for the prevention and the elimination of slums and blight.

The ability to conduct design review, according to design guidelines defined within this Redevelopment Plan, is included under the authorization above.

URBAN RENEWAL PROJECTS

The Norwalk Redevelopment Agency may also plan and undertake urban renewal projects as defined by Chapter 130 of the Connecticut General Statutes. Activities authorized under Section 8-141 which include the following:

- Redevelopment, rehabilitation, and/or conservation work to eliminate or prevent the development or spread of slums or sub-standard, insanitary, blighted, deteriorated or deteriorating areas
 - * Carrying out plans for a program of voluntary or compulsory repair and rehabilitation of buildings or other improvements
 - * Acquisition of real property and demolition, removal or rehabilitation of building and improvements thereon where the agency has determined the same to



FOCUS AREA	ACTION	STRATEGY
Redevelopment	<ul style="list-style-type: none"> • Focus on moderate scale, mixed use redevelopment of key sites relatively close to the Rail Station. • Leverage City ownership. • Unlock public/private redevelopment at the Rail Station, Webster Street Block, and Day Street. 	<ul style="list-style-type: none"> • Assist in land assembly/reorganization of land in conjunction with viable projects • Unlock public/private redevelopment through strategic development, land use or disposition agreements incorporating City-owned land at the Rail Station, Webster Street Block, Day Street lots.
Housing and Residential Quality of Life	<ul style="list-style-type: none"> • Expand housing opportunities for market rate units. • Promote a mixed-income, diverse neighborhood and high quality of life for everyone through amenities, public safety programs, open space. 	<ul style="list-style-type: none"> • Provide zoning to allow non-conforming office or commercial use to housing. • Maintain work-force zoning or incentives for large, multi-family developments • Focus programs to support home ownership within walking distance of the Station. • Improve parks and extend pedestrian corridors to and along the Waterfront
Pedestrian Environment and Connections	<ul style="list-style-type: none"> • Provide improved pedestrian corridors connecting South Norwalk neighborhoods to the Rail Station with streetscape enhancements. • Target initial improvements within the blocks adjacent to the Rail Station. • Support bicycle use. 	<ul style="list-style-type: none"> • Improve streetscapes, sidewalks, paths, ramps and stairs including consistent lighting along the principal pathways to and from neighborhoods, in conjunction with traffic calming along neighborhood streets not intended for through traffic. • Expand sidewalk and streetscape improvements throughout the neighborhoods. • Extend bike routes along streets leading to the Station; provide secure bike parking.
Circulation and Parking	<ul style="list-style-type: none"> • Provide additional commuter parking near the Rail Station to the extent that it benefits Norwalk and has limited visual and traffic impacts. • Provide modest expansion of public parking at Webster Street. • Direct commuter-related vehicle traffic away from neighborhood streets • Provide substantially improved space and circulation at the Rail Station for shuttles, pick-up and drop-off. 	<ul style="list-style-type: none"> • Establish public/private venture to create additional parking at Henry/Chestnut Street. • Seek grants, funds and “gap” financing for a parking deck at Webster Street for that portion of the costs that cannot be covered by revenues. • Provide wayfinding signage, street and intersection design to direct primary commuter traffic to and from the Rail Station along Martin Luther King, Jr. Drive. • Use grants and other sources to fund improvements to expand and reorganize pickup and drop-off on the east side of the station, between Henry and Monroe Streets.

be necessary to eliminate unhealthful, insanitary or unsafe conditions, lessen density, reduce traffic hazards, eliminate obsolete or other uses detrimental to the public welfare, or to otherwise remove or prevent the spread of blight or deterioration, or to provide land for needed public facilities

- * Installation, construction or reconstruction of streets, utilities, parks, playgrounds and other improvements necessary for carrying out the objectives of the urban renewal project
- * The disposition, for uses in accordance with the objectives of the urban renewal project, of any property or part thereof acquired in the area of such project; provided such disposition shall be in the manner prescribed in this part for the disposition of property in a redevelopment project area

In order to implement an urban renewal project, the Norwalk Redevelopment Agency will need to create an urban renewal plan for the area of the project, as required by Section 8-142. Any urban renewal plans for projects within

the Redevelopment Area should be consistent with this Redevelopment Plan and the City of Norwalk's Plan of Conservation and Development. This Redevelopment Plan would need to be amended to incorporate the urban renewal plan as described in *Section 6.4 Plan Approval and Amendments*.

The Norwalk Redevelopment Agency does not anticipate undertaking an Urban Renewal Project at this time.

Property Acquisition

The Norwalk Redevelopment Agency does not anticipate the acquisition of specific parcels at this time. Future acquisitions would require the amendment of this plan as noted in *Section 6.3 Property Acquisition Plan*.

Property Disposition

The Norwalk Redevelopment Agency does not anticipate the disposition of specific parcels at this time.

Relocation Plan

In the absence of a specific urban renewal project, the Norwalk Redevelopment Agency does not anticipate the long-term displacement of residents or business owners at this time.

Should such a project be undertaken, under Section 8-127, the Norwalk Redevelopment Agency must establish the availability of sufficient living accommodations within a reasonable distance of the proposed project for families displaced by the proposed improvement or must provide accommodation for such families within the Redevelopment Plan. Accommodations may be rental or ownership, but must be at prices or rents that are affordable to the displaced families.

1.5 Consistency with Plan of Conservation and Development

This Redevelopment Plan is consistent with goals of the City of Norwalk *Plan of Conservation and Development*, June 2008 (POCD).

The POCD divides the implementation strategies into major topics.

- Balanced Economic Growth
- Environment and Infrastructure
- Open Space and Recreation Systems
- Community and Cultural Facilities
- Transportation
- Governance, Zoning, and Urban Design

Each topic is subdivided into categories, and each category has a specific set of goals and related strategies. The table on the next page provides the major strategies from the POCD which are consistent with the goals and implementation strategies in this Redevelopment Plan.



A. BALANCED ECONOMIC GROWTH	
A.1 General	<ul style="list-style-type: none"> • A.1.2 Support and expand economic development initiatives to achieve the goals of this plan and to ensure economic benefits and responsibilities are shared among all residents
A.3 Office	<ul style="list-style-type: none"> • A.3.1 Encourage office development in appropriate locations
A.4 Retail	<ul style="list-style-type: none"> • A.4.1 Expand the retail sector
A.6 Redevelopment	<ul style="list-style-type: none"> • A.6.1 Modify Redevelopment Plans in response to updated market studies and other recent findings
	<ul style="list-style-type: none"> • A.6.2 Advance current Redevelopment Plans
	<ul style="list-style-type: none"> • A.6.3 Explore opportunities to designate additional Redevelopment Areas as a means to achieve plan goals
B. ENVIRONMENT AND INFRASTRUCTURE	
B.1 General	<ul style="list-style-type: none"> • B.1.1 Protect the city's environment and natural resources for current and future generations
B.3 Inland Waterways	<ul style="list-style-type: none"> • B.3.1 Prevent flooding and the threat to health welfare and property
B.8 Sustainability	<ul style="list-style-type: none"> • B.8.1 Adopt programs which promote resource conservation and discourage waste
B.10 Other Utilities	<ul style="list-style-type: none"> • B.10.1 Require public utilities to meet present and future demand
C. OPEN SPACE AND RECREATION SYSTEMS	
C.1 General	<ul style="list-style-type: none"> • C.1.1 Maintain, improve, and increase water access for the public
	<ul style="list-style-type: none"> • C.1.3 Provide and maintain an attractive open space system for the enjoyment of all residents
C.3 Recreation	<ul style="list-style-type: none"> • C.3.1 Provide a greater diversity of recreation facilities and programs to meet the needs of all user groups, including new facilities for supervised recreation for young people
C.4 Trails and Bikeways	<ul style="list-style-type: none"> • C.4.1 Create a network of walking and bicycle trails among neighborhoods, points of interest, and opposite sides of the river and harbor
D. COMMUNITY AND CULTURAL FACILITIES	
D.6 Health	<ul style="list-style-type: none"> • D.6.1 Accommodate and encourage active lifestyles
D.7 Cultural Facilities	<ul style="list-style-type: none"> • D.7.1 Strive for a connected network of cultural attractions
E. TRANSPORTATION	
E.1 General	<ul style="list-style-type: none"> • E.1.1 Provide an efficient and effective system of transportation
E.2 Transit	<ul style="list-style-type: none"> • E.2.2 Create an enhanced intermodal station at the South Norwalk Station
E.3 Traffic Management	<ul style="list-style-type: none"> • E.3.1 Provide a safe and efficient vehicular transportation system
E.5 Parking	<ul style="list-style-type: none"> • E.5.1 Support economic growth in the city with appropriate parking strategies

F. GOVERNANCE, ZONING, AND URBAN DESIGN	
F.2 Zoning	F.2.1 Examine and modify existing zoning where necessary to achieve the goals of this plan
	F.2.2 Preserve and enhance the character of residential neighborhoods
F.3 Planning	F.3.2 Conduct new planning studies where necessary to further the goals of this plan
F.4 Urban Design	F.4.1 Strengthen the character of neighborhoods and commercial areas and improve the quality of architectural design
	F.4.2 Design streets for people as well as vehicles
	F.4.3 Improve the appearance of public plazas, streets, and rights-of-way
	F.4.5 Enhance primary gateways
F.5 Historic Preservation	F.5.1 Designate, preserve, and re-use historic and architecturally significant landmarks, structures, and districts where economically feasible
F.7 Other	F.7.2 Improve the standards for light pollution to maintain the health and quality of life our residents enjoy



1.6 Summary of Benefits from Improvements

ECONOMIC BENEFITS

By adopting the recommended zoning changes to allow more housing and retail in a mixed-use development district, as well as infrastructure and other improvements and initiatives in the recommended implementation strategy, the City will facilitate creation of more market rate housing and a diversified population within South Norwalk. A more diversified population will encourage greater investment in local business enterprises and jobs and will provide additional support for existing retail and restaurant uses. Demand for market rate rental housing is particularly strong now and projected over the next several years within the young professional (under 35) and empty nester (between age 55 and 74) age groups, both of which seek walkable transit and shopping amenities and are not likely to have school aged children that would tax the City's fiscal resources. Regulatory chang-

es (especially zoning) are particularly cited by recent and prospective developers as important to spur additional development that can capture a greater share of regional demand within South Norwalk, will not burden the current City budget, and will likely lead to increased tax ratables and net fiscal income.

East of Water Street beginning at the South Norwalk Yacht Club on the south and continuing north to the existing railroad bridge, current land uses are predominately water-dependent marine industries. The preservation and expansion of these maritime uses will enable recreational boaters to support jobs directly in the maritime industries and indirectly by their spending at local restaurants, retail shops, and potentially for hotel nights. Opportunities exist for residential, hotel and other commercial development on the west side of Water Street enabling full view amenities of the harbor and easy access to the waterfront, thus capturing

the benefits of a waterfront location without encroachment on marine industries. The displacement of water dependent uses by residential, hotel and mixed use developments where allowed on historically working waterfronts, has been to the detriment of the community-wide economy and tax base in many communities.¹

PUBLIC INFRASTRUCTURE BENEFITS

If the conditions discussed above were addressed, what would be the benefit to the community?

Circulation and transportation improvements can alleviate traffic congestion and improve connections for all users. Efficient connections are safe for all users; a focus of the proposed transportation improvements is improving the pedestrian and bicycle environment. This is accomplished as part of a larger complete streets

¹ See for example *The Contribution of Waterfront Land uses to Municipal Revenues in Newport, RI*; prepared by FXM Associates for the University of Rhode Island Coastal Resources Center, August 2010

approach that will balance the needs of all user groups that must share the roadways and public right-of-way. An improved bicycle and pedestrian environment encourages a general mode shift which reduces traffic, improves air quality, and increases sustainability. It has been shown that areas with a more equal mode share have improved economic development results and experience a general improvement in economic circumstances. While communities cannot always directly influence redevelopment proposals, providing a safe and efficient transportation network that balances all modes and users can encourage private redevelopment since developers can be assured that potential tenants and users will be able to access the new development.

Improved traffic patterns and parking options at the South Norwalk Railroad Station will lessen congestion in the area surrounding the station as well as improve safety and circulation within the station itself. This will allow the station and associated bus service to serve more customers and may encourage drivers of single occupancy

vehicles to shift patterns and use the bus, walk, or bicycle to the train station.

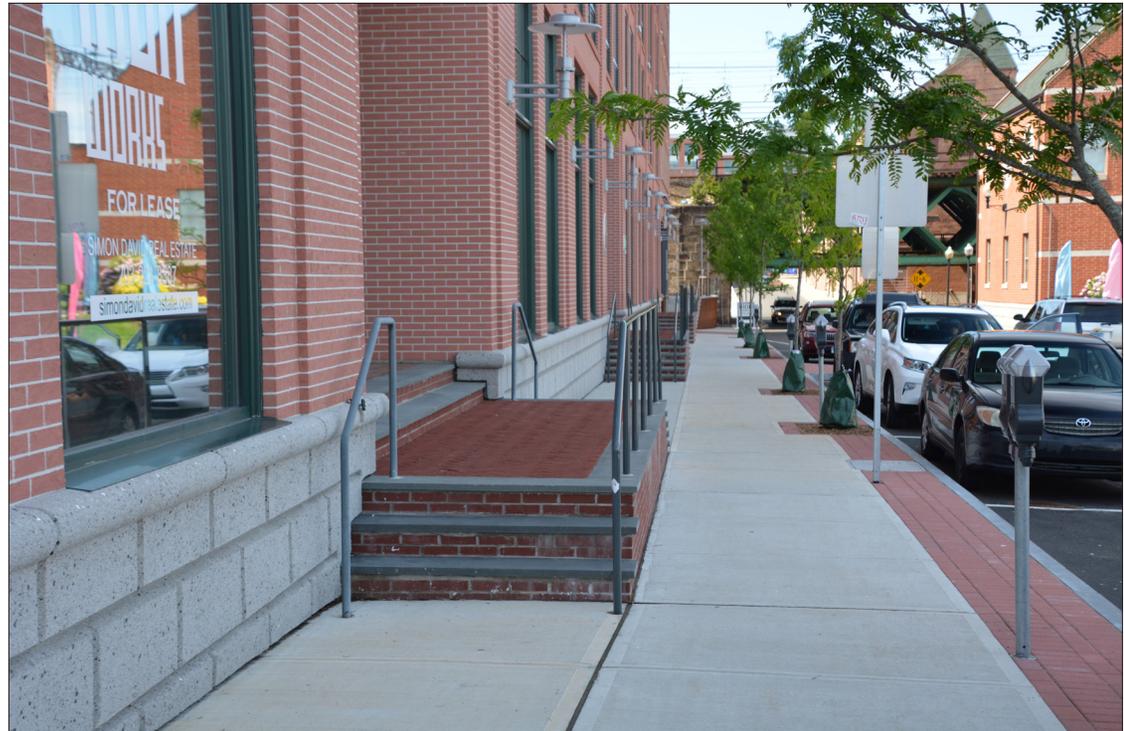
At some point in their trip, all people are pedestrians. The park-once concept proposed for the area, combined with the overall complete streets approach and improved pedestrian infrastructure and connections, will serve the community by improving safety and enabling businesses to attract pedestrians. Attractive storefronts accompanied by the pedestrian improvements recommended in this plan have been shown to improve the economic viability of an area by promoting a safe and healthy environment. Similarly, reduced travel speeds on selected roadways allow pedestrians and bicyclists to feel safe while giving motorists the opportunity to see the stores and businesses they are passing.

The infrastructure improvements, including roadway, parking, and sidewalk improvements, will allow South Norwalk to redevelop in the manner proposed while ensuring that current

residents and businesses are adequately served by the public infrastructure. Additional study is necessary to determine the carrying capacity for public utilities in the area. Ensuring adequate capacity for the types and scale of development this plan recommends will encourage private investment. Developers will be more likely to consider a project in the area if they can be assured the public infrastructure that would service the project is adequate; the need for improved sewer or water service can serve as a major deterrent for private investment. Though often overlooked until a development or redevelopment proposal is received, the public utilities and infrastructure can serve to spur economic development and draw redevelopment into a neighborhood.

These streetscape, plaza, and infrastructure improvements benefit pedestrians and cyclists while providing a foundation for increased economic development and revitalization. During previous planning studies, pedestrian safety and criminal activity were often cited as a concern; this plan proposes the installation of emergency call boxes to assist the community in reporting

and preventing crime. Vibrant and busy areas tend to have less criminal activity due, in part, to the theory of Eyes on the Street. The volume of activity created by pedestrians, residents, shop owners, and patrons increases the likelihood that criminal activity will be witnessed, so people are less likely to commit crimes in busy and active areas. Enhanced streetscapes that include pedestrian-scale street lighting and pedestrian infrastructure such as benches also increase the number of “eyes on the street” and thereby contribute to increased safety.



2. SUMMARY OF EXISTING CONDITIONS

The intent of the implementation strategies in this Redevelopment Plan is to create an environment that will create an incentive for private investments in housing and jobs. In order to measure progress, it is important to understand the existing conditions in the area. This section is a summary of the conditions of blight, a snapshot of the current demographics and market conditions for housing and retail, and existing infrastructure conditions.

2.1 Summary of Existing Blighted Conditions

Under CGS Chapter 130 Section 8-125(7), a Redevelopment Area is “deteriorated, deteriorating, substandard, or detrimental to the safety, health, morals or welfare of the community.” The statutes define “deteriorated” or “deteriorating” in terms of the number of buildings that are deficient or that have environmental deficiencies and lists a number of possible types of deficiencies. For the State of Connecticut, 20% of the buildings in the area must meet this definition, but not every building must meet every definition.

The CDBG Program has slightly different requirement. Under CFR 570.208(b)(1), the area must meet the requirements of the relevant state law and must also meet one of two additional criteria: either 25% of the buildings within the area must meet certain conditions, compatible with those in CGS Chapter 130, or the public infrastructure must be in a “general state of deterioration.”

The proposed Redevelopment Area meets the requirements of both Chapter 130 Section 8-125 and CFR 570.208(b)(1) in each of the proposed individual land use subareas. A memorandum from The Cecil Group to the Norwalk Redevelopment Agency, dated April 14, 2015, provides the analysis that supports this finding. This memorandum is provided in *Appendix 8.B. Determination of Blighted Conditions*.

The total number of properties in the four land use subareas is 590; 443 parcels meet one or more of the criteria above. Thus 75% of the parcels within the entire TOD Redevelopment Area meet both the state and federal criteria for deteriorated conditions and significantly exceed the 20% (for state) and 25% (for federal) thresholds.

The table below identifies the number of properties and percentage of the total by subarea. Please refer to *Appendix 8.B. Determination of Blighted Conditions* for the supporting detail.

Total Blighted Properties in the Redevelopment Area

SUBAREA	TOTAL NUMBER OF PROPERTIES IN SUBAREA	NUMBER OF PROPERTIES MEETING ONE OR MORE CRITERIA	PERCENTAGE OF PROPERTIES MEETING ONE OR MORE CRITERIA	MEETS STATE?	MEETS FEDERAL?
TOD-Core	209	161	77%	Y	Y
TOD-Waterfront	22	22	100%	Y	Y
TOD-Neighborhood	72	48	67%	Y	Y
Lexington Avenue	287	212	74%	Y	Y
Total	590	443	75%	Y	Y

2.2 Summary of Existing Market Conditions

The information in this section is a summary of the technical memorandum provided in *Appendix 8.C Market Conditions and Redevelopment Feasibility*. These snapshots and expected trends provide a base for measuring progress in the Redevelopment Area as a result of successful implementation of the strategies outlined in this plan.

SNAPSHOT: DEMOGRAPHICS

The demographics of the South Norwalk TOD Redevelopment Area indicate significant differences between South Norwalk and the City as a whole. The population of South Norwalk is approximately 5,000, or about 6% of the population of the City of Norwalk.

Race and Age

South Norwalk has a much more diverse population than either the City of Norwalk or Fairfield County. The population in South Norwalk is also younger than the City or the county.

Comparison of Race and Age

	WHITE	AFRICAN AMERICAN	HISPANIC OR LATINO	AVERAGE AGE
South Norwalk	40%	23%	50%	34.5
City of Norwalk	67%	14%	27%	39.1
Fairfield County	73%	11%	18%	39.3

Income

Incomes are lower in South Norwalk than in either the City or the County. The table below shows the two extremes in income, and the average household income.

Comparison of Income

	<15,000	>\$125,000	AVERAGE HOUSEHOLD
South Norwalk	21%	9.8%	\$60,697
City of Norwalk	10.64%	23.84%	\$99,844
Fairfield County	9.1%	30.3%	\$119,847

Residential Ownership and Length of Tenure

Housing units in South Norwalk are more likely to be rented than owned, but the length of tenure is less than, but not significantly different from that of the City or the County.

Comparison of Rental and Ownership

	RENTAL	TENURE	OWNERSHIP	TENURE
South Norwalk	71%	7.4 years	29%	18 years
City of Norwalk	38%	8.4 years	62%	19.8 years
Fairfield County	32%	8.5 years	68%	19.6 years

Employment and Commute

Workers in South Norwalk have a shorter average travel time than workers in the City or County. However, these shorter commutes do not lead to the same type of employment. South Norwalk has 6% of the City's businesses and annual sales, and 5% of its employees.

Comparison of Commutes and Employment

	AVERAGE COMMUTE	TOP THREE INDUSTRIES		
South Norwalk	26.1 minutes	Construction	Accommodation and Food Services	Professional, Scientific and Technical Services (Office)
City of Norwalk	27.7 minutes	Healthcare and Social Assistance	Retail Trade (Food and Beverage Stores)	Manufacturing
Fairfield County	30.3 minutes			

The chart below left shows the top three industries by number of employees. In general, the type of employment in all three areas is quite diverse. In addition to the above sectors, South Norwalk has two establishments in the Agriculture, Forestry, Fishing and Hunting sector, with 65 employees and \$11.7 million in annual sales, accounting for 69% of the city's employment in this sector and 68% of its annual sales. (These figures, along with other industries' data, appear in the complete chart in Appendix 8.C) In South Norwalk these two establishments are in the Animal Production and Aquaculture sub sector. Connections among the waterfront, the South Norwalk Rail Station, and the adjoining neighborhoods are an important part of the implementation strategies of this Redevelopment Plan.

SNAPSHOT: MARKET DEMAND TRENDS: RENTAL HOUSING

Although the Norwalk Redevelopment Agency does not intend to undertake any projects that would require the displacement of families, it is important to understand the current housing conditions and expected trends in order to evaluate the change over time.

The average rentals shown below for the market area are above the average affordability range for demand assessed by the Housing Demand Model explained in Appendix 8.C.

Market Area Average Monthly Rents (Apartment and Condominiums), June 2015

	MONTHLY RENT	SQUARE FEET
Studio	\$1,600	600
1-bedroom	\$1,600	657
2-bedroom	\$2,400	974
3-bedroom	\$3,300	1,580

The estimated annual demand is considered in terms of both affordable rental prices and age groups. In terms of prices, estimated demand decreases as the price level increases.

Estimated Demand Based on Monthly Rent

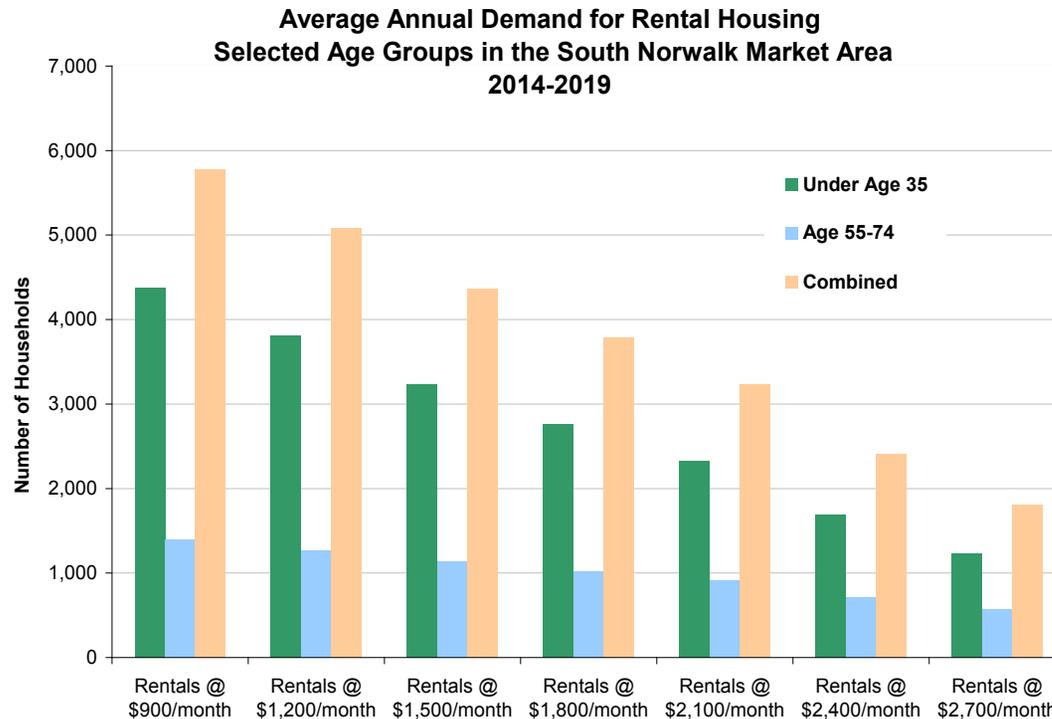
MONTHLY RENTAL PRICE	ESTIMATED ANNUAL DEMAND IN SOUTH NORWALK
\$900	150
\$1,200	135
\$1,500	120
\$1,800	105
\$2,100	90
\$2,400	70
\$2,700	55

Rentals are particularly attractive to two distinct age groups – those under 35 and those between 55 and 74. Both age groups work well in the same development as they are less likely to have children and are very interested in living within walking distance of stores, restaurants, and transit. They are also the target age groups for recent

market rate rental projects completed and successful within the Redevelopment Area.

In South Norwalk, the population cohort aged 55-74 is expected to increase over the next five years. Lower-income households in the 25-34, 35-44, and 45-54 groups are expected to decrease in number over the next five years, and increases in higher incomes households are projected to be very minor in these age categories.

Estimated average annual demand by age groups is shown in the table below.



SOURCE: FXM ASSOCIATES, HOUSING DEMAND MODEL, JUNE 2015

SNAPSHOT: MARKET DEMAND TRENDS: RETAIL

The purpose of this snapshot is to identify current and projected demand for retail and restaurants within the Redevelopment Area.

The retail analysis in Appendix 8.C demonstrates that significant retail spending by households within the Redevelopment Area takes place outside of the neighborhood. This creates an opportunity for new retail activity, either by new stores or expansion of existing ones.

There is significant demand for the types of businesses that would support the walkable, mixed-use district and the surrounding neighborhoods that is the goal of this Redevelopment Plan. There are sales opportunities large enough to support more business in: Limited Service Eating Places; Gift, Novelty and Souvenir Stores; Specialty Food Stores; Convenience Stores; and several other categories shown more fully in the summary table below.

Selected Potential Retail Development Opportunities for South Norwalk Based on 2014 Retail Gap

Store Type and NAICS	Selected Sales Opportunity/Gap \$	Potentially Supportable Square Feet	Estimated Capturable	
			Square Feet	# Stores
Hardware Stores-44413	5,439,780	26,490	15,000	1
Nursery and Garden Centers-44422	6,545,821	28,082	12,000	2
Convenience Stores-44512**	7,847,923	17,299	7,500	3
Specialty Food Stores-4452	26,366,904	42,681	10,000	3
Beer, Wine and Liquor Stores-4453	23,755,872	70,854	6,000	2
Cosmetics, Beauty Supplies, Perfume Stores-44612	1,630,593	3,872	3,000	1
Other Health and Personal Care Stores-44619	5,326,515	10,623	4,000	2
Jewelry Stores-44831	8,246,817	13,582	3,500	2
Luggage and Leather Goods Stores-44832	4,688,373	15,050	6,000	2
Sporting Goods Stores-45111	7,662,570	27,382	14,000	2
Hobby, Toys and Games Stores-45112	4,238,100	18,667	9,000	2
Musical Instrument and Supplies Stores-45114	10,772,742	42,506	10,000	2
Gift, Novelty and Souvenir Stores-45322	12,495,488	65,285	20,000	4
Limited-Service Eating Places-7222	17,366,006	50,796	20,000	10
	142,383,504	433,168	140,000	38

SOURCE: A.C. NIELSEN SITE REPORTS, OTHER SOURCES, AND FXM ASSOCIATES

2.3 Existing Infrastructure Conditions

A city's public infrastructure is an important foundation for the community that is often overlooked. Infrastructure allows residents and business people to access their homes and jobs, while providing water and other services we rely on. Infrastructure includes roadways and related amenities, utilities, environmental conditions, and public transit. This section provides a review of the existing conditions for the various public infrastructure servicing South Norwalk. Recommendations for improvements or changes to the infrastructure system can be found in *Section 4 Implementation Strategy*.

CIRCULATION AND TRANSIT

Transit

The South Norwalk Railroad Station is the area's transit hub. The station is served by both the New Haven and Danbury Branch rail lines.

Public and commuter buses, operated by the Norwalk Transit District, also serve the station and the surrounding area. Though the Norwalk Transit District buses are equipped with bicycle racks, pedestrian and bicycle connections between modes could be improved. The station itself has been the subject of several studies to improve service, safety, and connectivity. Previous recommendations for improving the station include increased parking, indoor bicycle parking at the eastbound station, and development along the east side of the railroad right-of-way. The traffic pattern through the area contributes to multi-modal congestion.

The South Norwalk Railroad Station is the busiest and largest railroad station in Norwalk and is comprised of an eastbound and a westbound station. The stations are connected by a tunnel. Metro-North operates 70 trains to New York City, 53 to New Haven, 14 to Danbury, and 6 to Waterbury each weekday; weekend and holiday service provides 45 trains to New York City, 34 to New Haven, and 6 each to Waterbury and Danbury daily. The Connecticut

Department of Transportation's Shore Line East provides limited east and westbound service at the station. Though Amtrak trains pass through the South Norwalk Railroad Station, there is no Amtrak service available.

The Norwalk Transit District's WHEELS Bus Service operates seven days a week; several fixed-route bus routes run through the Redevelopment Area. Routes 10, 11, and 12 serve South Norwalk and the railroad station directly. Route 9 serves South Norwalk, passing close to the train station but not directly serving it. The Connecticut Avenue Sunday Shuttle also serves the station. The WHEELS service is a mixed of fixed-route, fixed-stop buses and fixed-routes that allow riders to flag the bus and request stops. The Norwalk Transit District also operates commuter shuttles that are scheduled to coincide with Metro-North commuter trains' arrivals and departures as well as shuttles and regional connector service.

Bus infrastructure in the area varies widely. A few stops are well-marked and provide seating,

shelter, and route maps and schedules. However, the majority of stops do not provide any information about bus routes or schedules and are lacking seating and shelter. Some of the stops do not even indicate which bus route(s) they serve.

Transit interconnectivity is important to a healthy transit system. The commuter shuttles are expressly scheduled for easy transitions to and from Metro-North trains. While the WHEELS routes are not coordinated with Metro-North, several of the headways on the routes enable people to minimize wait times at the train station. The Norwalk Transit District's WHEELS buses are scheduled to facilitate quick and efficient transfers at a central "Pulse Point," located outside the Redevelopment Area.

More so than vehicle networks, transit networks need to be integrated with the pedestrian network as all transit riders begin and end their trips as pedestrians.

Vehicular Transportation

The South Norwalk area is well-served by a highly-developed network of interstates, highways, and local streets. Route 7 and Interstate-95 are the major regional roadways. Eastbound motorists in South Norwalk are served by Exit 14 on Interstate 95 and westbound motorists are serviced by Exit 15. Through South Norwalk, Route 7 is a limited-access roadway that connects South Norwalk to many of the major employment sites north of the Merritt Parkway. South Norwalk also has a number of arterials and local roads. The area's major thoroughfare is Dr. Martin Luther King Jr. Drive, a north-south, four-lane, town-owned roadway. The area's other north-south roadways are West Avenue, North Main Street (which becomes South Main Street at Washington Street), and Water Street (CT Route 136). The South Norwalk roadways are optimized for north-south travel; east-west travel is along a number of smaller arterials and local roadways. Washington Street is the most significant east-west roadway; it is the only street in South Norwalk that crosses

the Norwalk River. Monroe Street and Henry Street are other roadways that provide east-west access through South Norwalk. Streetscape improvements have been completed on portions of Monroe Street and South Main Street; as of the writing of a 2012 plan for Washington Village, streetscape and walkway improvements were planned for portions of Dr. Martin Luther King Jr. Drive, Monroe Street, Washington Street, Chestnut Street, and South Main Street. Intersection improvements were also planned for several intersections in the vicinity of the train station.

A "Complete Streets" approach has been recommended for the area, but is most important for the connectivity corridors. The north-south connectivity corridors include: Dr. Martin Luther King Jr. Drive between West Avenue and Knapp Street; North and South Main Street between West Avenue to the north and Wilson Avenue to the south; and Water Street. The east-west access connectivity corridors include: Washington Street, Monroe Street, and Concord Street. There are additional minor streets

– Haviland Street, Elizabeth Street, Hanford Street, and Raymond Street – that serve an important role in connecting the area to the Norwalk River and South Norwalk Waterfront. Several streets in the area have on-street parking that serves to slow traffic. Previous planning studies and reports have recommended that travel speeds through the area be decreased to encourage a healthy street life that is welcoming for all forms of transportation (including pedestrians and bicyclists) and that a “park once” environment should be created.

In general, the network of local streets is effective, but traffic circulation at and around the railroad station is congested and inefficient. Additionally, parking and pedestrian access to the two stations could be improved; the two stations are served by separate parking facilities, but the traffic and pedestrian patterns are not well-designated so there is often confusion and multiple vehicles jockeying for access and blocking one another. This also impact transit riders, as buses cannot always pick passengers up in a single designated location. Parking at

the railroad station is available for monthly pass holders as well as daily users; there is an approximately eighteen month waiting list for monthly passes. While additional parking appears to be necessary at the railroad station, parking studies have shown that nearby public parking facilities have excess capacity. There is also significant supply of private parking at individual sites in South Norwalk as well as private pay lots that offer both permit and hourly parking.

Pedestrian Connections

There is significant pedestrian activity in South Norwalk. Many roadways have sidewalks and the existing pedestrian infrastructure is strong, but the pedestrian network has critical gaps and important areas need repair or redesign. Within each neighborhood, pedestrian connectivity seems better than between neighborhoods. A *2012 Choice Neighborhoods Report* for Washington Village identified critical sidewalk network gaps on the majority of roads surrounding the South Norwalk Train Station.

The sidewalk conditions in South Norwalk vary tremendously. Some areas have wide, well-maintained sidewalks that create a pleasant pedestrian environment; other areas have narrow, uneven, and crumbling sidewalks littered with obstructions. The main north-south roadway, Dr. Martin Luther King Jr. Drive, is no different. Sidewalk conditions along Dr. Martin Luther King Jr. Drive are mixed; some areas have relatively wide sidewalks separated from the high-speed, high-volume vehicular traffic by a grass strips, other stretches have narrow sidewalks with multiple obstructions, and other areas have no sidewalk at all. Dr. Martin Luther King Jr. Drive creates barriers for pedestrians and cyclists alike.

Pedestrian crossings are often lacking or in need of repair. Many intersections have large curb radii, creating exceptionally long crossing distances. Many intersections are lacking crosswalks and appropriate approaches to roadway crossings. The majority of crossings are not ADA-compliant and many ramps at crosswalks run parallel to the line of travel, rather than diago-

nally. Pedestrian crossings at several bridges and overpasses, especially the railroad underpass on Monroe Street, are dark and unappealing. Pedestrian safety is often mentioned as a concern.

Some areas of South Norwalk already have an excellent pedestrian environment. These streets include Washington Street between North Main Street and Water Street and North Main Street. Washington Street provides the best example with wide brick sidewalks, pedestrian-scale lighting, street trees, bump-outs, public benches, and other pedestrian amenities such as newspaper boxes, plantings, and trashcans.

Bicycle Connections

South Norwalk's traditional street grid pattern, moderate-to-high intersection density, and land use patterns make bicycles a practical mode of transportation. Many streets in the Redevelopment Area are suitable for bicycle travel. Bicycle infrastructure, such as on-street bicycle lanes, shared lane markings, and separated bike lanes, is almost entirely missing. Public processes have

identified and mapped bicycle routes; identification as a bicycle route does not mean that there is bicycle infrastructure in place, only that the area has significant bicycle activity. As with pedestrian connectivity, Dr. Martin Luther King Jr. Drive creates a significant barrier for bicyclists.

Bicycle parking is as important as bicycle lanes and markings. The westbound railroad station has an indoor bicycle parking facility as well as outdoor bicycle parking located near the main entrance; the eastbound station only has outdoor bicycle racks near the entrance. Other than at the train station, there is very limited bicycle parking available. Commercial establishments such as restaurants and stores are lacking bicycle parking, which causes bicyclists to lock their bicycles on parking meters and sign posts. Buses owned and operated by the Norwalk Transit District are equipped with bicycle racks.

While on-street bicycle infrastructure and amenities are lacking, there are opportunities for recreational bicycling. The Norwalk River Val-

ley Trail runs just north of the Redevelopment Area. While an excellent resource, use patterns and studies suggest it is primarily a recreational facility and not a substitute for on-street bicycle facilities and other improvements to the street network.

Water

South Norwalk is in the Second Taxing District. South Norwalk Electric & Water provides municipal water service in the area.

Sewer

South Norwalk is serviced by sanitary sewer with gravity mains. The City's sanitary sewer is operated and maintained by the Norwalk Water Pollution Control Authority. The preliminary and stormwater treatment equipment at the wastewater treatment plant was recently replaced and upgraded.

Stormwater and Flood Management

The Norwalk Water Pollution Control Authority is responsible for the operation and maintenance of South Norwalk's stormwater management system. The preliminary and stormwater treatment equipment at the wastewater treatment plant was recently replaced and upgraded.

A significant portion of South Norwalk is within the FEMA 100 Year Flood Zones; these areas are subject to floodplain regulations and periodic flooding. Climate change will impact these areas as 10, 50, 100, and 500 year storms and flood events are predicted to become more frequent. New development, or significant alternations, must comply with floodplain requirements that include provisions such as no net loss of flood storage capacity and elevating buildings and structures above the flood elevation level.

The issues of stormwater and flood management are far larger than the South Norwalk Redevelopment Area and have the potential to

have a tremendous impact on the entire east coast. It appears that planning studies have not yet addressed the issue of periodic flooding throughout the South Norwalk Redevelopment Area. However, a study of the Washington Village Area, within South Norwalk, indicates that a major investment in infrastructure will be necessary to address floodplain concerns. The region was impacted by Super Storm Sandy and properties along Water Street and Day Street in South Norwalk suffered severe damage (See Appendix 8.B). Anecdotally, Water Street floods every time there is a full moon and the tide is high.

Implementing sustainable and low impact development practices reduces the impact of flood events, reducing property damage and the need for prolonged evacuations as well as improves an area's overall resiliency.

Utilities

The entire Redevelopment Area is served by public utilities. South Norwalk is serviced by

sanitary sewer and water. Electrical, natural gas, telephone, and cable/fiber optic services are also available. Some redevelopment and public infrastructure projects that have been undertaken in the last several years have included utility improvements. A project to improve a portion of West Avenue in the vicinity of Washington Village began in 2012. In preparation for the types and scale of redevelopment and new development proposed in this plan, the utility infrastructure should be studied to identify any deficiencies that must be corrected to support increased demand.

3. LAND USE PLAN

The Land Use Plan includes four land use subareas within the overall Redevelopment Area. These subareas have different characteristics and purposes and the recommended zoning and design review process reflects those purposes. A critical component of the land use plan is the ability to connect these districts to the South Norwalk Rail Station to encourage pedestrian and bicycle access and support the goal of transit-oriented development.

3.1 Land Use Plan

The primary purpose of this Redevelopment Plan is to support the transition from the current conditions to a walkable, mixed-use district, centered on the South Norwalk Rail Station, and connected to the surrounding neighborhoods with safe access for pedestrians, bicyclists, and motor vehicles.

The vision for fulfilling this purpose includes a series of cohesive infill projects supported by improved streetscape and circulation networks to create more continuous and higher quality environment for a mix of residential and commercial uses, as described in the *TOD Strategy*.

The three critical components that support this land use plan are the changes to current zoning that allow the mix of uses necessary to support the vision, design guidelines that allow the Norwalk Redevelopment Agency to control the physical and visual experience of the Redevelopment Area, and public infrastructure improvements that support safe multi-modal access to

the South Norwalk Rail Station and the surrounding neighborhoods.

LAND USE SUBAREAS AND ZONING

The Redevelopment Area has been divided into four land use subareas as described in Section 3.2. Each subarea has its own identity and purpose that supports the goal of the Redevelopment Area as a whole. Each subarea has its own zoning, provided in Appendix 8.B Recommended Zoning, that supports the distinct purpose of that subarea.

MULTI-MODAL CIRCULATION AND NEIGHBORHOOD CONNECTIONS

Norwalk's ability to leverage the economic advantages of the South Norwalk Rail Station depends upon a network of connections that are safe, clear and convenient for all modes of users. A safe network of sidewalks and paths – one that is in good condition, properly lit, and is unbroken – is critical to the success of a wal-

kalbe district and the links among the various land use subareas. Other considerations include bicycle and bus access between the neighborhoods and the Rail Station and the methods to accommodate all users in the circulation system around the Rail Station.

DESIGN GUIDELINES

The Design Guidelines included in Section 5 of this Redevelopment Plan are to be followed by developers, property owners, architects, landscape architects, and others working with the City when advancing new projects in the TOD Zoning Area and will be used by the Norwalk Redevelopment Agency in the process of project review and approval.

These Design Guidelines identify specific improvements that are associated with the benefits of Transit-Oriented Development and will contribute to the redevelopment and economic revitalization of the Redevelopment Area.

3.2 Land Use Subareas

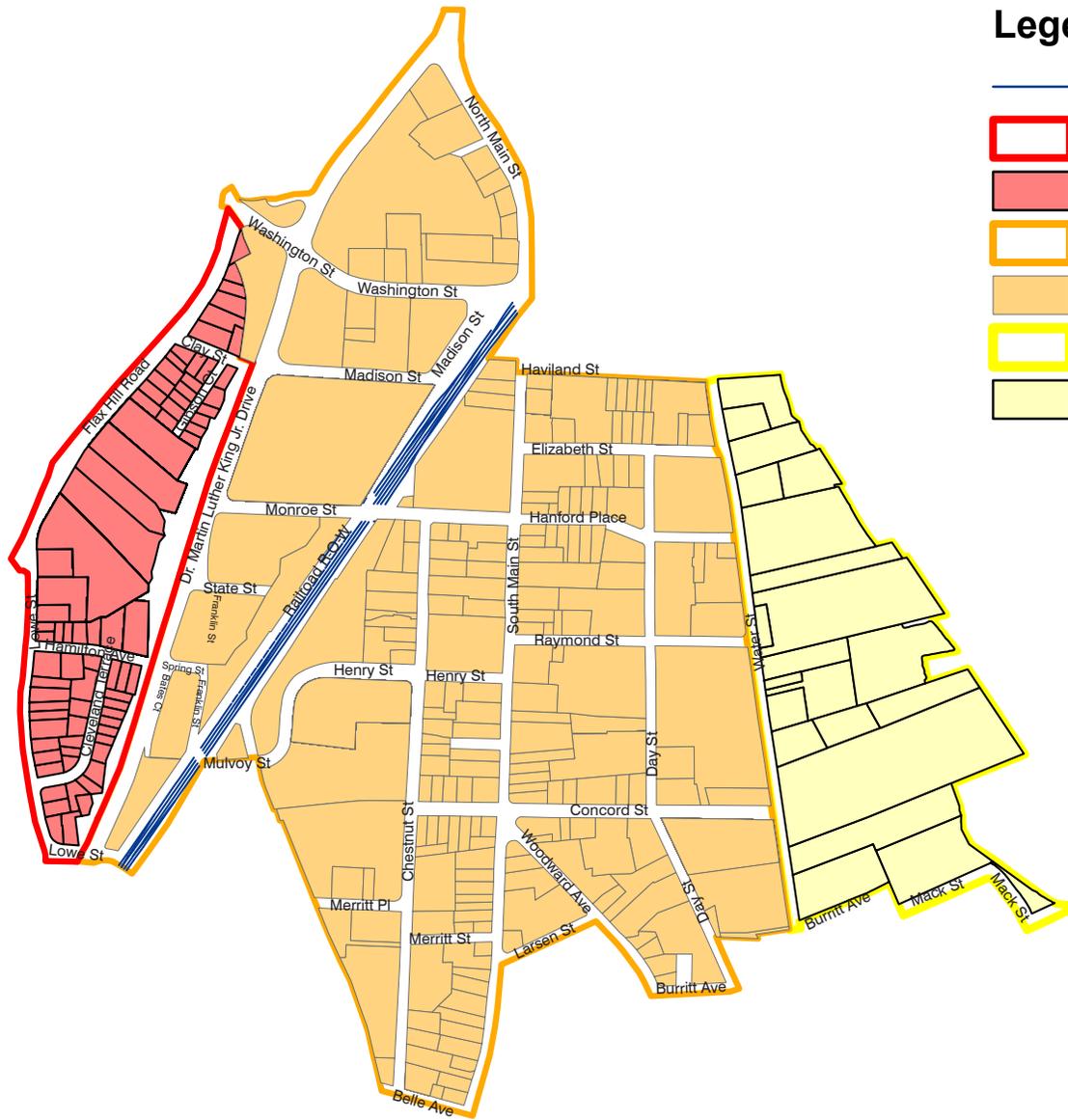
The recommended zoning changes in *Appendix 8.E Proposed/Approved Zoning Changes* establish two new districts in the Redevelopment Area that replace the existing zoning districts. The purpose of creating these new districts is to implement the recommendations from the *TOD Strategy* relative to new development and public infrastructure improvements, to encourage a mix of uses around the South Norwalk Railroad Station that would benefit from a location near the rail line, and to reinforce an identity as a walkable district with both residential and commercial uses. The TOD-Core District is the heart of this transit-oriented, pedestrian-friendly area. The other two districts introduce TOD-related uses to two subareas with different characteristics from the TOD-Core District. The TOD-Neighborhood Zone is a primarily residential district, within the TOD Area but west of Dr. Martin Luther King Boulevard, which abuts the TOD-Core and should be connected by streets and sidewalks to the rail station. The TOD-Waterfront District is located to the east of Wa-

ter Street and is similar to the TOD-Core, but includes water-related land uses. No changes to the underlying zoning of the TOD-Waterfront District have been proposed.

- **TOD-NEIGHBORHOOD ZONE** – This district is a residential district that would benefit from TOD-related improvements that would provide better connections between the residents and the rail station. The original zoning for this area is a combination of Residence C and Residence D Zones, including allowable uses, dimensional standards, parking and signage regulations.
- **TOD-CORE DISTRICT** – The purpose of the TOD-Core District is to allow a mix of uses and a set of dimensional standards that are appropriate for Transit-Oriented Development (TOD) within a walkable distance from the South Norwalk rail station. The mix of uses are allowed both throughout the district and on the individual sites. The original zoning for this district is a combination of the Washington Street Design District, the South Norwalk Business District, the SoNo Station Design District, the Industrial No. 1 District, and the Neighborhood Business

District. The South Norwalk Design District and the SoNo Station Design District will no longer exist once these zoning changes have gone into effect. The regulations for the TOD-Core District are, in general, based on the existing zoning with particular reference to recent changes in the Industrial No. 1 District that reflect TOD-related recommendations. Workforce housing and signage regulations reflect current regulations in the Washington Street Design District.

- **TOD-WATERFRONT DISTRICT** – The focus on this district is connecting the water-related uses to the TOD-Core District and the rail station. The current zoning for this district in Marine Commercial. New regulations for the TOD-Waterfront District are in discussion, and are based on the Marine Commercial District, but with some changes that address conditions related to the flood zones.



Legend

-  Railroad Line within Redevelopment Area
-  TOD-Neighborhood Boundary
-  TOD Neighborhood Parcels
-  TOD-Core Boundary
-  TOD-Core Parcels
-  TOD-Waterfront Boundary
-  TOD Waterfront Parcels



Figure 2: Land Use Subareas

3.3 Connections

The *TOD Strategy* recommended improved streetscape and circulation networks in combination with infill projects to create a pedestrian-focused environment along the major streets in the Redevelopment Area. These improved networks will connect the various land use subareas to the South Norwalk Rail Station. Specific recommendations include the following:

- **EAST/WEST CORRIDOR** – The land along Monroe/Street Hanford Place is a key corridor for redevelopment of housing and other uses. Revitalized empty or underutilized parcels would create a strong pedestrian link to the Station. An improved corridor will help connect development in the TOD-Core and the TOD-Waterfront subareas to the Rail Station and South Main Street.
- **LINKS TO NEIGHBORING AREAS** – Excellent pedestrian corridors will connect the three land use subareas to each other and to the Rail Station.
- **KEEPING NEIGHBORHOOD-SCALED STREETS** – Streets that are pedestrian-friendly and contribute to redevelopment, need to operate smoothly for traffic and provide intersections, crosswalks and on-street parking that support neighborhood uses.
- **FILLING IN THE BLANKS** – The vision recognizes the importance of rehabilitation, reinvestment and/or new development that fills in the blank street edges and conceals large parking areas or structures. This approach recreates the highly desirable qualities of historic, traditional urban neighborhoods and adds value to nearby sites. Infill development provides a continuous street of activity that encourages pedestrians to walk between neighborhoods and the Rail Station.





4. IMPLEMENTATION STRATEGY

4.1 Goals and Strategies

1. NEIGHBORHOODS		
Goal		Strategies
<p>The neighborhoods around the Rail Station should be composed of a continuous and coherent pattern of pedestrian friendly and inviting streets, sidewalks and paths that line and connect blocks with complete and compatible development and land uses that create a cohesive and attractive environment in which to live, work, shop, visit and enjoy.</p>	1.	Locate active retail, commercial and civic uses where they will be successful and contribute to the pedestrian environment.
	2.	Create inviting and active open space as part of the street network to provide regular occurrences of visual relief and opportunities for community interaction.
	3.	Expand the role of the Rail Station as a community resource and a place for social connections.
	4.	Extend neighborhood connections along key corridors to the Rail Station, featuring active uses and sidewalks that encourage community interaction.
	5.	Engage the South Norwalk artist community to create interesting and attractive public spaces that foster positive community interaction.
	6.	Fill empty lots and underutilized spaces with appropriate uses.
	7.	Connect neighborhoods to the Waterfront as an attraction for visitors and amenity for residents.

2. ECONOMIC DEVELOPMENT		
Goal		Strategies
<p>Invite and support development as a combination of new buildings and renovations that create a long-term, sustainable mixed-use pattern that contains a balanced quantity of housing, commercial, retail, civic and institutional uses, while protecting existing residents from displacement by adding housing appropriate for a range of income levels.</p>	1.	Provide a balance of retail uses and services that reinforce the neighborhoods as great, convenient places to live and work.
	2.	Support development that offers jobs for people who can walk or bicycle to work.
	3.	Support commercial development that can take advantage of the proximity to the transit hub to reduce vehicle trips and gain competitive advantages.
	4.	Provide and support additional housing to expand the range of choices in terms of housing types and affordability. Affordable housing should be designed to look like market-rate housing.
	5.	Ensure that development efforts are accompanied by public outreach and neighborhood involvement.
	6.	Support development that does not displace neighborhood residents or businesses.



3. URBAN DESIGN CHARACTER AND QUALITIES		
Goal		Strategies
<p>Shape the fabric of buildings, spaces, streets and places to create distinctive and complete urban neighborhoods that contain diverse but well-connected components.</p>	1.	Ensure that retail corridors are lined with active, attractive uses and façades that reinforce the businesses located there.
	2.	Create a variety of different neighborhood environments with different scale and use patterns, ranging from low-scale residentially oriented areas, to active, multiple use concentrations that draw activity along the streets and sidewalks.
	3.	Protect and enhance valued historic structures through adaptive reuse and historic preservation.
	4.	Retain the traditional composition along blocks and streets where historic or traditional components remain substantially intact.
	5.	Where traditional patterns no longer exist, provide compositions that are reminiscent of the past to the extent that they create an emphasis on street frontage and street-facing orientation of buildings, and create a breakdown of horizontal and vertical components to create a variety of scales.
	6.	Focus circulation patterns along public rights-of-way or convenient and visible public easements through the siting of buildings, streets and paths.
	7.	Diminish or remove the visual impact of parking from public vantage points, except for on-street parking.

4. DIVERSITY		
Goal		Strategies
<p>Encourage and maintain a diverse neighborhood that provides housing, employment, shops, services and restaurants that attract and support a wide range of cultures and incomes.</p>	1.	Create pro-active tools and programs to preserve and encourage diversity through supporting and retaining affordable housing for existing residents and cultural groups for whom South Norwalk has been a home.
	2.	Promote and support multi-cultural businesses and institutions that are inherent components of diverse neighborhoods.
	3.	Expand the range of market-rate housing and types of units.
	4.	Provide an excellent living and neighborhood setting for all types of households and population types.
	5.	Retain a mixture of uses and building types to maintain and enhance the existing balance of diverse businesses, and people in South Norwalk.
	6.	Protect existing residents from displacement due to gentrification.

5. CIRCULATION AND TRANSPORTATION	
Goal	Strategies
<p>Enhance pedestrian and bicycle connectivity, while channeling and enabling vehicle circulation to be consistent with neighborhood quality and supporting the economic development goals for appropriate locations within the neighborhood.</p>	1. Provide adequate parking for each use within the district through shared parking.
	2. Expand on-street parking as a practical resource for neighborhood uses.
	3. Provide a continuous, safe, well-lit active network of sidewalks and pedestrian paths.
	4. Create intersection and corridor designs and operational improvements to balance vehicular, pedestrian and bicycle circulation patterns so that every mode is safely and conveniently served.
	5. Provide the neighborhoods and Rail Station with well-defined, safe routes, which connect with regional commuter and recreational bicycle networks.
	6. Provide for bicycle facilities in locations that support short term, and overnight storage.
	7. Avoid traffic congestion and speeds that negatively affect the desirability of living or working in the area.
	8. Improve vehicular traffic circulation in the areas surrounding the Rail Station and the connections to regional systems.
	9. Improve access and efficiency to and between multiple modes of transportation including pedestrian networks, bicycle networks, public bus and rail lines, taxi cabs and private automobiles.
	10. Manage parking resources to eliminate future commuter parking outside of designated lots.
	11. Remove pedestrian barriers due to physical design, land use patterns, or other issues.
	12. Reduce or remove the impact of parking lots on the neighborhood.
	13. Improve pedestrian and vehicular wayfinding signage in the neighborhoods surrounding the Rail Station.
	14. Improve pedestrian accessibility to the Rail Station, through improved lighting and signage, and by reducing the grade approaching the station from the east.
	15. Provide connections so that anyone can comfortably reach any destination from any other location within the area by foot or on bicycle.

6. CIRCULATION AND RAIL STATION LINKS		
Goal		Strategies
Design with the pedestrian as the end-user	1.	Bring curb ramps up to current ADA standards
	2.	Install a sidewalk on the west side of Martin Luther King, Jr. Drive
	3.	Install sidewalks in the eastbound Rail Station area
	4.	Develop streetscape improvement standards
	5.	Rebuild sidewalk and streetscape amenities on Monroe Street
	6.	Improve the quality of the sidewalk and streetscape network along Henry Street
	7.	Continue to work with SoNo Gardens to maintain and improve pedestrian access between Washington Street and the Rail Station
	8.	Stripe Crosswalks across all approaches to intersections
	9.	Develop a long-term plan for conversion of the abandoned railroad right-of-way to a shared-use path
	10.	Rebuild staircases connecting the Golden Hill Neighborhood to South Norwalk and improve pedestrian crossings at those locations
	11.	Ensure timely completion of State Project 102-337 to improve pedestrian crossing at the intersection of Water Street at Washington Street
Improve the quality of the user experience	1.	Incorporate multimodal performance measures in evaluation of public and private projects
	2.	Provide real-time information for WHEELS buses
	3.	Provide an option to pre-purchase WHEELS tickets at the Rail Station
	4.	Improve the headway for WHEELS Route 10
	5.	Create a local urban spine circulator to support WHEELS service to connect transit to adjacent neighborhoods.
	6.	Reconfigure Route 10 to create two stops at the Rail Station
	7.	Provide route mapping and scheduling information at all bus stops in South Norwalk
	8.	Direct automobile traffic to Martin Luther King, Jr. Drive
	9.	Create an on-street bicycle network in South Norwalk
Create a “Park Once” environment	1.	Create and maintain well lit corridors along streets linking parking facilities to the Rail Station
	2.	Reduce parking prices at underutilized parking areas
Improve station access on the east side for all modes	1.	Redesign the Eastbound Rail Station to improve access and circulation in the short-to-medium term
	2.	Construct concrete sidewalks on both sides of the driveway to the Eastbound Rail Station
	3.	Install crosswalks at all pedestrian crossings at the Eastbound Rail Station
	4.	Create separated pick-up/drop-off areas for buses, private vehicles, and taxis
	5.	Reconfigure the driveway so that all taxis and private vehicles exit the Eastbound Rail Station via Monroe Street
	6.	Reconfigure the surface parking lot to separate exiting private vehicles from exiting buses
	7.	Redesign the Eastbound Rail Station as part of a public/private long term redevelopment effort

7. COMMUNITY SECURITY AND SAFETY	
Goal	Strategies
<p>The neighborhoods around the Rail Station should be safe and secure environments for residents, commuters, business owners and visitors.</p>	1. Ensure all sidewalks and pedestrian paths are well-lit, safe and maintained.
	2. Increase police access and visibility such as emergency call boxes, neighborhood satellite store-front offices, or increased patrols.
	3. Ensure that retail corridors are lined with active, attractive uses, with various hours of operation.
	4. Locate open space in areas of existing high activity and develop programs and activities to ensure their continuous use and connection with the community.



5. DESIGN GUIDELINES

The Norwalk Redevelopment Agency has the authority to review the design of any project proposed within the Redevelopment Area. This section consists of three subsections:

- DEVELOPMENT PLAN REVIEW – The process of reviewing an application for a project within the Redevelopment Area
- DESIGN PRINCIPLES – The criteria for all projects within the Redevelopment Area and the basis for the Compliance Alternative
- DESIGN GUIDELINES – Specific guidelines for each land use subarea
- PUBLIC INFRASTRUCTURE DESIGN GUIDELINES – The guidelines for public infrastructure improvements undertaken within the Redevelopment Area

5.1 Development Plan Review

The Norwalk Redevelopment Agency shall review for approval or disapproval all development plans for new construction and building rehabilitation within the Redevelopment Area to determine compatibility with the Design Guidelines. These plans must include proposed use, site plan, exterior design of all buildings, architectural treatment, landscaping, design of all signs, and other items subject to Design Review. In such review, the Agency may draw upon technical assistance as it deems necessary. Plans or any portion of plans may be rejected for noncompliance with *Section 3 Land Use Plan* and *Section 5 Design Guidelines* in this Redevelopment Plan.

The Norwalk Redevelopment Agency shall inform all proposed developers and redevelopers of the requirements of the Design Guidelines prior to the disposition of any land or buildings under its control. It is the responsibility of the developer or redeveloper to be informed of all requirements under this Redevelopment Plan for any project within the Redevelopment Area on any site not acquired from the Norwalk Redevelopment Agency.

Review procedures of the Agency shall be such that there is a continuing review of the redeveloper's proposals at various stages of the design process. The process shall be such as to preclude the possibility that a redeveloper might devote considerable time and cost to a plan only to find that it is completely unacceptable to the Agency.

The site plan and exterior design of all buildings and development proposed for the project area shall be subject to final approval of the Norwalk Redevelopment Agency.

5.1.1 APPLICABILITY

The Design Guidelines are to be followed by developers, property owners, architects, landscape architects, and others working with the City when advancing new projects in the TOD Redevelopment Area and will be used by the Norwalk Redevelopment Agency in the process of project review and approval. In the TOD-Neighborhood land use subarea, these Design Guidelines are applicable to projects requiring a special permit. These Design Guidelines have three subcategories:

- **DESIGN PRINCIPLES** – The design principles for this Redevelopment Plan derive from the *TOD Strategy* and apply to all projects within the Redevelopment Area. The principles reflect the overall goals for the entire Redevelopment Area and serve as the basis for the Compliance Alternative.
- **DESIGN GUIDELINES** – More specific rules that apply to the site, building, signage, lighting and other elements of new construction, additions, renovations or rehabilitation. This Redevelopment Plan includes guidelines for public infrastructure projects within the Redevelopment Area.
- **COMPLIANCE ALTERNATIVE** – Allows the Norwalk Redevelopment Agency and the Applicant to agree on a solution that meets the general design principle but not the specific design guideline if both agree it is a better solution.

5.1.2 RELATIONSHIP TO OTHER CODES AND REGULATIONS

All projects, new construction as well as rehabilitation, must also be in compliance with all applicable codes and ordinances. These include, but are not limited to: Norwalk Housing Code, Connecticut Building Code, Norwalk Electrical Code, Norwalk Plumbing Code, Norwalk Fire Prevention Code, Norwalk Building Zoning Regulations, Norwalk Building Ordinance, Norwalk Conservation and Development policies, Coastal and Environmental Requirements, other applicable Norwalk Design Guidelines, and ADA Accessibility Guidelines and Standards.

5.1.3 COMPLIANCE ALTERNATIVE

If the Norwalk Redevelopment Agency and the Applicant jointly agree that a proposed design meets the intent of *Section 4.2.1 Design Principles* but does not meet the requirements of *Section 4.2.2 Design Standards*, the Norwalk Re-

development Agency may accept the proposed design provided that it meets the public purpose of *Section 4.2.1 Design Principles*.

A Compliance Alternative must accomplish the relevant Design Principle. The Applicant must submit documentation that indicates the specific proposed alternative method or standard that will be used, why the Design Standards are not applicable to the application, and how the project is fully compliant with the Design Principles. Approval by the Norwalk Redevelopment Agency of a Compliance Alternative is discretionary, but shall not be unreasonably withheld if the Applicant has provided sufficient documentation to justify such request. The use of the Compliance Alternative must be by mutual consent between the Norwalk Redevelopment Agency and the Applicant.

5.2 Organization of the Design Principles and Guidelines

These Design Guidelines describe and illustrate the essential characteristics required to improve the Redevelopment Area to a level and quality that is consistent with the City's vision for its future, to ensure that Norwalk derives maximum benefit from this redevelopment, and to guide positive changes that are of an appropriate scale and complementary character to the district.

The Design Principles and the Compliance Alternative are provided in this section. The Design Guidelines for each of the land use subareas and for the public infrastructure within the Redevelopment Area are provided in their own sections:

- 5.3 Design Principles and Compliance Alternative
- 5.4 TOD-Core and TOD-Waterfront
- 5.5 TOD-Neighborhood
- 5.6 Public Infrastructure

A Glossary of Terms is provided in Section 5.8.



5.3 Design Principles

The following Design Principles have been established to direct and encourage improvements and development within walking distance of the Rail Station and to strengthen the larger Redevelopment Area as a livable, walkable urban environment that supports a thriving residential, worker, and visitor population. These principles apply to all of the land use subareas within the Redevelopment Area.

Anchor the Core of the District

- The Rail Station and transit hub are at the center of this area and the district around the train station is the anchor for a larger area of South Norwalk.
- The Redevelopment Area should be composed of a continuous coherent pattern of pedestrian-friendly, inviting streets, sidewalks, and paths that line and connect blocks with complete and compatible development and land uses that create an attractive environment in which to live, work, shop and visit.

- Every improvement should be understood and implemented as a strategic and incremental process of strengthening the surrounding neighborhoods and the Waterfront to create a vibrant, safe and walkable core centered on the Rail Station.
- The immediate surroundings should be built-up to eliminate voids in functionality and activity in the district, and to provide improved pedestrian and bicycle corridors and connections between South Norwalk neighborhoods and the Rail Station.

Strengthen Connectivity to the Rail Station

- The Redevelopment Area should be transformed into a district that is pedestrian, bicycle, and vehicle friendly, with strong connections between the Rail Station and the surrounding neighborhoods.
- Each new project or improvement should incrementally improve the pedestrian and bicycle network, thoughtfully integrate vehicular circulation and parking requirements, and enhance pedestrian crossings

at critical intersections that provide direct connections to the Rail Station.

- Non-vehicular connections from the surrounding neighborhoods to the Rail Station should be improved and further developed to encourage convenient use of transit without the need for parking.

Create a Walkable District

- Improvements to the pedestrian connectivity, open space network, and streetscape environments should create a district that is viable as a “park once” destination.
- Enhancements to pedestrian and bicycle access and connectivity should reduce the need for additional parking.
- The Rail Station, other district amenities, and primary driving routes should be connected to parking supplies with clear way-finding and directional signage.
- Shared parking strategies that encourage the shared use of parking supplies should be considered wherever possible in the district.
- Commuter parking near the Rail Station should be increased and commuter-related

traffic should be directed onto Martin Luther King, Jr. Drive and away from neighborhood streets.

- Improved pedestrian connections should include continuous and uninterrupted sidewalks, well-marked and safe pedestrian crossing, adequate and comfortable streetscaping with lighting and trees, and the strategic placement of benches, trash receptacles and other amenities.
- A strategic approach to bicycle network improvements should be applied for improving the safety of bicycle use throughout the district and should focus upon the streets highlighted above that are identified as important elements of the bicycle network.

Encourage Context-Sensitive Development

- All new development within the Redevelopment Area should be sensitive to the existing South Norwalk context by enhancing and building upon existing patterns of development and use.
- New development should be viewed as an opportunity to improve and infill underutilized parcels and to reinforce positive patterns within the district; for example, reinforcing the existing traditional street grid.

- Development in the area should be a combination of new buildings and renovations that create a long-term, sustainable, mixed-use pattern that contains a balance of housing, commercial, retail, civic, and institutional uses, while protecting existing residents from displacement.
- Development should focus on moderately scaled infill at key sites relatively close to the Rail Station.
- Housing opportunities in the district should be expanded and should promote a mixed-income, diverse neighborhood that provides a high quality of life for everyone through district amenities and a balance with a mix of other uses.

Define Street Edges and Public Spaces

- New development should define street edges and public spaces, reinforcing comfortable and attractive places for pedestrians.
- The strategic placement and orientation of new buildings in the district should strengthen the perception of an active and vital place and enhance the visual continuity of the built environment while eliminating or minimizing disruptive features such as vacant lots and large parking lots.
- New development and improvements should shape the fabric of buildings, spaces, streets, and places to create distinctive and complete

urban neighborhoods that contain diverse and well-connected components.

Activate Open Space and Streets as Positive Public Spaces

- Public open space and streets should be reinforced as active and positive amenities in the district and used to ensure the neighborhoods around the Rail Station are safe and secure environments for all.
- Buildings should be used to frame open space and streets, provide activity at the ground floor and windows that face onto streets and open spaces.
- Landscape elements should be used to provide points of interest and visual focus, areas of shade and rest for pedestrians, and visual buffers from service areas or parking lots.
- Pedestrian paths should be used to enhance activity in open spaces and provide convenient access for desirable pedestrian routes.
- Streetscapes and sidewalks should be improved as public pedestrian spaces and important links between the larger open spaces of the area.
- New development and improvements should ensure adequate lighting levels for safety and active use at night.



5.4 TOD-Core and TOD-Waterfront

These design guidelines are applicable to all projects within the TOD-Core and TOD-Waterfront land use subareas. Special guidelines for parcels within the flood plains and for those bordering water are included.

5.4.1 PURPOSE

The TOD-Core is the primary mixed-use land use subarea and contains the Rail Station, which is the focus of the Redevelopment Area. Design Guidelines for this area will encourage a pedestrian-oriented, mixed-use district with pedestrian and bicycle connections between the Rail Station and the surrounding neighborhoods. Building and Site Design Guidelines encourage the preservation of historic buildings, require that new development be consistent with the existing context, and encourage site and landscape treatments that promote walkable environments.

5.4.2 SITE IMPROVEMENT GUIDELINES

1. Site Composition

A) **MIXED-USE ENVIRONMENT:** The site layout should reflect the context of South Norwalk, which contains a mix of residential, commercial, and industrial uses. Buildings and site features should be clustered in order to allow site and public amenities such as plazas, seating areas, fountains, landscaping, or other features.

B) **REDUCE IMPACT OF PARKING:** Site layout should be designed to minimize the visibility and impact of parking, service and utility-oriented functions of the property.

C) **SIDE YARDS IN TOD-WATERFRONT:** Aggregate side yards should line up with the existing streets: Haviland, Elizabeth, Raymond, and Concord Streets and Hanford Place to establish view corridors from the street to the water. Existing views of the water from these public streets must be maintained.

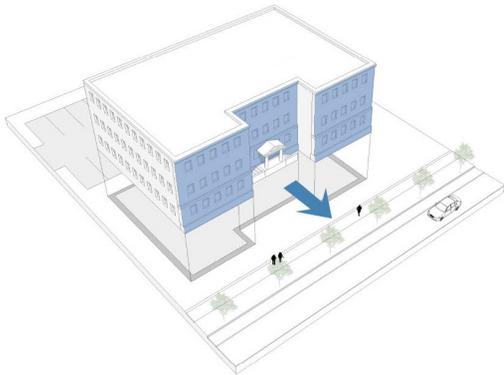


Figure 5.4.2.2 Building (A) and Entry (B) Orientation to the Street

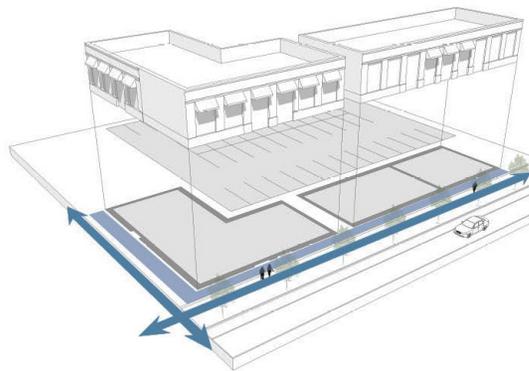


Figure 5.4.2.2(D) Multiple Primary Façades

2. Building Orientation

Buildings should be sited to organize development on the land, reinforce a sense of community, frame open space, and conceal parking, service and loading areas. In TOD-Waterfront, parking within the flood zone must be screened any combination of trees and shrubs or architectural features such as stoops, stairs, or terraces..

A) BUILDING ORIENTATION TO THE STREET: Primary building façades should be oriented to public street frontages and/or open spaces.

B) ENTRY ORIENTATION TO THE STREET: The front façades and primary pedestrian entries to a building should face the public street that provides primary access to the property.

C) RESPECT PATTERNS OF CONTEXT: Building setbacks should be consistent with the zoning requirements and consider the pattern of buildings on adjacent parcels. A setback distance similar to neighboring buildings reinforces a rhythm and pattern of the district. Front setback distances should be minimized to encour-

age a relationship between the building and the primary street frontage.

D) MULTIPLE PRIMARY FAÇADES: For buildings with multiple frontage orientations, design for all views and façades should be considered with multiple primary façades and building entries.

E) ANTICIPATE FUTURE IMPROVEMENT: Building design and orientation should anticipate that abutting vacant land may be a future development opportunity. Thoughtful attention should be paid to anticipating potential future development that could change the context of a building façade to enhance adjacent relationships and avoid awkward building orientations.

F) BUILDING SETBACKS IN TOD-WATERFRONT: Unless direct water access is needed for the operations of the use on the site, buildings should be setback from the water's edge by a minimum of thirty feet. A twenty-five foot setback for public access is required under the City of Norwalk's zoning regulations. Stairs, stoops, plazas, and ramps are allowed within the front-yard setback, and should be integrated with the main façade and public sidewalk.

3. Site Access

Site access should provide clear and legible routes for all modes of transportation (pedestrians, bicycles, vehicles and transit) to connect to the site and to enter internal site circulation systems.

A) **MINIMIZE SITE ACCESS:** The number and width of vehicular access points into and out of the site should be minimized. Pedestrian crossings should be marked and differentiated with variations in paving materials (for example by using stamped concrete or asphalt).

B) **CONNECT TO PUBLIC FRONTAGES:** Inviting and efficient sidewalks should be provided along any and all street frontages at the site perimeter. Additionally, sidewalk paths should be provided linking public frontage street(s) to all building entries.

C) **CONNECT TO ADJOINING PROPERTIES:** To encourage pedestrian access between properties pedestrian pathways should be provided between buildings on adjacent parcels.

D) **SITE ACCESS IN TOD-WATERFRONT:** For sites with active waterfront uses, site access should link integrate waterfront access with the remainder of the site. Pedestrian access should be kept separate from access for equipment or other industrial uses.

4. Internal Site Circulation

Circulation internal to the site should provide clear and legible routes for all modes of transportation to connect to the public way, building entries, and other site components.

A) **BALANCE PEDESTRIAN SAFETY:** Internal site vehicular circulation routes should have narrow travel lanes and small turning radii to reduce vehicular traveling speeds and reinforce a safe pedestrian environment. At pedestrian crossings and intersections a further reduction of the travel lane width enhances the pedestrian environment and shortens crossing distance. This is referred to as a curb extension or neckdown at the intersection.

B) **BUILDING ENTRY LANDSCAPE:** Landscape at the building entry should be designed to provide a buffer between the building entry and the roadway. The landscape should be used as a transition from a pedestrian entry area to the roadway to enhance safety.

C) **EFFICIENT SITE AND PARKING CIRCULATION:** Adjoining parking areas should share access drives whenever possible. A well-organized system of drives should be used to shorten pedestrian crossing areas, reduce the amount of paved area, limit gaps between development frontages, and ensure a more efficient flow of traffic.

D) **BICYCLE CIRCULATION AND CONNECTIONS:** Access and circulation for bicycles on site should be considered for safety and amenity with provision for places to lock bicycles near building entries.

E) **LOADING AND SERVICE CIRCULATION:** Loading and service areas should be located at the side or rear of buildings, and away from view of public streets. For larger buildings or where

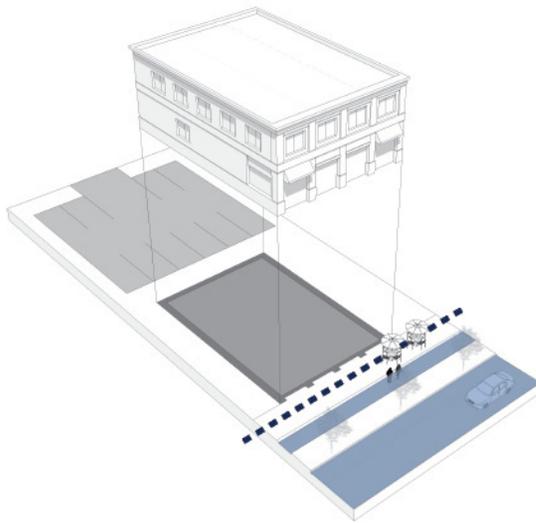


Figure 5.4.2.5(A) Parking Location and Orientation



Figure 5.4.2.5(C) Integrated Parking Landscape

heavier loading/truck traffic is anticipated, loading routes should be separated from the regular travel routes used by customer and employee vehicles.

5. Parking

The placement of parking should be convenient to the building entries, but not at the expense of the pedestrian safety, attractiveness, and aesthetics of the property. Parking should be integrated with other site amenities that support a sense of place and community

A) PARKING LOCATION AND ORIENTATION: Parking should be located to the rear and side of buildings with respect to the front or any side street. Where a parcel is located at the corner of two streets, parking should be located at the rear or at the internal side (not the street side). Where located to the side of buildings, parking areas should be set back from the street by at least the same distance as the building. Parking should never be placed within the front yard zoning setback.

B) PARKING SCREENING: Parking areas are encouraged to be at the side or rear of buildings to reinforce the pedestrian environment. Where parking areas are unavoidable at the fronts of buildings, relative to the street, they should be screened with low landscaped berms, landscape beds, and/or low fences or stone walls; and softened with additional planting internal to the parking area.

C) INTEGRATED PARKING LANDSCAPE: Large parking areas should be broken into smaller areas by means of landscaped islands containing low plantings and trees. Such islands should be placed at regular intervals across the parking lot to reduce the visual impact of the parking area and to reinforce a more pleasant pedestrian environment. Landscape islands should also be integrated with pedestrian circulation and crossing routes through parking areas.

D) STORMWATER MANAGEMENT: Surface parking areas should include LID (low impact development) techniques for managing on-site stormwater including bioswales, rain gardens, filter strips, porous paving, etc. Parking struc-

tures should include strategies for collecting and managing stormwater runoff on-site. In TOD-Waterfront, stormwater runoff from parking should be managed such that it does not flow directly into the Norwalk River.

6. Open Space

Larger scale residential or mixed-use development projects have a unique opportunity to provide open space integrated with the overall site plan design. Several characteristics of this type of open space are important to the character and quality of the residential community.

A) PUBLIC AND PRIVATE SPACE: In a residential community creating clear and distinct boundaries between public space and private space are very important. This can be accomplished through the configuration of buildings, paths, fences and landscape.

B) SHARED OPEN SPACE: In the context of the residential development, shared open space, is open space that is shared by the residential com-

munity. It is a common resource shared among residential units of the development, but is not considered a public open space. A shared open space area should be provided. Depending on the scale and use of the open space, this area could include natural park areas, small pedestrian plazas, playgrounds, community gardens, outdoor seating, landscape, and other amenities.

C) PRIVATE OPEN SPACE: In addition to shared open space, private open space may also be provided in a residential development. It would be dedicated for use by a single unit with clear boundaries and potentially associated with ownership, leases or deed restrictions.

D) PUBLIC OPEN SPACE: Different from a shared open space, a Public Open Space would be available for community use beyond the residential development.

E) OPEN SPACE CONNECTIONS: Development open spaces should also link to existing or proposed trails or pathways in and around the

property, creating a network of connected open spaces and walking routes.

F) WATERFRONT PUBLIC ACCESS: A minimum twenty-five foot public access along the water is required. Public access may be in the form of landscaped walks, esplanades, boardwalks, or piers. The waterfront public access must be connected to the public street.

7. Landscape

Parcels should include a hierarchy of landscape that contributes to the overall site design and integrates with adjacent properties. The hierarchy of landscape treatments should include entry and gateway, building and building entry, street, feature, and landscape buffers. The species of plantings should be drought tolerant, native to New England, and non-invasive. Plantings in TOD-Waterfront should be resistant to salt-spray and/or strong winds.

A) ENTRY AND GATEWAY LANDSCAPE: Entry and gateway landscape should be used to define

site access and reinforce a sense of arrival and layout of circulation on the site.

B) GENERAL SITE LANDSCAPE: The layout of primary or secondary vehicular or pedestrian circulation should be reinforced with a consistent landscape treatment that contributes to site wayfinding. All portions of a site will not or should not be landscaped, but the landscape should be used to reinforce the character, circulation and features of the site.

C) SCALE OF LANDSCAPE: Selection of plantings and maturity of plantings should be carefully considered relative to the overall scale of development. The scale of the installed landscape should be directly tied to the overall scale of the development and buildings. New plantings should be selected for reasonable maturity at the time of installation to achieve a more full appearance quickly.

D) BUILDING LANDSCAPE: Building landscape should be used to integrate the buildings into the overall site plan, soften building edges, and enhance public sidewalks, building entries,

and plaza areas. Foundation plantings, planter beds, window planters, and sidewalk street trees and shrubs are all appropriate for this purpose. Landscape may be used to mitigate or screen less desirable portion or features of a building façade.

E) FEATURE LANDSCAPE: The landscape should be used to reinforce the importance of locations that are significant in the overall site design or near natural site features or amenities. Examples include incorporating rock outcroppings found on site into landscape treatments or defining and enhancing views from the public street to the waterfront. An additional number of plantings, unique composition or variation in planting species, or plant species with special seasonal variation should be used to reinforce site features.

F) LANDSCAPE BUFFERS: Landscape buffers and wooden fencing should be used to conceal dumpsters, recycling areas, staging areas, utilities and other outdoor equipment or service uses from pedestrian views.

G) LANDSCAPE BUFFERS AT PROPERTY LINES: Where a commercially-zoned property abuts a residentially-zoned or used property, a variety of landscape buffering elements and screening fencing should be provided along the adjoining yard(s). Landscape buffering should be at least three-season and of lushly-planted vegetation averaging four to five feet tall.

H) LANDSCAPE AT STREET FRONTAGES: Landscape for the site frontages on public ways should contribute to the character of the street and reinforce a consistent street frontage that is integrated with the character, type and spacing of adjacent landscape improvements.

I) FUNCTIONAL FEATURES AND MATERIALS: The materials used for functional features, such as retaining walls, drainage structures or other required site elements, should be integrated with the overall site design and material palette. For example, a functional retaining wall should include stone facing to match stone walls on the site.



J) **INTEGRATE FUNCTIONAL FEATURES INTO LANDSCAPE:** Stormwater retention areas should be provided, integrated with the site landscape, and treated as a naturalized environment and site feature that is sustainable from a plant material and maintenance perspective. Retaining walls, fencing, guardrails and other utilitarian or screening features should be integrated with the overall landscape design and designed to contribute to the overall site character. Functional site features should be designed and considered for views of them from adjacent properties.

K) **LANDSCAPE IN TOD-WATERFRONT:** Landscape materials, both plant and hardscape, should be appropriate for the conditions associated with a marine climate. Materials, including finishes such as paint or varnish, in areas subject to periodic flooding must be able to withstand salt-water and strong wind conditions without significant deterioration.

8. Site Amenities

Site amenities should enhance activity and serve a function near site and building entries and

serve to enhance the pedestrian experience. Site amenities should include benches, trash and recycling receptacles, bike racks, and other components appropriate to the use and scale of the development.

A) **LOCATION OF AMENITIES:** The amenities should be located in high activity areas that are most likely to receive use. For example, places to sit should be provided where people are waiting or congregating as part of the use of the building and site.

B) **OPEN SPACE AMENITIES:** If an open space is provided, it should be located in a prominent location adjacent to the building, and near a primary building entry that will bring pedestrian activity to the space. The open space should include outdoor seating, pedestrian-scaled lighting, and landscape, including both sunny and shady areas. Outdoor seating areas are encouraged.

C) **DESIGN OF AMENITIES:** The character and design of the site amenities selected should be

consistent with the overall character of the site and building design.

D) **INTEGRATION OF AMENITIES:** Site amenities should be integrated with the site design to allow appropriate clearances, space and circulation around them to allow busy areas to function appropriately.

E) **AMENITIES IN TOD-WATERFRONT:** Site amenities in TOD-Waterfront should reflect the nautical heritage of the area. The placement of the amenities should reinforce the connection between water and land and enhance public views and enjoyment of the proximity to the water.

9. Site Lighting

Site lighting is intended to provide for pedestrian safety in areas with evening activity, particularly near site and building entries and across parking lots, and to provide a minimum level of lighting for nighttime safety.



Figure 5.4.3.1(B) Visually Reduce Larger Building Scale

A) **MINIMIZE EXCESS LIGHTING:** Site lighting should comply with minimum lighting requirements and standards, but not provide lighting in excess of requirements. Downward-directed, lighting consistent with the recommendations of the International Dark-Sky Association (IDA) is preferred to minimize excess glare and spillage. The IDA has a Fixture Seal of Approval for light fixtures and components that meet their recommendations.

B) **INTEGRATE LIGHTING FIXTURES WITH DESIGN:** Lighting fixtures should be selected to contribute to the overall character of the building and site, consistent with the overall design and sense of place.

C) **MULTIPLE LAYERS OF SITE LIGHTING:** Site lighting should perform multiple functions on multiple areas on the site for multiple users. A site lighting approach should be designed for vehicles, pedestrians, building entry areas and site features. Each of these multiple areas should be designed in coordination and to complement the overall character of the site. Lighting should be used to highlight key areas and attractive

features of the site design. Lighting heights and poles should be scaled appropriate to the use, pedestrian height lighting and light bollards should be used when not lighting a vehicular area. Light fixtures of varying height should be of a compatible design and cohesive lighting fixture palette.

5.4.3 ARCHITECTURAL GUIDELINES

The following guidelines outline the architectural design elements that should be viewed as a baseline for well-designed architecture in the Redevelopment Area.

1. Building Massing

The building massing should be designed to reduce the overall perceived scale and provide simple and evocative forms that reinforce both a sense of a human-scaled environment.

A) **STRENGTHEN PROMINENCE OF BUILDING ENTRY:** Building massing should reinforce the purpose and readability of the building. For ex-

ample, building massing should emphasize and highlight the location of the primary building entrance.

B) VISUALLY REDUCE LARGER BUILDING SCALE: Large building masses should be broken down through variations in roof lines, bays, setbacks, upper-level stepbacks, horizontal or vertical articulation, or other types of architectural detailing as described in Façade Composition and Components. Overall building form should be appropriate to the scale of the building and not become overly complicated.

C) SIMPLIFY SMALLER BUILDINGS: Smaller building masses should remain simple and not overly complicated.

D) REINFORCE CORNERS AND GATEWAYS: Sites located at a prominent corner, intersection, or recognized gateway should have building features and orientation that recognize the corner or gateway and respond to it with a suitable building form. Examples of prominent building features include tower or cupola elements, corner detailing, additional building

height, or other building forms that provide a visual anchor.

E) INTEGRATE HISTORIC STRUCTURES: Existing historic structures should be integrated into any new development plan. New buildings and additions should complement and reflect the structure and style of any existing older structures. Historic structures should be considered for restoration, sensitive rehabilitation, preservation or adaptive reuse as may be appropriate to the historic structure and nature of its reuse. Refer to the *Secretary of the Interior's Standards for Rehabilitation*.

2. Façade Composition and Components

Composition of building façades should include architectural features and building components that reduce the scale of large building masses, reinforce the character of the building, and provide detail and articulation of the overall building, particularly in areas with pedestrian traffic.

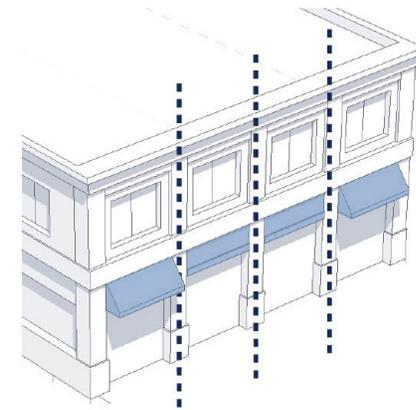


Figure 5.4.3.2(A) Emphasize Façade Rhythm and Pattern

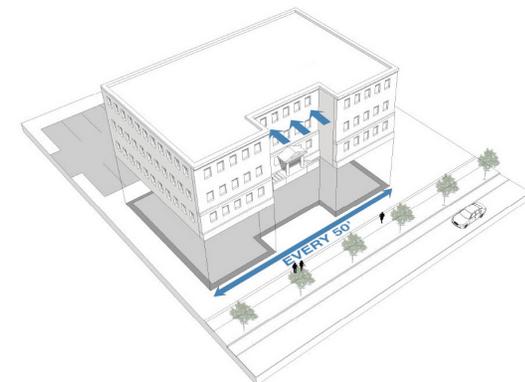


Figure 5.4.3.2(B) Avoid Long and Blank Façades

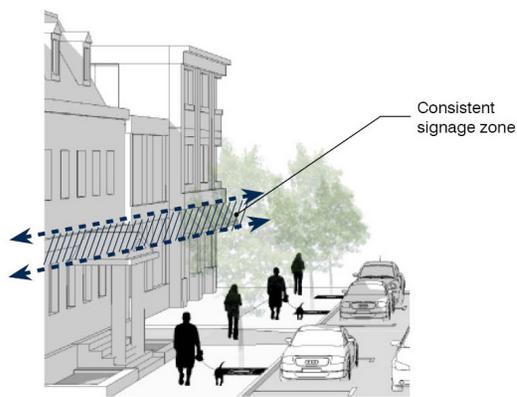
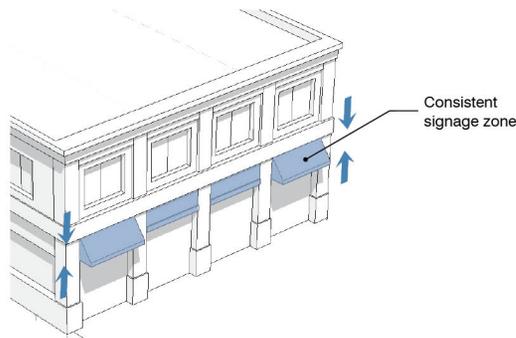


Figure 5.4.3.2(F) Design Façade for Signage (above and below)



A) EMPHASIZE FAÇADE RHYTHM AND PATTERNS: A building façade should be broken into vertical and horizontal parts that reinforce a rhythm and pattern. Vertically, a building should be seen to have a base, middle and top. Horizontally, the building should be broken down into sections that correspond to and indicate bays of the structural system.

B) AVOID LONG AND BLANK FAÇADES: Building façades should be differentiated at intervals typically not less than of 50 feet or less by a change in material, a variation in the plane of the wall, decorative components, or functional element such as entryway or portico. Sections of continuous, uninterrupted, or blank building façades typically should not exceed 50 feet.

C) EMPHASIZE PRIMARY FAÇADE HEIGHT: The principal façade should not be less than typically about 20 feet in height with an articulation of the base, middle and top.

D) ENCOURAGE NEUTRAL BUILDING IDENTITY: Building design and architectural features should not over-prioritize franchise features or

identity. Signage, colors, awnings and other design features should be used to communicate brand and franchise identity. The building form, roof form and façade design should not be overly specific to a franchise or brand.

E) USE HUMAN-SCALED FAÇADE FEATURES: Awnings, canopies or other elements that break-down the overall scale of the building façade and provide protection and visual interest at building entries are encouraged. Refer to Sign Regulations and design guidelines for specific sign, material and lighting requirements.

F) DESIGN FAÇADE FOR SIGNAGE: The façade design and architectural detailing should provide a purposeful place for signage, if signage is intended to be a part of the façade. An extended parapet, entablature, or sign band should be designed and integrated into the façade layout with appropriate spacing for both the height and width of anticipated signage. Refer to Signage Regulations and Design Guidelines for specific sign, material and lighting requirements.

G) INTEGRATE UTILITARIAN COMPONENTS INTO THE FAÇADE DESIGN: All functional, utilitarian, or mechanical components of the building façade should be integrated into the façade or screened so as to be part of the composition of the overall building design. Mechanical vents, service rooms, utilitarian and staging areas, and similar portions of buildings should be hidden to match other materials and colors of the façade. Utilitarian aspects should also be screened by the site and building landscape.

3. Historic Structures

When such structures exist, the new development should integrate and leverage the value of a historic structure within the design and layout of the redevelopment plan. Reuse of existing historic structures should follow the U.S. Secretary of the Interior's *Standards for Rehabilitation*.

A) COMPATIBLE DEVELOPMENT: The reuse of the existing historic structure should be compatible with the ability of the structure to accommodate residential uses. New construction

or additions should also be compatible with and complementary to the architectural style of the historic structure.

B) THOUGHTFUL RENOVATION: When renovation of a historic structure is occurring for reuse, that renovation should be thoughtfully considered to retain the integrity of the historic structure and be sensitive to its underlying design characteristics or historic significance.

C) AUTHENTICITY TO CURRENT TIME: New construction or additions should be authentic to the current time in which they are built.

4. Building Roof Forms

Building roof form has a significant impact on the character and style of the architecture. Building roof forms should be authentic to the type of building and the South Norwalk area.

A) REINFORCE A HUMAN-SCALE TO BUILDINGS: Large uninterrupted roof forms should be avoided and articulated with roof gables, dor-

mers, chimneys or other roof forms that provide variety and interest to the overall building form.

B) INTEGRATE AND SCREEN UTILITIES: – Mechanical equipment on rooftops should be screened from visibility of pedestrians standing at grade on surrounding walkways by means of walls, decorative grilles, or roof parapets. Screening features should be a part of the building composition and design and use materials that complement the overall roof and façade design. Other utilities, such as solar panels should be integrated into the design of the roof.

5. Building Lighting

Building lighting should be used to highlight and emphasize functional and decorative aspects of the building massing and façades. Building lighting should be energy efficient and designed to be minimized and focused on key components of the building.

A) HIERARCHY OF LIGHTING: Building entries should be a primary focus of building lighting

to reinforce safety, security and convenience for access to the building. Lighting to highlight building features, key architectural elements, accents or signage should be a secondary focus of building lighting.

B) **QUANTITY OF LIGHTING:** Illumination levels should be provided at the minimum level that is required to provide the function desired.

C) **LIGHT FIXTURE DESIGN:** Lighting fixtures should be selected to contribute to the overall character of the building and site consistent with the overall design and sense of place.

5.4.4 SIGNAGE GUIDELINES

The signage guidelines for commercial zones provide guidance in the design of signage that is functional and attractive.

1. Principles and Intentions

Signage for commercial uses or businesses should communicate a positive and clear identity for the establishment, be part of the build-

ing and façade design, harmonize with its surroundings, and respect the character of South Norwalk.

A) **LEGIBILITY AND CLARITY:** A sign should be readable, simple, and legible with careful consideration of the proportion of lettered and graphic areas to the overall size and location of the sign. Consideration should be given to the purpose and intended audience of the sign. Signage should be concise and graphically balanced.

B) **HIERARCHY OF SIGNAGE AND PURPOSES:** The most important sign and most important information on a sign should be the most prominent and emphasized component of the sign. Sign design should optimize communication of the name of the business.

2. Sign Harmony

A) **COMPATIBILITY WITH CONTEXT:** Signs should be designed to be compatible with neighboring properties, storefronts and buildings. Compat-

ibility should be considered through sign style, height, type, scale and location.

B) **COMPATIBILITY WITH RESIDENTIAL CONTEXT:** Where business uses are interspersed with residential uses, signs should be designed and located with sensitivity to the residential areas. Illumination should be designed to minimize impact on adjacent residences.

C) **COMPATIBLE WITH BUILDING ARCHITECTURE:** Sign design and placement should relate to and harmonize with the building architecture. Signs should not overwhelm or obscure building features.

E) **COMPATIBLE WITH OTHER SIGNS:** Where a business or development has more than one sign, all signs should be designed to be compatible in terms of materials, color, lettering, style and logo use. Design and placement of multiple signs should reflect a clear hierarchy and coordinated overall visual effect.

3. Sign Characteristics

A) **SIGNAGE DESIGN AND READABILITY:** A sign should be readable, simple, and legible, with sign content that fits comfortably within the space it will occupy on the building. Generally, a sign's text and graphic elements should not occupy more than two-thirds of the sign panel area.

B) **SIGNAGE LEGIBILITY:** Signage typeface should also be simple and legible; ornate or unusual typefaces should be used only for emphasis and restricted to single words or short phrases. The use of both upper and lower case letters reinforces sign legibility.

C) **SIGNAGE SCALE:** Signs should be scaled to their use and intended viewer, be that the driving or walking public. Sign lettering and graphics should be clear, simple, and legible from a distance, under different lighting conditions. Scale of sign should be appropriate for its intended audience and its location on a building

or site. Automobile-oriented signs should be legible at posted driving limits.

D) **SIGNAGE CONTENT:** Signage messaging should be simple and brief. Signage should primarily communicate the name of the business or establishment through lettering, graphics or logos. In order to reinforce signage purpose and clarity, the following information should not be included on a primary sign: telephone numbers, business hours, website address, sale information, listing of goods and services, brand names carried, or credit cards accepted.

E) **SIGNAGE COLOR:** Signage color should complement building materials and color palette. Signage color should also consider signage legibility and readability from a distance during the day and night. High contrast between signage lettering and backgrounds helps increase legibility.

F) **SIGNAGE MATERIALS:** Signage materials should be selected for durability, ease of maintenance, and compatibility with building materials and design.

4. Site Signage

Site signage includes any sign that is not attached to a building, but is part of the site design and layout to assist in the identification of the development, businesses, or wayfinding on the site.

A) **SIGNAGE DESIGN INTEGRATED WITH LANDSCAPE:** Site signage should be integrated with site landscape design and be used to reinforce gateway locations and site entry points. Landscape plantings should be included to anchor and integrate signage into the site plan.

B) **SIGNAGE PLACEMENT:** Sign locations should consider lot characteristics with regard to roadway and access considerations, building location, views in and out of the property, pedestrian and vehicular circulation, and vehicular safety and visibility.

C) **SIGNAGE STYLE:** Free-standing signage should complement the overall character and design of other site and building components. Free-standing signage should be balanced and

proportional. A lollipop sign, which is a single pole sign that has a disproportionately large top and overly slender support base, is discouraged. Free-standing signage should be in the form of monument or structured signs. Incorporate elements of the building design into a free-standing sign design.

D) MULTIPLE TENANT DIRECTORY SIGNAGE: For multi-tenant developments, a directory sign may be provided listing names of businesses and establishments. Directory signage should be clear and legible with the ability to conveniently change business names as tenants move in and out. Design of the sign should be consistent with other development signage.

E) WAYFINDING SIGNAGE: Simple directional signage may be provided on the site to inform visitors of entries, parking areas, building names, numbers or other information. Wayfinding signage should be consistent and compatible with other development signage. Wayfinding signage should not obstruct or cause conflict with regulatory or traffic-related signage.

5. Building Signage

Building signage includes any sign that is attached to a building to provide identification of businesses.

A) SIGNAGE DESIGN INTEGRATED WITH BUILDING: Signs should integrate with the building on which they are placed, by considering the architectural style, character, or historic significance, rhythm and scale of façade features, and patterns of window and door openings. Particularly with older buildings, care should be taken not to obscure, damage or otherwise interfere with design details and architectural features that contribute to the building's character.

B) SIGNAGE PLACEMENT: Signs should be designed for the specific building on which they will be placed, and for the specific location on the building. Signs should be centered within the wall area of the façade on which they will be located. Signs should not extend beyond the boundaries of the area of the building on which

it will be mounted. Signs previously installed on other buildings or locations should not be used.

C) MULTIPLE TENANT BUILDING SIGNAGE: Multiple tenant or business signs on a building should have a consistent placement and be of a coordinated design. Using signage to reinforce or establish a rhythm, scale and proportion for a building is encouraged, especially where such elements are weak or absent in the building's architecture. A Master Signage Plan should be developed for multi-tenant developments to encourage a coordinated and compatible approach to signage.

D) COORDINATE SECONDARY SIGNAGE: Window and door signage should be coordinated with the overall signage program and may include more detailed information that is not appropriate for larger signs. Window signage is generally directed toward the pedestrian viewer. Window signage should not dominate the glazed surface. Window signage and displays should not include the stockpiling of products or inventory in the windows.

E) **AWNING SIGNAGE:** Awning fabric should be opaque, and any awning signage should use cut or screen-printed letters or logos. Lettering and graphic elements should comprise no more than 30 percent of the total awning surface.

F) **SIGN MOUNTING:** Projecting signage should be integrated into the design of the façade with attractive sign mounting hardware.

G) **SIGN LOCATION PREPARATION:** The areas of the building to receive the sign should be prepared, cleaned and painted prior to installation of the sign. Previously installed signs should be completely removed and covered prior to the installation of a new sign.

6. Sign Illumination

External signage illumination is encouraged and should be targeted only onto the sign, not onto adjacent buildings or towards vehicles or pedestrians.

A) **AWNING SIGN ILLUMINATION:** If a window awning sign is internally illuminated, only the

sign letters, logo and ornamentation should be translucent. The background material should be opaque.

B) **INTERNAL SIGN LIGHTING:** The preferred forms of internally lit signs are those using push-through graphics and text; standard channel letters, also called back-lit or halo-lit; and reverse channel letters with a halo effect. When signs other than channel letters are internally lit, only the sign copy (words/logo) should be illuminated. The sign background or field should be opaque and of a non-reflective material. Internally illuminated box cabinet signs are discouraged.

C) **LIGHTING UTILITIES:** Raceways, conduits and other electrical components should be concealed from public view. When it is not possible to conceal, such utilitarian components should be painted to match the background of the wall on which they are mounted to reduce the visual impact.

D) **SIGNAGE LIGHTING FIXTURES:** External lighting fixtures that project the light from

above or below the sign are strongly encouraged. Light fixtures should be simple and unobtrusive, and should not obscure the sign's message and graphics.

E) **CONSISTENT LIGHTING LEVELS:** Lighting should provide a consistent and even wash of light across the sign.

5.5 TOD-Neighborhood

These design guidelines are applicable to all projects requiring a special permit within the TOD-Neighborhood land use subarea.

5.5.1 PURPOSE

This land use subarea will remain residential. These Design Guidelines will encourage the preservation of historic buildings and the use landscape treatments that reinforce a walkable neighborhood.

5.5.2 SITE IMPROVEMENT GUIDELINES

The following guidelines outline the site design and layout practices that should be viewed as baseline components of a well-designed residential development in the TOD-Neighborhood land use subarea.

1. Site Composition

A) **CREATE COMPACT DEVELOPMENT FOOTPRINT:** Site and building components should be clustered to maintain the maximum amount of natural and undisturbed open space on the property. Natural site features, such as mature trees, groves, and woodland buffers, should be retained as part of the residential development to benefit the site layout and surrounding community.

B) **FRAME VIEWS AND SPACES:** Site and building layouts should frame purposeful clearings, enhance desirable views and reinforce privacy between residential buildings.

C) **NATURAL SITE FEATURES:** The site design should take advantage of the natural site features by maintaining, incorporating or adapting the inherent characteristics of the property (topography, landscape features and vegetation, rock formations, stone walls, etc.) to guide and benefit the layout and design of the site.



D) **REDUCE IMPACT OF PARKING:** Site layout should be designed to minimize the visibility and impact of parking, service, and utility-oriented functions of the property. Parking should be provided in smaller areas distributed among residential buildings and by means of on-street parking or parking in driveways.

E) **SHARED OPEN SPACE:** Use common open space as a design feature in the layout of building clusters.

2. Building Orientation

For larger-scale residential development, buildings should be used to organize the site, reinforce a sense of community, frame open space, and conceal parking, service and loading.

A) **BUILDING ORIENTATION TO STREET AND OPEN SPACE:** Primary building façades should be oriented to primary public street frontages and/or primary open spaces that in turn are bordered by public streets.

B) **BUILDINGS RELATE TO EACH OTHER:** A development that includes multiple residential buildings should orient the buildings to address each other and to frame street frontages and shared open spaces.

C) **RESPECT PATTERNS OF CONTEXT:** Building setbacks should be consistent with the zoning requirements and consider the pattern of buildings in the context of the surrounding residential community. A setback distance similar to neighboring buildings reinforces a rhythm and pattern of the district.

D) **VARY BUILDING RELATIONSHIPS:** Variation between buildings and the manner in which they frame open spaces should occur to create distinct relationships between buildings and open spaces.

E) **BUILDINGS CONCEAL PARKING:** Buildings should be oriented so that surface parking and garages are concealed in secondary locations and are not the primary visual focus of the development.

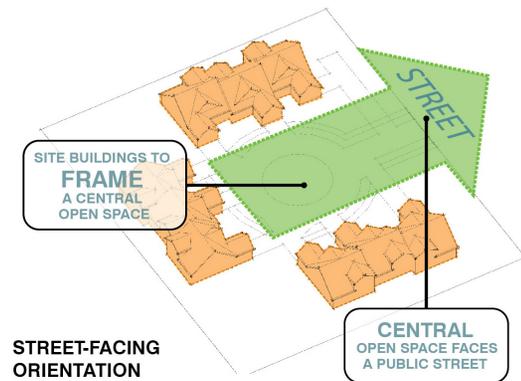
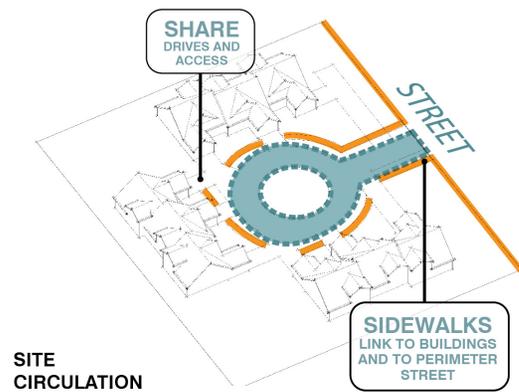
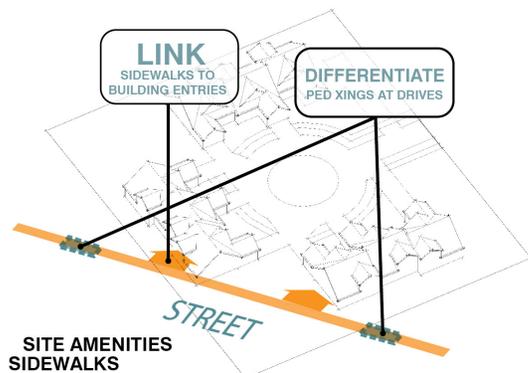


Figure 5.5.2.2(A) Building Orientation to Street and Open Space



SITE CIRCULATION

Figure 5.5.2.4(B) Complete Circulation System



SITE AMENITIES SIDEWALKS

Figure 5.5.2.4(C) Enhance Pedestrian Connectivity

3. Site Access

A) **MINIMIZE SITE ACCESS:** The number and width of vehicular access points into and out of the site should be minimized. Where vehicular access drives cross pedestrian routes, pedestrian crossings should be marked and differentiated with variations in paving materials (for example by using stamped concrete or asphalt).

B) **CONNECT TO PUBLIC FRONTAGES:** Inviting and efficient sidewalks should be provided along any and all street frontages at the site perimeter. Additionally, sidewalk paths should be provided linking public frontage street(s) to all building entries.

4. Internal Site Circulation

A) **BALANCE PEDESTRIAN SAFETY:** Internal site vehicular circulation routes should be designed with traffic calming, such as narrow travel lanes and marked pedestrian crossings, to slow vehicular traveling speeds and reinforce a safe and welcoming pedestrian environment. Pedes-

trian crossings should be marked and differentiated with variations in paving materials such as stamped concrete or asphalt.

B) **COMPLETE CIRCULATION SYSTEM:** A complete access system for all modes of transportation, pedestrians, bicycles and vehicles, should be integrated into the site design. The vehicular road network should provide connecting routes between adjacent parcels and opportunities to enhance connectivity within the TOD-Neighborhood subarea.

C) **ENHANCE PEDESTRIAN CONNECTIVITY:** Sidewalks should be provided along all street frontages at the site perimeter. Sidewalk paths should be provided on new streets within the site, linking public frontage street(s) to building entries. Existing footpaths on the site should be accommodated and integrated into the site circulation to provide access across or through the site.

D) **BICYCLE CIRCULATION AND CONNECTIONS:** Access and circulation for bicycles on site should be considered for safety and amenity with pro-

vision for places to lock bicycles near building entries.

E) EFFICIENT SITE AND PARKING CIRCULATION: Shared driveways should be used for adjacent residences. Efficient parking and access configurations should be employed that minimize repetitive infrastructure and impervious surfaces. Clustered infrastructure and access should be used to reinforce clustered building patterns.

5. Parking

The placement of parking should be convenient to the building entries, but not at the expense of pedestrian safety, attractiveness and aesthetics of the property.

A) PARKING LOCATION AND ORIENTATION: For residential uses with a garage, the garage door should not be located on the primary building façade or street frontage. On secondary building façade, the location and design of garage doors should be integrated with the design of

the façade so that the garage door is not the prominent feature of the façade

B) DISTRIBUTED PARKING AREAS: Parking areas should be distributed on the site in multiple smaller parking areas that are integrated with the site plan, building layout and site amenities to reduce the overall visual impact of parking on the residential community. Distributed parking areas should be located to the rear and side of buildings with respect to the front or any side street.

C) VISITOR PARKING: Visitor parking should be provided for a residential development beyond that required for unit parking. Visitor parking should be located in a central area convenient to most units or near shared open space.

D) PARKING SCREENING: When adjacent to a shared open space or residential building, parking should be screened from view through the use of low landscape berms, landscape beds, and/or low fences or stone walls.

C) INTEGRATED PARKING LANDSCAPE: Large parking areas should be broken into smaller

areas by means of landscaped islands containing low plantings and trees. Such islands should be placed at regular intervals across the parking lot to reduce the visual impact of the parking area and to reinforce a more pleasant pedestrian environment.

D) STORMWATER MANAGEMENT: Surface parking areas should include LID (low impact development) techniques for managing on-site stormwater including bioswales, rain gardens, filter strips, porous paving, etc. Parking structures should include strategies for collecting and managing stormwater runoff on-site.

6. Open Space

Larger scale residential development projects have a unique opportunity to provide open space integrated with the overall site plan design. Several characteristics of this type of open space are important to the character and quality of the residential community.

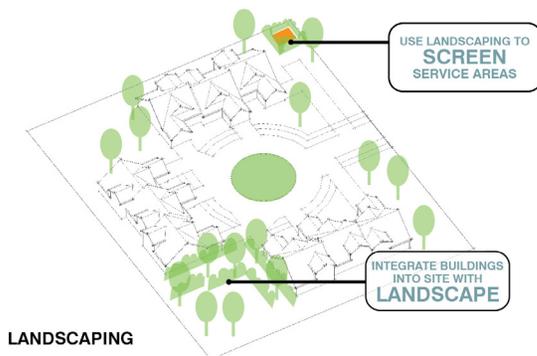


Figure 5.5.2.7(F) Landscape Screening and Buffers

A) PUBLIC AND PRIVATE SPACE: In a residential community creating clear and distinct boundaries between public space and private space are very important. This can be accomplished through the configuration of buildings, paths, fences and landscape.

B) SHARED OPEN SPACE: In the context of the residential development, shared open space is open space that is shared by the residential units of the development, but is not considered a public open space. A shared open space area should be provided. Depending on the scale and use of the open space, this area could include small pedestrian plazas, playgrounds, community gardens, outdoor seating, landscape, and other amenities.

C) PRIVATE OPEN SPACE: In addition to shared open space, private open space may also be provided in a residential development. It would be dedicated for use by a single unit with clear boundaries and potentially associated with ownership, leases or deed restrictions.

7. Landscape

Residential development should include a hierarchy of landscape that contributes to the overall site design and integrates with adjacent properties. The species of new landscape installations should be drought tolerant, native to New England and non-invasive.

A) ENTRY AND GATEWAY LANDSCAPE: Entry and gateway landscape should be used to define site access and reinforce a sense of arrival on the site. The gateway landscape may be integrated with signage and branding features for the residential community. This type of feature should be simple and balanced with the overall development.

B) GENERAL SITE LANDSCAPE: Residential site landscape should be used to provide privacy, and frame views.

C) SCALE OF LANDSCAPE: Selection of plantings and maturity of plantings should be carefully considered relative to the overall scale of development. The scale of the installed land-

scape should be directly tied to the scale of development and buildings.

D) BUILDING LANDSCAPE: Building landscape should be used to integrate the buildings into the overall site plan, soften building edges, and enhance public sidewalks, building entries, and any shared open spaces, community or plaza areas.

E) LAYERED LANDSCAPE: Building landscape should be used to establish zones of privacy for residential uses with a pattern of plantings and landscape design that reinforces the design and pattern of interconnected public, semi-public, and private open spaces.

F) FEATURE LANDSCAPE: At locations that are significant in the overall site design or near site features or amenities, the landscape should be used to reinforce the importance of this site component. An additional number of plantings, unique composition or variation in planting species, scale, or plant species with special seasonal variation should be used to reinforce site features.

G) LANDSCAPE SCREENING AND BUFFERS: Landscape should be used to integrate and conceal dumpsters, recycling areas, and other equipment or service uses from view by residential units or pedestrian areas. Additional landscape buffering should be provided where the property abuts another type of use to reinforce the buffer between the properties.

H) LANDSCAPE AT STREET FRONTAGES: – Streetscape for the site frontages on public ways should contribute to the character of the street and reinforce a consistent street context that is integrated with the character, type and spacing of adjacent landscape improvements.

I) INTEGRATE FUNCTIONAL FEATURES INTO LANDSCAPE: Stormwater retention areas should be provided, integrated with the site landscape, and treated as a naturalized environment and site feature that is sustainable from a plant material and maintenance perspective. Retaining walls, fencing, guardrails and other utilitarian or screening features should be integrated with the overall landscape design and designed to contribute to the overall site character. Functional

site features should be designed and considered for views of them from adjacent properties.

J) FUNCTIONAL FEATURES AND MATERIALS: The materials used for functional features, such as retaining walls, drainage structures or other required site elements, should be integrated with the overall site design and material palette. For example, a functional retaining wall should include stone facing to match stone walls on the site.

8. Site Amenities

Site amenities should enhance activity and serve a function near site and building entries and serve to enhance the pedestrian experience. Site amenities may include benches, trash and recycling receptacles, bike racks, and other components appropriate to the use and scale of the development.

A) LOCATION OF AMENITIES: Site and open space amenities should be located as appropriate.

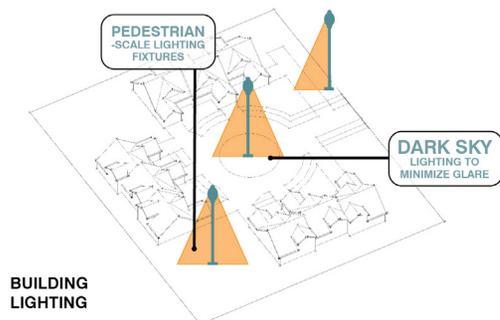


Figure 5.5.2.9 (A) Minimize Excess Lighting

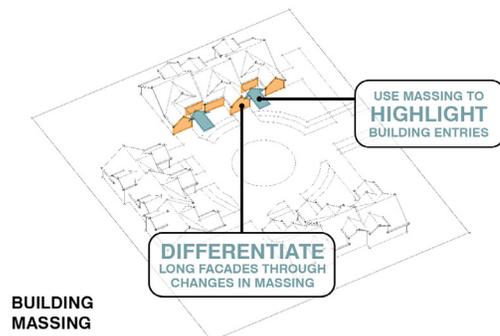


Figure 5.5.3.1 (A) Strengthen Prominence of Building Entry and (B) Visually Reduce Larger Building Scale

ate to level of activity and site use in higher activity areas that are most likely to receive use.

B) DESIGN OF AMENITIES: The character and design of the site amenities selected should be consistent with the overall character of the site and building design.

C) INTEGRATION OF AMENITIES: Site amenities should be integrated with the site design to allow appropriate clearances, space and circulation around them to allow busy areas to function appropriately.

9. Site Lighting

A) MINIMIZE EXCESS LIGHTING: Site lighting should comply with minimum lighting requirements and standards, but not provide lighting in excess of requirements. Downward-directed, lighting consistent with the recommendations of the International Dark-Sky Association (IDA) is preferred to minimize excess glare and spillage. The IDA has a Fixture Seal of Approval for light fixtures and components that meet their recommendations.

B) INTEGRATE LIGHTING FIXTURES WITH DESIGN: Lighting fixtures should be selected to contribute to the overall character of the building and site, consistent with the overall design and sense of place.

C) MULTIPLE LAYERS OF SITE LIGHTING: Site lighting should perform multiple functions on multiple areas on the site for multiple users. Different site lighting approaches should be designed for vehicles, pedestrians, building entry areas and site features. Each of these multiple areas should be designed in coordination and to complement the overall character of the site. Lighting should be used to highlight key areas and attractive features of the design.

D) ENTRY, GATEWAY AND FEATURE LIGHTING: Site lighting that highlights a specific site element should focus on that site element. Such feature lighting should be used in the foreground of element or accent. This may include lighting a sign, a wall, landscape plantings, or other feature.

5.5.3 ARCHITECTURAL GUIDELINES

The following guidelines outline the architectural design elements that should be viewed as a baseline for well-designed residential architecture in the TOD-Neighborhood subarea.

1. Building Massing

The building massing should be designed to reduce the overall perceived scale to integrate new development into the current residential context.

A) STRENGTHEN PROMINENCE OF BUILDING ENTRY: Building massing should reinforce the purpose and readability of the building. For example, building massing should emphasize and highlight the location of the primary building entrance.

B) VISUALLY REDUCE LARGER BUILDING SCALE: Larger buildings should look like smaller residential component parts put together.

C) SIMPLIFY SMALLER BUILDINGS: Smaller building masses should remain simple and not overly complicated.

D) INTEGRATE HISTORIC STRUCTURES: Existing historic structures should be integrated into any new development plan. New buildings and additions should complement and reflect the structure and style of any existing older structures. Historic structures should be considered for adaptive reuse, preservation, sensitive rehabilitation or restoration as may be appropriate to the historic structure and nature of its reuse.

E) CONSISTENCY WITH RESIDENTIAL CONTEXT: Building massing and scale should be developed to be consistent with the surrounding residential context. Building scale must respect the scale of the residential prototype on which it is based.

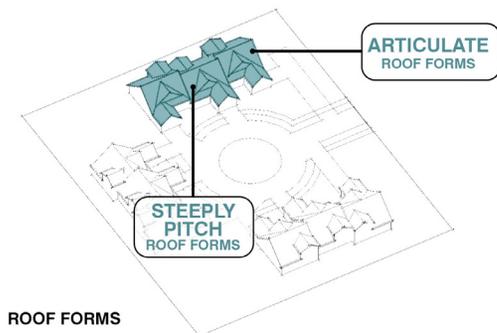
F) VARIATION AND TYPE AND SCALE: Residential development of multiple buildings should vary the building scale and building type. Building types should include enough variability in

building massing and scale that repetition is not immediately apparent.

2. Façade Composition and Components

Composition of building façades should include architectural features and building components that reduce the scale of large building masses, reinforce the character of the building to reflect the residential character of the neighborhood, and provide detail and articulation of the overall building.

A) EMPHASIZE FAÇADE RHYTHM AND PATTERNS: Building façades should be broken into vertical and horizontal parts that reinforce a rhythm and pattern in the architecture. Building façades, pattern of windows and doors and the roof forms should be integrated as a cohesive design. Variation in the façade is encouraged through decorative components, or functional elements such as porches or entry ways.



ROOF FORMS

Figure 5.5.3.4 (A) Roof Variation

B) HIGHLIGHT ARCHITECTURAL DETAIL: Additional architectural detail should be used to reinforce the smaller scale residential character through the use of roof brackets, porches, covered entries, window and door surrounds, or pediment or parapet detail.

C) GARAGE DOORS: Garage doors should be designed to be integrated with the building façade and relate to the aesthetic of carriage doors or barn doors more frequently associated with New England character.

D) INTEGRATE UTILITARIAN COMPONENTS INTO THE FAÇADE DESIGN: All functional, utilitarian, or mechanical components of the building façade should be integrated into the façade or screened so as to be part of the composition of the overall building design. Mechanical vents, service rooms, and similar portions of buildings should be hidden and match other materials and colors of the façade.

3. Historic Structures

When such structures exist, a residential development should integrate and leverage the value of a historic structure within the design and layout of the redevelopment plan. Reuse of existing historic structures should follow the U.S. Secretary of the Interior’s *Standards for Rehabilitation*.

A) COMPATIBLE DEVELOPMENT: The reuse of the existing historic structure should be compatible with the ability of the structure to accommodate residential uses. New construction or additions should also be compatible with and complementary to the architectural style of the historic structure.

B) THOUGHTFUL RENOVATION: When renovation of a historic structure is occurring for reuse, that renovation should be thoughtfully considered to retain the integrity of the historic structure and be sensitive to its underlying design characteristics or historic significance.



C) **AUTHENTICITY TO CURRENT TIME:** New construction or additions should be authentic to the current time in which they are built.

4. Building Roof Forms

Building roof form has a significant impact on the character and style of the architecture. Building roof forms should be authentic to the building type.

A) **ROOF VARIATION:** Variation in roof pitch and heights contribute to a New England residential character. Gable, gambrel, hip, mansard, Cape Cod and saltbox style roofs are the most appropriate forms for residential uses. Variation in roof types could be used across a multiple building residential development, but should not be used combined on a single building.

B) **REINFORCE A HUMAN-SCALE TO BUILDINGS:** Large uninterrupted roof forms should be avoided and articulated with roof gables, dormers, brick or stone chimneys or other roof

forms that provide variety and interest to the overall building form.

C) **INTEGRATE AND SCREEN UTILITIES:** Mechanical equipment on rooftops should be screened from visibility of pedestrians standing at grade on surrounding walkways by means of walls, decorative grilles, or roof parapets. Screening features should be a part of the building composition and design and use materials that complement the overall roof and façade design. Other utilities, such as solar panels should be integrated into the design of the roof.

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Building lighting should be used to highlight and emphasize functional and decorative aspects of the building massing and façades. Building lighting should be energy efficient and designed to be minimized and focused on key components of the building.

A) **HIERARCHY OF LIGHTING:** Building entries should be a primary focus of building lighting

to reinforce safety, security and convenience for access to the building. Lighting to highlight building features, key architectural elements, accents or signage should be a secondary focus of building lighting.

B) **QUANTITY OF LIGHTING:** Illumination levels should be provided at the minimum level that is required to provide the function desired.

C) **LIGHT FIXTURE DESIGN:** Lighting fixtures should be selected to contribute to the overall character of the building and site consistent with the overall design and sense of place.

5.5.4 SIGNAGE GUIDELINES

The signage guidelines for residential zones provide guidance in the design of signage that is functional and attractive for residential communities.

1. Principles and Intentions

A) **LEGIBILITY AND CLARITY:** A sign should be readable, simple, and legible, with careful

consideration of the proportion of lettered and graphic areas to the overall size and location of the sign and consideration of the purpose and intended audience of the sign. Signage should be concise and graphically balanced.

2. Sign Harmony

A) COMPATIBILITY WITH RESIDENTIAL CONTEXT: Signs should be designed and located with sensitivity to the residential areas. Illumination should be designed to minimize impact on adjacent residences.

C) COMPATIBLE WITH BUILDING ARCHITECTURE: Sign design and placement should relate to and harmonize with the building architecture. Signs should not overwhelm or obscure building features.

3. Sign Characteristics

A) SIGNAGE CONTENT: Signage messaging should be simple and brief. Signage should communicate only the name of the residential

community and/or wayfinding within the community.

B) SIGNAGE COLOR: Signage color should complement building materials and color palette.

C) SIGNAGE MATERIALS: Signage materials should be selected for durability, ease of maintenance, and compatibility with building materials and design

4. Site Signage

A) SIGNAGE DESIGN INTEGRATED WITH LANDSCAPE: Site signage should be integrated with site landscape design and be used to reinforce gateway locations and site entry points. Landscape plantings should be included to anchor and integrate signage into the site plan.

B) DEVELOPMENT SIGNAGE: Signage should indicate the overall residential development and community name or branding features. This type of signage should be balanced and in scale with both the overall scale of the development and the surrounding context. Signage for



individual single-family and two-family homes is discouraged unless they are part of an agricultural business.

C) **WAYFINDING SIGNAGE:** Simple directional signage may be provided on the site to inform visitors of entries, parking areas, or other information. Wayfinding signage should be consistent and compatible with other development signage. Wayfinding signage should not obstruct or cause conflict with regulatory or traffic-related signage.

5. Sign Illumination

External signage illumination is encouraged and should be targeted only onto the sign, not onto adjacent buildings or towards vehicles or pedestrians.

A) **SIGNAGE LIGHTING FIXTURES:** External lighting fixtures that project the light from above or below the sign are strongly encouraged. Light fixtures should be simple and unobtrusive, and should not obscure the sign's

message and graphics. Raceways, conduits and other electrical components should be concealed from public view.

B) **CONSISTENT LIGHTING LEVELS:** Lighting should provide a consistent and even wash of light across the sign.

5.6 Public Infrastructure

5.6.1 PURPOSE

In order to unlock private investments, the Norwalk Redevelopment Agency may undertake public infrastructure improvements within the Redevelopment Area. Improvements may also be constructed as part of the public amenities for a private development, as part of an urban renewal project by the Norwalk Redevelopment Agency, or as part of project undertaken by the City of Norwalk. The following design guidelines should be used for these improvements in order to align the physical environment with the overall goals of this Redevelopment Plan.

Private development projects that affect the public infrastructure should also follow these guidelines when installing connections between public infrastructure and private sidewalks, driveways, internal streets, and parking lots or when replacing public infrastructure disturbed by construction activities.

5.6.2 STREET HIERARCHY

This section includes specific recommendations for public infrastructure improvements for particular street types. These recommendations should be implemented in conjunction with the more general design guidelines in the rest of this section. Streets not listed below are Neighborhood Streets and should follow the general design guidelines for public infrastructure.

Avenue/Thoroughfare

Applies to: Martin Luther King, Jr. Drive

- Pedestrian walkways should be separated from the high speed traffic by providing an enhanced landscape buffer between the curb and walkway of a width of at least five feet along both sides of Martin Luther King, Jr. Drive.
- Pedestrian walkways should be continuous and connected on both sides of Martin Luther King, Jr. Drive, and provide accessible connections to each of the pedestrian cross-

ings along the avenue. Particularly where “desire lines” of paths have been worn into the grass and no sidewalk currently exists; new walkway connections should be made.

- Pedestrian walkway widths should be adequate to accommodate shared path use between pedestrians and bicycles (typically requiring eight feet of minimum width).
- Sidewalks should be composed consistently of concrete paths with consistency of color, finish, scoring, and aggregate.
- Stairway connections to the neighborhoods atop the steep grade along Martin Luther King, Jr. Drive at Spring Street and Madison Street should be rehabilitated with concrete stairs and improved lighting.
- Important pedestrian crossings (Spring Street and Madison Street in particular) should consist of responsive crosswalk signals and adequate crossing time for pedestrians at these locations. The pedestrian crossings should be signalized to stop traffic along Martin Luther King, Jr. Drive when prompted. Crosswalk should be well-defined with painted lines, pedestrian crossing signs and the traffic signal.

- Accessible crossings and ramps should be provided for accessible road crossings, including curb cuts at locations that include a center median, at locations such as the Madison/Clay Street crossing.
- At locations with long walking distances to cross the road, a median should be provided at the crossing to allow pedestrians a place of refuge at the center of the four-lane roadway. This exists at several locations along Martin Luther King, Jr. Drive; the Spring/Hamilton Street crossing in particular would benefit from this enhancement.
- Road crossing and intersections should provide adequate sight lines for cyclists and motorists, and adequate widths for a cyclist and a pedestrian to cross simultaneously. The same painted crosswalk should be used for pedestrians and cyclists.
- The pedestrian environment should be enhanced and made safer with a secondary system of lighting for pedestrian paths and enhanced street lighting at crossings.
- A signage system throughout the district should direct through traffic to Martin Luther King, Jr. Drive, identify major destinations and connecting routes along

Martin Luther King, Jr. Drive, and create clear direction to public parking in the area.

Primary Street

Applies to: Washington Street, South Main Street, and Water Street

- Strengthen and enhance the pedestrian environment with well-marked and frequent signalized pedestrian crossings, street trees and other landscape features, and pedestrian scaled lighting and street furniture to reinforce the priority of pedestrians.
- Add gateway signage or sculptural components, street banners, simple and coordinated paving patterns or other elements of continuity that could reinforce the Redevelopment Area as a contiguous district.
- Provide public benches that are integrated with the placement of lighting, street trees and other streetscape components. Benches should be placed near building entrances, parks and park entrances, retail shops and other areas where sitting or people-watching may be a desirable activity for pedestrians in the district.

- Install other pedestrian amenities may include pedestrian-scaled lighting, bollards, public art, fountains, drinking fountains, trash receptacles, newspaper dispensers, maps, bus shelters or information kiosks. Each of these amenities should be organized and clustered to fit with street design and walkway layout.
- Create a primary north-south bicycle connectors for the Redevelopment Area with dedicated bicycle lanes or paths should be provided as part of the roadway width to protect pedestrians on the sidewalk.

Connector Street

Applies to: Hanford Place/Monroe Street, Raymond/Henry/Mulvoy Streets, Concord Street, Chestnut Street

All sidewalks should be a minimum of five feet clear to allow two people to walk side by side; overall sidewalk width may be greater to

accommodate obstructions such as lights or trees.

- Hanford Place should be enhanced and promoted as a potential cross-town bicycle connection with dedicated bike lanes that can link the surrounding neighborhoods to the Rail Station and Waterfront.
- The railroad overpass at Monroe Street should be improved with new lighting, improved sidewalks and the potential for a public art installation to make use of the large open walls provided by the overpass supports.
- Henry Street in combination with Raymond Street provides a similar cross-district connector as Monroe Street and Hanford Place. The Henry and Raymond Street connection should be featured as a cross district pedestrian connection with enhanced sidewalk and crosswalks.

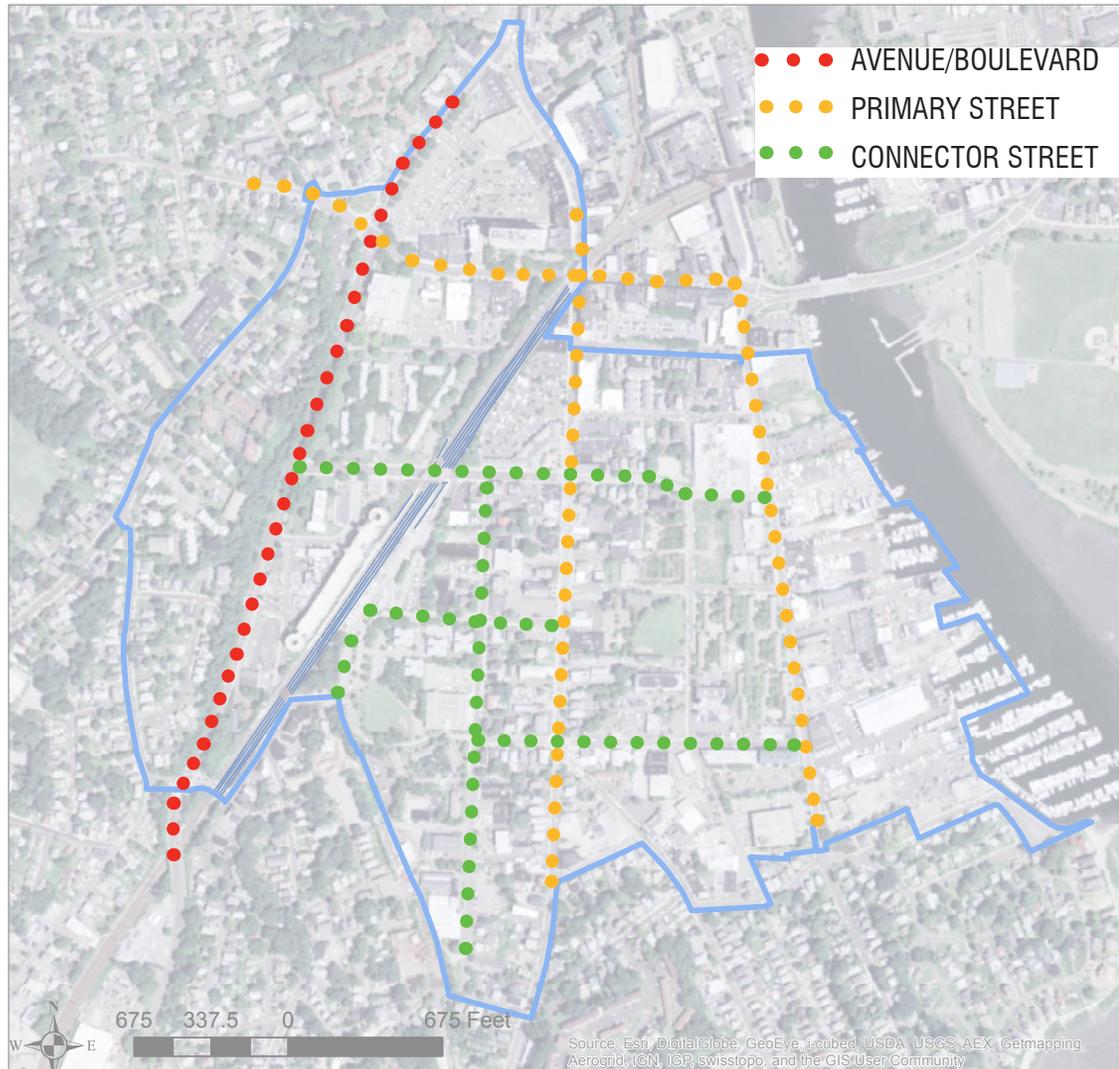


Figure 5-1: Street Hierarchy

5.6.3 PUBLIC PARKING

- On-street parking should be encouraged where street widths support the addition of one or two-sided parallel parking.
- On-street parking should be maximized within the district to provide the most convenient parking as possible and should be strategically managed as part of a district wide parking plan.
- Cars in parking lots should be screened either by buildings, building components, or landscape features that enhance the ability of the parking lots to fade into the texture of the district and to not stand out as unsafe or vacant lots.
- Low architectural walls, earth berms or other landscape features should be used to visually conceal much of a parked vehicle while also allowing views into and out of parking areas to ensure a sense of safety and visibility.
- Pedestrian connections in the district should be improved to support a “park once” parking strategy in which the district is a comfortable, safe and pleasant walking environment which would not require moving the car from destination to destination.

5.6.4 PEDESTRIAN NETWORK

1. Sidewalks

- Sidewalks should be wide enough to accommodate pedestrian traffic volumes currently observed in the district and any increase in volume for a development project associated with the improvements.
- Walkways on important connectivity corridors shall be a minimum of eight feet wide.
- Walkways on secondary streets and less traveled pedestrian routes shall be a minimum of five feet wide.
- Sidewalks should incorporate brick pavers, accents, concrete or granite accents or asphalt pavers and should include granite curbing.
- Sidewalks should be continuous and uninterrupted at driveways.
- Curb ramps should occur where sidewalks meet crosswalks and include detectable warning strips.
- All ramps at crosswalks shall run parallel to the line of travel and comply with all applicable accessibility standards and requirements.

- No walk or ramp shall be any less than 36 inches as per Americans with Disabilities Act (ADA) and ADA Accessibility Guidelines for Buildings and Facilities (ADAAG) requirements and standards.

2. Crosswalks

- Crosswalks should be a minimum of six feet wide or provide ten feet wide wherever possible.
- Crosswalks shall be of a design and materials that are durable to climatic and winter conditions, including freeze-thaw cycles and snow removal processes.
- Every intersection in the Redevelopment Area must have crosswalks from all approaches that include at minimum a painted pedestrian crossing lane.
- Certain street locations (defined below) should include signage, signalized crossings, and unique paving applications.
- Corner and curb radii should be reduced to decrease pedestrian crossing distances and to slow traffic speeds at intersections including such techniques as curb extensions and neck-downs.

5.6.5 STREETScape

1. Streetscape Elements and Furniture

- Streetscape elements and furniture may include landscape plantings, benches, alternative seating options, bike racks, trash and recycling receptacles, light fixtures or other permanent elements for the convenience or comfort or convenience of pedestrians to support an active and functional street environment.
- Streetscape elements should be used to strengthen street edges, define pedestrian corridors and enhance outdoor spaces.
- Streetscape elements should be integrated as design components of the site planning and should occur at regularly or logically spaced intervals based upon the recommendations of individual product manufacturers.
- All streetscape elements should be selected to be highly durable, resistant to vandalism, and not require extensive maintenance. Streetscape elements should be secure, permanently affixed to the ground and easily cleaned.

- No streetscape elements should impede upon required widths of public paths or infringe upon other requirements or standards of accessibility.

2. Bicycle Corridors and Amenities

- Bicycle lanes should be a minimum of four feet wide.
- Bicycle amenities and racks should be integrated into the street furniture and streetscape program.
- Bicycle racks should be located near building entrances, public spaces or small open spaces, at curb extensions, at new on-street parking spaces (free-standing or associated with parking meters).
- Bicycle amenities should be incorporated with other streetscape elements where sidewalk widths are not wide enough to add other types of bicycle storage.
- Bicycle storage should be provided at the Rail Station for both short term and overnight uses.

3. Lighting

- Lighting throughout the Redevelopment Area should be used to increase visibility and nighttime safety and where necessary provides several levels of light, including general roadway lighting, secondary pedestrian lighting, exterior building lighting and occasionally accent or special feature lighting.
- General roadway lighting, secondary pedestrian lighting, and exterior building lighting should be designed and installed as a full cutoff to prevent light dispersion or glare above a 90-degree horizontal plane. Light overspill and glare onto neighboring properties should be avoided.
- Downward-directed, lighting consistent with the recommendations of the International Dark-Sky Association (IDA) is preferred. The IDA has a Fixture Seal of Approval for light fixtures and components that meet their recommendations.
- Locations of light fixtures should avoid reduction of sidewalk widths and required clearances.
- In some locations, like open spaces, parks or parking lots, the installation of emergency

call boxes should be considered for added public safety and comfort.

- Lighting should be provided at a pedestrian scale. On Primary, Connector and Neighborhood Street Types, pedestrian-scaled lighting may be the primary source of street lighting; for Thoroughfare/Avenue Street Types (see below), the primary source of lighting will be the more utilitarian and functional tall street lights that should be supplemented by a secondary system of lower scale pedestrian lights at the sidewalks.

4. Pavement Treatments

- Paving materials should be applied consistently throughout the district and provide the unifying elements for exterior spaces.
- Transitions between dissimilar paving materials should provide smooth and visually pleasing connections. Transitions of this type should employ a third material, unique pattern, or some other method to gracefully move from one material to another.
- Pedestrian crossings should be highlighted with unique paving materials or painted

areas, such as stamped asphalt and concrete and thermoplastic applied asphalt patterns.

5. Gateway Treatments

Gateway intersections into the district should be given extra attention in regard to landscape, streetscape, lighting and pedestrian amenities.

The entry into the Redevelopment Area from other areas within the City should be signified by the treatment of gateway intersections and signal to motorists, bicyclists and pedestrians that they are entering an area of high pedestrian activity and an area that is identifiable as a unique district.

6. Wayfinding Signage

- Different types of public wayfinding signage include the following: district gateway, vehicular directional, vehicular destination, parking, pedestrian directional, informational, special/commemorative/historic, destination identification, and special event, seasonal or banner signage.

- A consistent theme and scale for signage types and placement of signs should be established for the district to add elements of visual continuity to the Redevelopment Area.
- Wayfinding signage should be employed for each of the primary attractions and destinations in the area (Rail Station, Aquarium, Washington Street Historic District, or the Maritime Museum). The wayfinding system should be strategically located at gateway intersections and leading to the final destination and nearby parking.
- Wayfinding signage should be functional for tourists and out-of-town visitors by assisting in navigation between attractions with a coherent signage system throughout the district.
- The system of wayfinding and signage should be adaptable and flexible to accommodate information regarding special events.

5.6.6 LANDSCAPE ELEMENTS AND PLANTINGS

1. General

- Landscape and planting strategies and designs should have a hierarchical use of trees and plantings, such as: canopy tree, sub-canopy tree, under-story flowering tree or shrub, evergreen trees or shrubs, ground covers, wild flowers, field flowers and lawns.
- Plantings should be planned for a long life cycle. Considering plant selection and a carefully planned plant maintenance schedule. Plantings should be considered for ease of maintenance and Norwalk's climate (US Plant Hardiness Zone 6) including maintaining and pruning trees.
- Landscape and plantings should be coordinated with Arbor Day Foundation and Tree City USA efforts, in which Norwalk participates; coordination efforts should include the tree board, tree care ordinance, and comprehensive community forestry program. The Norwalk Tree Advisory Committee provides guidelines for use in reviewing applications and coordinating final plans

with builders, developers and redevelopers. Guidelines address such topics as acceptable tree pit construction, species selection, use of open space, urban landscapes and streetscape development .

- Landscape and planting strategies and designs should include LID (low impact development) techniques for managing on-site stormwater including bioswales, rain gardens, filter strips, porous paving, etc.

2. Park Plantings

- Park plantings should be designed to complement the scale of spaces, define views, and reinforce the appeal created by positive developments within the Redevelopment Area.
- Park plantings should use shade trees to provide pleasant and comfortable spaces protected from the sun. Planting masses should maintain consistency within a view shed. Plantings should exploit seasonal color at park gateways or district gateways.

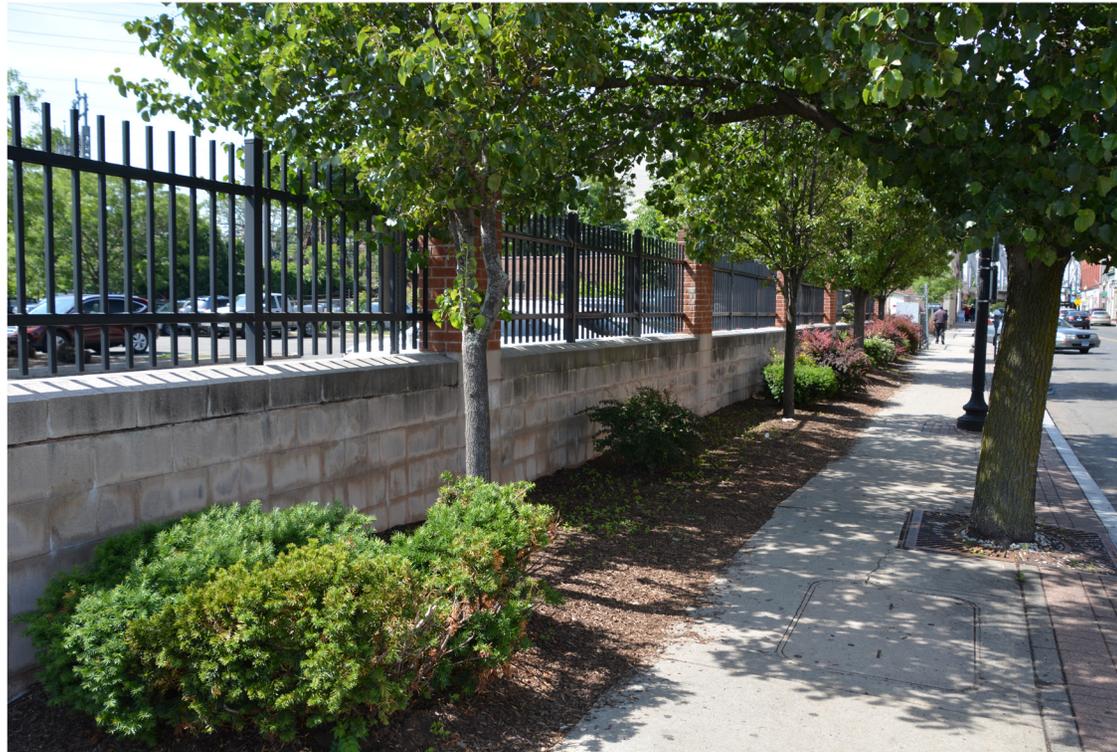
Plantings should be arranged and planned to allow unobstructed park views to maintain visual connections to open spaces and enhance safety

while defining the edges of outdoor spaces that lend themselves to outdoor activity.

3. Streetscape Plantings

- Plantings at medians and street edges should be used to provide buffers for pedestrians, use of planting beds for ornamental flowers at street trees could be used to enhance primary and connector streets.
- Street plantings should create visual unity, define spaces and street edges and act to provide screening and buffering where appropriate. Street tree plantings should allow for visibility of retail storefronts and site lines at intersections.
- Street trees located within sidewalks or other hardscape areas should be planted in a tree pit that is adequately sized for the root system of the tree species and that is designed to be integrated with the sidewalk system including small planting beds, tree grates, or other finished landscape components that integrate the plantings.
- Appropriate street trees should be selected to be consistent with the Department of Public Works (DPW) preferences, maintenance

procedures, and coordinate with the DPW's List of Appropriate Street Trees.



5.7 Glossary of Terms

Many traditional terms are used to describe portions of buildings, storefronts, site features and other design elements. This Glossary has been prepared to explain such terms that are used in the Design Guidelines.

- **AWNING** – A sheltering or covered frame, often of fabric, either stationary or on a retractable system attached to a structure. The awning does not receive stanchion support as in a canopy.
- **AWNING OR CANOPY SIGN** – A sign painted, stamped, perforated, stitched, or otherwise applied on an awning, canopy or marquee, including backlit signs.
- **BIOSWALE** – A landscape feature that controls stormwater runoff on site and allows it to infiltrate the ground. Bioswales vary in size and may be part of a larger stormwater management system.
- **BUFFER** – Landscape or fencing that is used to screen and/or mitigate the impacts of utilitarian elements of a building or site, such as dumpsters, loading areas, or mechanical equipment.
- **BUFFER ZONE** – Land which is maintained in either a natural or landscaped state, and is used to screen and/or mitigate the impacts of development on surrounding areas, properties or rights-of-way.
- **BUILDING HEIGHT** – The vertical distance from grade to the top of the highest point of the roof or structure.
- **CANOPY** – A sheltering or covered frame, often of fabric, which is attached to a structure at the inner end and receiving stanchion support at the outer end.
- **COMPATIBLE** – A visual and aesthetic consideration that allows two parts to exist or occur together without conflict or diminishment of the other part.
- **DARK-SKY** – An effort to reduce light pollution intending to increase the number of stars visible at night, reduce the effects of unnatural lighting on the environment and cut down on energy usage. The dark-sky movement encourages the use of full-cutoff light fixtures that cast little or no light upward in public areas. For more information, see the International Dark-Sky Association’s website at <http://www.darksky.org>.
- **DIRECTORY SIGN** – A sign that identifies the names and/or location of establishments in a multi-tenant building or multi-tenant development.
- **DIRECTION SIGN** – A sign identifying on-premises traffic, parking or other functional activity, which bears no language or symbols for business identification or advertising.
- **DORMER** – A roof-covered projection from a sloped roof. A window set in a small gable projecting from a roof.
- **ENTABLATURE** – The upper panel of moldings and bands which lie horizontally above columns. Entablatures are important elements of classical architecture. They are a common area to provide the most prominent signage for a building.
- **FAÇADE** – Any side of a building. The exterior walls of a building exposed to public view or that wall viewed by persons not within the building.

- **FENCE** – Any artificially constructed barrier of any material or combination of materials used as a boundary, or erected to prevent intrusion, or to enclose, buffer, or screen areas of land.
- **FILTER STRIP** – Often planted with grass, filter strips slow surface water runoff and captures sediments and potential pollutants from a site before it flows into a water body.
- **FULL-CUTOFF LIGHT FIXTURE** – A light fixture that casts little or no light upward.
- **GABLE** – The vertical surface that connects two or more sloped roofs. The triangular shaped wall section formed by the two slopes of a roof.
- **GROUND FLOOR** – That building floor which is substantially level with the exterior grade of the lot at the main entrance to a structure.
- **HUMAN-SCALED** – The proportional relationship of a particular building, structure or streetscape element to the human form and function.
- **LANDSCAPED AREA** – The part or parts of a lot developed and permanently maintained in grass and other plant materials, in which the space is open to the sky and is free of all vehicular traffic, parking, loading and outdoor storage.
- **LANDSCAPE MAINTENANCE PLAN** – A document that describes the intentions and specifications for maintaining landscape to be installed as part of a development including pest management, irrigation, fertilization, mulching, pruning, staking and seeding requirements to establish and enhance the health of installed landscape.
- **LOT** – The basic development unit for determination of lot area, depth, and other dimensional regulations. A single area of land in one ownership defined by bounds or boundary lines in a recorded deed or shown on a recorded plan.
- **LOT FRONTAGE** – That portion of a lot abutting a street. The length of a lot line(s) measured at the street right-of-way.
- **LOW IMPACT DEVELOPMENT (LID)** – a term used to describe land planning and engineering design approaches that manage stormwater runoff with an emphasis on conservation, use of on-site natural features, and the protection of water quality.
- **MANSARD** – A roof having a double slope on all four (4) sides, the lower slope being much steeper. A partial mansard façade consists of the lower slope on one (1) or more sides, with no direct relationship to the upper roof.
- **MASSING** – The overall form of a building, its physical bulk and volume as it relates to the site.
- **MASTER SIGNAGE PLAN** – A written and graphic document that portrays a coordinated signage scheme for all signs for a building that contains two or more establishments or for a multi-tenant development. A Master Signage Plan shall address sign type, location, dimensions, surface area, materials and lighting.
- **NECK-DOWN** – Also, referred to as a curb extension. A traffic calming measure that extends the curb into the street at an intersection to reduce the pedestrian crossing distance.
- **PARAPET** – A low wall or railing that extends above the roof of a building.

- **PEDESTRIAN-ORIENTED** – Describes an approach to circulation or accommodation in which the pedestrian is the primary consideration.
- **PEDESTRIAN-SCALE** – The relationship between an individual and his or her environment whether natural or built which contributes to an individual's comfort and sense of accessibility.
- **PIER** – An upright support for a superstructure, such as an arch or bridge. Specific to façades, it often refers to a raised column-like element used to frame windows or bays.
- **RAIN GARDENS** – A rain garden is a depression that allows surface water to infiltrate the ground. Plantings used for the rain garden should be native or adapted plants that are suitable for wetland edges.
- **SETBACK** – The minimum horizontal distance between the street, right-of-way line or lot line and the building. The distance between a structure and any lot line.
- **SIGNAGE** – Design or use of signs and symbols to communicate a message to a specific group, usually for the purpose of marketing or direction. Signage is a term that refers collectively to a group of individual signs.
- **SITE PLAN** – A scaled illustration depicting the planned layout of buildings, parking, driveways, sidewalks, landscape, stormwater facilities and other features of the lot. The site plan is one element of the required information of a site plan submittal or application.
- **STREETSCAPE** – The collection of elements that constitute the physical makeup of a street and that, as a group, define its character including building frontage, street paving, street furniture, landscaping, open space areas and lighting.
- **VISTA** – A unique view to or from a particular point through a passage or opening in a feature of a building or site.
- **WAYFINDING** – Wayfinding signage refers to a family of signage products created for the purpose of directing people to and from a defined area, all while guiding them through paths, marking destinations reached, and providing both essential and commercial instructions and data along the way.
- **YARD** – Any open space on the same lot with a principal building, unoccupied, and unobstructed from the ground to the sky, except for accessory buildings or structures, or such projections as are expressly permitted in zoning regulations. A yard lies between the principal building and the lot lines.
- **ZONING DISTRICT** – The basic unit in zoning. A portion of land in a community to which a uniform set of regulations applies, or a uniform set of regulations for a specific use.



6. REGULATIONS ON DEVELOPMENT

6.1 Parcel Regulations

This section includes the obligations of private developers who acquiring property from the Norwalk Redevelopment Agency. Developers are subject to all controls under *Section 3 Land Use* and *Section 4 Design Guidelines*. In additions, the following regulations will apply:

- 6.1.1 There shall be no restriction of occupancy or use of any part of the project area on the basis of race, creed, color, sex, or national origin, All leases and sales agreements to the land and to the improvements on the land shall include this requirement and that or conformance with all such applicable law.
- 6.1.2 If a Request for Proposals (RFP) is issue for a parcel under the control of the Norwalk Redevelopment Agency, development of that parcel shall be governed by the terms of the RFP. Notwithstanding, the sire plan, landscaping plan, and the exterior design of all building shall be subject to the review and approval of the Norwalk Redevelopment Agency, on the basis of the controls and guidelines set for by this plan in *Section 3 Land Use* and *Section 5 Design Guidelines*.
- 6.1.3 The construction of certain public improvements may be required as a precondition to the redevelopment of parcels within the Redevelopment Area. Developers shall work cooperatively with the City to ensure that such improvements are constructed in a timely manner. Any required improvements must be built according to the standards of the City of Norwalk and *Section 4 Design Guidelines* and they must be accepted by the City of Norwalk as complete and standard prior to the issuance of a temporary or final certificate of Occupancy for the private development.

6.2 Applicability and Duration

These regulations apply to development proposals for any of the parcels within the South Norwalk TOD Redevelopment Area shown on *Figure 1-1: South Norwalk TOD Redevelopment Area Boundary*.

Except as specifically amended by the Norwalk Redevelopment Agency, all requirements and controls in this plan shall be binding and in force for 10 years after the date of approval.

The legislative body must review the plan at least once every ten years after initial approval and reapprove or amend the plan at least once every ten years after initial approval in order for the plan to remain in effect.

6.3 Property Acquisition Plan

The Norwalk Redevelopment Agency does not anticipate purchasing properties to meet the goals of this Redevelopment Plan.

Should properties be acquired to support an urban renewal project, this Redevelopment Plan must be amended as described in *Section 6.4 Plan Approval and Amendments*.

Properties acquired by the Norwalk Redevelopment Agency may be disposed of by lease or sale at the option of the Agency. Such disposition will specify the required schedule for commencement and completion of construction on a parcel. No designated developer may sell its interest in a parcel prior to completion of development without the written permission of the Norwalk Redevelopment Agency.

6.4 Plan Approval and Amendments

6.4.1 PROCEDURE FOR APPROVAL

Pursuant to state legislation, the following process must be completed prior to the approval of this Redevelopment Plan by the Norwalk Redevelopment Agency and the Common Council of the City of Norwalk:

- The Norwalk Redevelopment Agency must request a written determination by the Planning and Zoning Commission that the Redevelopment Plan is consistent with the City of Norwalk's Plan of Conservation and Development.
- The Norwalk Redevelopment Agency must hold a public hearing on the Redevelopment Plan.
- The Norwalk Redevelopment Agency must approve the Redevelopment Plan after the public hearing subject to certain findings as stated in Section 8-127 of Chapter 130 of the Connecticut General Statutes.
- The legislative body must approve the Redevelopment Plan before it takes effect.
- The Norwalk Redevelopment Agency must publish a notice of the initial approval of the Redevelopment Plan in a newspaper having general circulation in the municipality.

The Norwalk Redevelopment Agency must publish the Redevelopment Plan on its website at least thirty-five days prior to the public hearing.

The Norwalk Redevelopment Agency must publish the notice of the public hearing at least twice in a newspaper of general circulation within Norwalk. The first notice must be published not less than two weeks before the date of the hearing.

6.4.2 PLAN AMENDMENTS

The Norwalk Redevelopment Agency may make minor modifications to this plan at any time. Minor modifications require the approval of the Commissioners of the Norwalk Redevelopment Agency and include :

- Correction of typographical errors
- Removal of parcels or addition of parcels to the Redevelopment Area that are less than 1% of the total area of the relevant land use subarea

Major modifications must follow the process outlines in *Section 6.4.1 Procedures for Approval*. Major modifications include the following:

- Changes to the Redevelopment Area Boundary (other than that described above)
- Changes to the Goals of the Plan
- Changes to the Design Guidelines
- Addition of an Urban Renewal Project and related Urban Renewal Plan
- Any change that effectively creates a new urban renewal plan under Chapter 8-127 of the Connecticut General Statutes.

Approval for minor or major modifications shall be obtained from any affected developers or their successors in interest who had purchased or leased property under the terms of this plan before such modifications are effective.

All amendments to this Redevelopment Plan shall be recorded in *Section 7 Amendments*.



7. AMENDMENTS

Any amendments to this Redevelopment Plan under Section 6.4.2 Plan Amendments shall be recorded in this section.



8. APPENDICES

8.A. PROJECT AREA BOUNDARIES

8.A. Project Area Boundaries

The following tables list the parcels within each land use subarea.

8.A.1. PARCELS WITHIN TOD-CORE

2-25-1-0	2-44-10-207	2-44-28-104	2-46-1-A2	2-46-1-D2	2-46-1-G5
2-25-2-0	2-44-10-208	2-44-28-105	2-46-1-A3	2-46-1-D3	2-46-1-G6
2-25-5-0	2-44-10-209	2-44-28-107	2-46-1-A4	2-46-1-D4	2-46-1-G7
2-25-6-0	2-44-10-210	2-44-28-201	2-46-1-A5	2-46-1-D5	2-46-1-G8
2-25-12-0	2-44-10-211	2-44-28-202	2-46-1-A6	2-46-1-D6	2-46-1-G9
2-25-13-0	2-44-10-301	2-44-28-203	2-46-1-A7	2-46-1-D7	2-46-1-H1
2-25-18-0	2-44-10-302	2-44-28-204	2-46-1-A8	2-46-1-D8	2-46-1-H10
2-25-19-0	2-44-10-303	2-44-28-205	2-46-1-A9	2-46-1-D9	2-46-1-H2
2-25-20-0	2-44-10-304	2-44-28-206	2-46-1-B1	2-46-1-E1	2-46-1-H3
2-25-28-0	2-44-10-305	2-44-28-207	2-46-1-B10	2-46-1-E2	2-46-1-H4
2-25-29-0	2-44-10-306	2-44-28-301	2-46-1-B2	2-46-1-E3	2-46-1-H5
2-25-30-0	2-44-10-307	2-44-28-302	2-46-1-B3	2-46-1-E4	2-46-1-H6
2-25-34-0	2-44-10-308	2-44-28-303	2-46-1-B4	2-46-1-F1	2-46-1-H7
2-41-1-0	2-44-10-309	2-44-28-304	2-46-1-B5	2-46-1-F10	2-46-1-H8
2-42-2-0	2-44-10-310	2-44-28-305	2-46-1-B6	2-46-1-F11	2-46-1-H9
2-42-3-0	2-44-13-0	2-44-28-306	2-46-1-B7	2-46-1-F2	2-46-1-I1
2-42-3A-0	2-44-14-0	2-44-28-307	2-46-1-B8	2-46-1-F3	2-46-1-I2
2-42-4-0	2-44-19-0	2-44-30-0	2-46-1-B9	2-46-1-F4	2-46-1-I3
2-44-1-0	2-44-20-0	2-44-31-0	2-46-1-C1	2-46-1-F5	2-46-1-I4
2-44-6-0	2-44-21-0	2-45-1-0	2-46-1-C10	2-46-1-F6	2-46-1-I5
2-44-7-0	2-44-22-0	2-45-2-0	2-46-1-C11	2-46-1-F7	2-46-1-I6
2-44-8-0	2-44-23-0	2-45-10-0	2-46-1-C2	2-46-1-F8	2-46-1-I7
2-44-9-0	2-44-25-0	2-45-11-0	2-46-1-C3	2-46-1-F9	2-46-1-I8
2-44-10-0	2-44-28-1	2-45-12-0	2-46-1-C4	2-46-1-G1	2-46-1-I9
2-44-10-201	2-44-28-2	2-46-1-A1	2-46-1-C5	2-46-1-G10	2-53-5-0
2-44-10-202	2-44-28-3	2-46-1-A10	2-46-1-C6	2-46-1-G11	2-53-6-0
2-44-10-203	2-44-28-4	2-46-1-A11	2-46-1-C7	2-46-1-G12	2-55-1-0
2-44-10-204	2-44-28-101	2-46-1-A12	2-46-1-C8	2-46-1-G2	2-55-2-0
2-44-10-205	2-44-28-102	2-46-1-A13	2-46-1-C9	2-46-1-G3	2-55-3-0
2-44-10-206	2-44-28-103/06	2-46-1-A14	2-46-1-D1	2-46-1-G4	2-55-4-0

8.A.1. PARCELS WITHIN TOD-CORE

2-55-5-0	2-58-17-0	2-61-2-0	2-62-12-310	2-63-1-0	2-64-4-2A	2-64-4-4G	2-75-138-22
2-55-6-0	2-58-18-0	2-61-3-0	2-62-12-311	2-63-2-0	2-64-4-2B	2-64-4-4H	2-75-138-23
2-55-7-0	2-58-22-0	2-61-4-0	2-62-12-312	2-63-3-0	2-64-4-2C	2-64-4-4I	2-75-138-24
2-55-19-0	2-58-23-0	2-62-2-0	2-62-12-313	2-63-4-0	2-64-4-2D	2-64-4-4J	2-75-138-25
2-55-21-0	2-58-24-0	2-62-3-0	2-62-12-401	2-63-5-0	2-64-4-2E	2-64-4-4K	2-75-138-26
2-55-22-0	2-58-25-0	2-62-10-0	2-62-12-402	2-63-7-0	2-64-4-2F	2-64-4-4L	2-75-138-27
2-55-24-0	2-58-26-0	2-62-11-0	2-62-12-403	2-63-8-0	2-64-4-2G	2-75-127-0	2-75-138-28
2-55-27-0	2-58-27-0	2-62-12-0	2-62-12-404	2-63-9-0	2-64-4-2H	2-75-130-0	2-75-138-29
2-55-28-0	2-58-28-0	2-62-12-201	2-62-12-405	2-63-10-0	2-64-4-2I	2-75-133-0	2-75-138-30
2-55-29-0	2-58-29-0	2-62-12-202	2-62-12-406	2-63-11-0	2-64-4-2J	2-75-138-1	2-75-138-31
2-55-30-0	2-58-30-0	2-62-12-203	2-62-12-407	2-63-12-0	2-64-4-2K	2-75-138-10	2-75-138-32
2-57-1-0	2-58-31-0	2-62-12-204	2-62-12-408	2-63-13-0	2-64-4-2L	2-75-138-11	2-75-138-33
2-57-2-0	2-58-32-0	2-62-12-205	2-62-12-409	2-63-14-0	2-64-4-3A	2-75-138-12	2-75-138-34
2-57-3-0	2-58-33-0	2-62-12-206	2-62-12-410	2-63-15-0	2-64-4-3B	2-75-138-13	2-75-138-35
2-57-4-0	2-58-34-0	2-62-12-207	2-62-12-411	2-63-16-0	2-64-4-3C	2-75-138-14	2-75-138-36
2-57-5-0	2-58-35-0	2-62-12-208	2-62-12-412	2-63-17-0	2-64-4-3D	2-75-138-15	2-75-138-37
2-57-6-0	2-58-36-0	2-62-12-209	2-62-12-413	2-63-18-0	2-64-4-3E	2-75-138-16	2-75-138-38
2-57-7-0	2-58-37-0	2-62-12-210	2-62-14-0	2-64-2-0	2-64-4-3F	2-75-138-17	2-75-138-39
2-57-8-0	2-58-38-0	2-62-12-211	2-62-15-0	2-64-4-1A	2-64-4-3G	2-75-138-18	2-75-138-40
2-57-9-0	2-58-39-0	2-62-12-212	2-62-16-0	2-64-4-1B	2-64-4-3H	2-75-138-19	2-75-138-41
2-57-10-0	2-58-44-0	2-62-12-213	2-62-17-0	2-64-4-1C	2-64-4-3I	2-75-138-2	2-75-138-42
2-57-11-0	2-58-45-0	2-62-12-301	2-62-18-0	2-64-4-1D	2-64-4-3J	2-75-138-3	2-75-138-43
2-58-1-0	2-58-46-0	2-62-12-302	2-62-19-0	2-64-4-1E	2-64-4-3K	2-75-138-4	2-75-138-44
2-58-2-0	2-59-1-0	2-62-12-303	2-62-20-0	2-64-4-1F	2-64-4-3L	2-75-138-5	2-75-138-45
2-58-3-0	2-60-1-0	2-62-12-304	2-62-21-0	2-64-4-1G	2-64-4-4A	2-75-138-6	2-75-138-46
2-58-4-0	2-60-6-0	2-62-12-305	2-62-22-0	2-64-4-1H	2-64-4-4B	2-75-138-7	2-75-138-47
2-58-8-0	2-60-7-0	2-62-12-306	2-62-23-0	2-64-4-1I	2-64-4-4C	2-75-138-8	2-75-138-48
2-58-9-0	2-60-9-0	2-62-12-307	2-62-25-0	2-64-4-1J	2-64-4-4D	2-75-138-9	2-75-138-49
2-58-15-0	2-60-11-0	2-62-12-308	2-62-26-0	2-64-4-1K	2-64-4-4E	2-75-138-20	2-75-138-50
2-58-16-0	2-61-1-0	2-62-12-309	2-62-28-0	2-64-4-1L	2-64-4-4F	2-75-138-21	2-75-138-51

8.A.1. PARCELS WITHIN TOD-CORE

2-75-138-52	2-76-11-0	2-77-4-0	2-82-4-0	2-83-8-17E	5-83-138-0
2-75-138-53	2-76-12-0	2-77-7-0	2-82-5-0	2-83-8-18E	5-83-140-0
2-75-138-54	2-76-13-0	2-77-8-0	2-82-8-0	2-83-8-19D	5-83-141-0
2-75-138-55	2-76-14-1	2-78-1-0	2-82-8A-0	2-83-8-20GB	5-83-142-0
2-75-138-56	2-76-14-2	2-78-2-0	2-82-9-0	2-83-8-21GB	5-83-144-0
2-75-138-57	2-76-14-3	2-78-3-0	2-82-10-0	2-83-8-22GB	
2-75-140-0	2-76-14-4	2-78-4-0	2-82-11-0	2-83-8-23GB	
2-75-161-0	2-76-14-5	2-78-5-0	2-82-14-0	2-83-8-24GB	
2-75-162-0	2-76-14-6	2-78-6-0	2-82-19-0	2-83-8-25GB	
2-75-163-0	2-76-15-0	2-78-7-0	2-82-20-0	2-83-8-26F	
2-75-71-0	2-76-16-0	2-78-8-0	2-82-21-0	2-83-8-27G	
2-76-2-0	2-76-17-0	2-78-9-0	2-82-23-0	2-83-8-28G	
2-76-3-0	2-76-18-0	2-78-10-0	2-83-8-1H	2-83-8-29G	
2-76-3A-0	2-76-19-0	2-78-11-0	2-83-8-2H	2-83-8-30G	
2-76-5-A	2-76-20-0	2-78-12-0	2-83-8-3E	2-83-8-31G	
2-76-5-B	2-76-21-0	2-78-13-0	2-83-8-4D	2-83-8-32G	
2-76-5-C	2-76-22-0	2-78-14-0	2-83-8-5E	2-83-8-33G	
2-76-5-D	2-76-24-0	2-78-15-0	2-83-6-0	2-83-8-34G	
2-76-5-E	2-76-25-0	2-78-18-0	2-83-8-6D	2-83-8-35G	
2-76-5-F	2-76-26-0	2-78-19-0	2-83-8-7A	2-83-8-36G	
2-76-6-0	2-76-27-0	2-78-20-0	2-83-8-0	2-83-8-37G	
2-76-7-1	2-76-28-0	2-78-21-0	2-83-8-8B	2-83-8-38C	
2-76-7-2	2-76-29-0	2-79-1-0	2-83-8-9C	2-83-8-39C	
2-76-7-3	2-76-30-0	2-79-3-0	2-83-8-10B	2-83-8-40GB	
2-76-7-4	2-76-31-0	2-79-4-0	2-83-8-11B	2-83-8-41GB	
2-76-7-5	2-76-32-0	2-79-5-0	2-83-8-12C	2-83-8-42GB	
2-76-7-6	2-76-34-0	2-79-6-0	2-83-8-13J	2-83-8-43GB	
2-76-8-0	2-76-35-0	2-82-1-0	2-83-8-14J	2-83-8-44K	
2-76-9-0	2-76-36-0	2-82-2-0	2-83-8-15D	2-83-9-0	
2-76-10-0	2-76-37-0	2-82-3-0	2-83-8-16D	2-83-10-0	



8.A.2. PARCELS WITHIN TOD-NEIGHBORHOOD

2-39-13-0	2-48-41-A202	2-48-42-B/2	2-48-52-4	2-48-58-404	2-48-59-30	2-53-9-0
2-39-14-0	2-48-41-A203	2-48-42-B/3	2-48-52-5	2-48-59-1	2-48-59-31	2-53-10-0
2-39-15-0	2-48-41-A204	2-48-42-B/4	2-48-52-3	2-48-59-2	2-48-59-32	2-53-11-0
2-39-16-0	2-48-41-B101	2-48-42-B/5	2-48-53-2/1	2-48-59-3	2-48-59-33	2-53-12-0
2-39-17-0	2-48-41-B102	2-48-42-B/6	2-48-53-2/2	2-48-59-4	2-48-59-34	2-53-14-0
2-39-18-0	2-48-41-B103	2-48-42-B/7	2-48-53-2/3	2-48-59-5	2-48-59-35	2-53-16-0
2-39-19-0	2-48-41-B104	2-48-42-B/8	2-48-53-3/1	2-48-59-6	2-48-59-36	2-53-18-0
2-48-19-0	2-48-41-B201	2-48-42-C/1	2-48-53-3/2	2-48-59-7	2-48-59-37	2-53-20-0
2-48-21-0	2-48-41-B202	2-48-42-C/10	2-48-53-3/3	2-48-59-8	2-48-59-38	2-53-21-0
2-48-22-0	2-48-41-B203	2-48-42-C/11	2-48-53-3/4	2-48-59-9	2-48-59-39	2-53-23-0
2-48-23-0	2-48-41-B204	2-48-42-C/12	2-48-53-4/1	2-48-59-10	2-52-1-0	2-53-24-0
2-48-24-0	2-48-41-B205	2-48-42-C/2	2-48-53-4/2	2-48-59-11	2-52-2-0	2-53-26-0
2-48-27-0	2-48-41-B206	2-48-42-C/3	2-48-53-4/3	2-48-59-12	2-52-3-0	2-53-29-0
2-48-28-0	2-48-41-B207	2-48-42-C/4	2-48-53-4/4	2-48-59-13	2-52-4-0	2-53-30-0
2-48-29-0	2-48-41-B208	2-48-42-C/5	2-48-56-0	2-48-59-14	2-52-5-0	2-53-31-0
2-48-30-0	2-48-41-C101	2-48-42-C/6	2-48-58-101	2-48-59-15	2-52-8-0	
2-48-31-0	2-48-41-C102	2-48-42-C/7	2-48-58-102	2-48-59-16	2-52-9-0	
2-48-32-0	2-48-41-C201	2-48-42-C/8	2-48-58-103	2-48-59-17	2-52-10-0	
2-48-33-0	2-48-41-C202	2-48-42-C/9	2-48-58-104	2-48-59-18	2-52-11-0	
2-48-34-0	2-48-41-C203	2-48-43-0	2-48-58-201	2-48-59-19	2-52-12-0	
2-48-35-0	2-48-41-C204	2-48-44-0	2-48-58-202	2-48-59-20	2-52-13-0	
2-48-36-0	2-48-42-A/1	2-48-45-0	2-48-58-203	2-48-59-21	2-52-14-0	
2-48-37-0	2-48-42-A/2	2-48-46-0	2-48-58-204	2-48-59-22	2-52-15-0	
2-48-38-0	2-48-42-A/3	2-48-47-0	2-48-58-301	2-48-59-23	2-52-16-0	
2-48-39-A/1	2-48-42-A/4	2-48-48-0	2-48-58-302	2-48-59-24	2-52-17-0	
2-48-39-A/2	2-48-42-A/5	2-48-49-0	2-48-58-303	2-48-59-25	2-52-18-0	
2-48-40-0	2-48-42-A/6	2-48-50-0	2-48-58-304	2-48-59-26	2-52-19-0	
2-48-41-A101	2-48-42-A/7	2-48-51-0	2-48-58-401	2-48-59-27	2-53-1-0	
2-48-41-A102	2-48-42-A/8	2-48-52-1	2-48-58-402	2-48-59-28	2-53-2-0	
2-48-41-A201	2-48-42-B/1	2-48-52-2	2-48-58-403	2-48-59-29	2-53-3-0	

8.A.3.PARCELS WITHIN TOD-WATERFRONT

2-84-2-0
2-84-3-0
2-84-5A-0
2-84-7-0
2-84-9-0
2-84-9A0
2-84-10-0
2-84-11-0
2-84-14-0
2-84-15-0
2-84-16-0
2-84-17-0
2-84-18-0
2-84-19-0
2-84-33-0
2-84-47-0
2-84-47A-0
2-84-57-0
2-84-58-0
2-84-60-0
2-84-62-0
2-84-63-0



8.B. DETERMINATION OF BLIGHTED CONDITIONS

8.B.1 Summary

Under CGS Chapter 130 Section 8-125(7), a Redevelopment Area is “deteriorated, deteriorating, substandard, or detrimental to the safety, health, morals or welfare of the community.” The statutes define “deteriorated” or “deteriorating” in terms of the number of buildings that are deficient or that have environmental deficiencies and lists a number of possible types of deficiencies. For the State of Connecticut, 20% of the buildings in the area must meet this definition, but not every building must meet every definition.

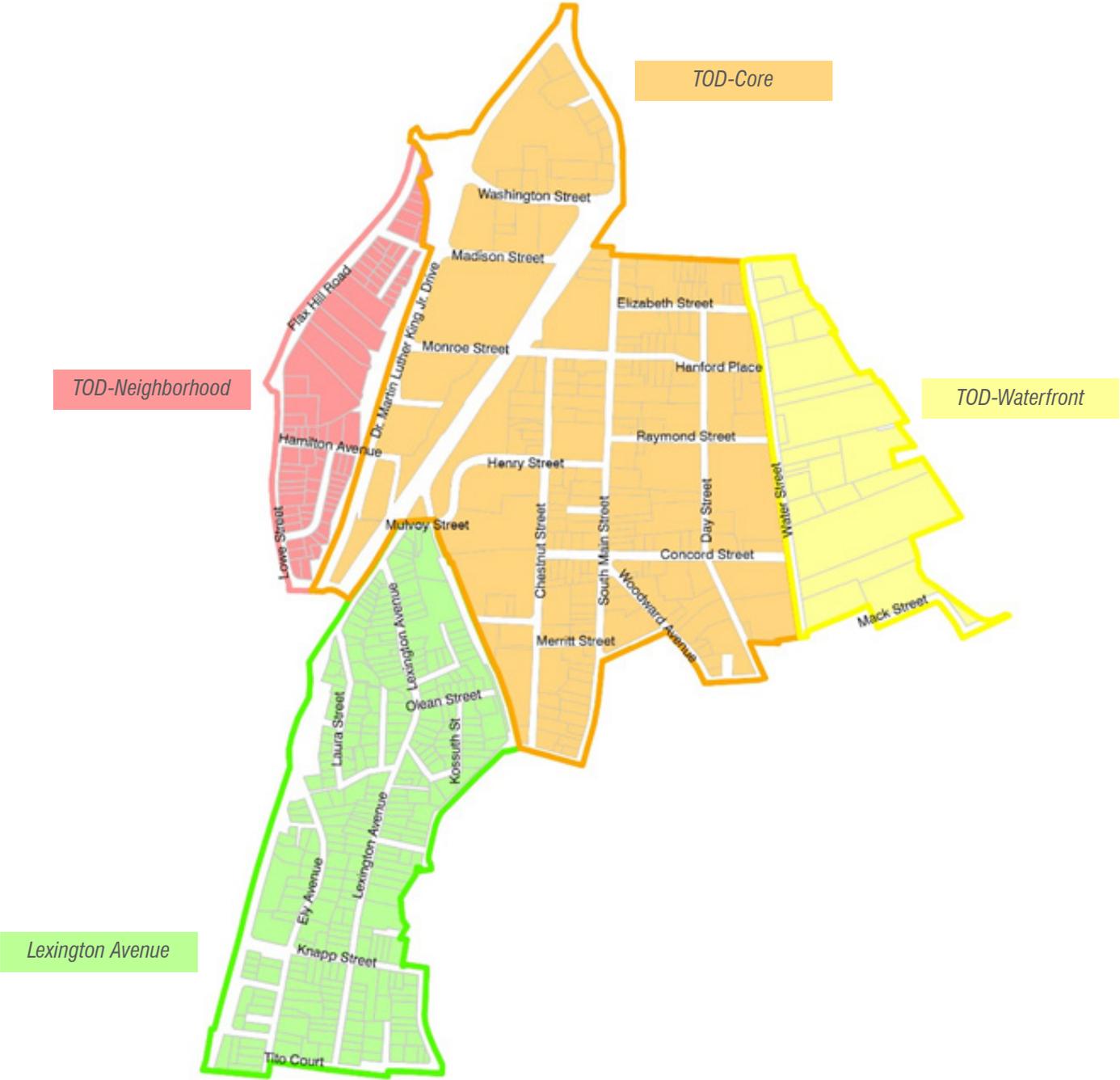
The CDBG Program has slightly different requirement. Under CFR 570.208(b)(1), the area must meet the requirements of the relevant state law and must also meet one of two additional criteria: either 25% of the buildings within the area must meet certain conditions, compatible with those in CGS Chapter 130, or the public infrastructure must be in a “general state of deterioration.”

The proposed Redevelopment Area meets the requirements of both Chapter 130 Section 8-125 and CFR 570.208(b)(1) in each of the proposed individual land use subareas. A memorandum from The Cecil Group to the Norwalk Redevelopment Agency, dated April 14, 2015, provides the analysis that supports this finding.

The total number of properties in the four land use subareas is 590; 443 parcels meet one or more of the criteria above. Thus 75% of the parcels within the entire TOD Redevelopment Area meet both the state and federal criteria for deteriorated conditions and significantly exceed the 20% (for state) and 25% (for federal) thresholds.

The table below identifies the number of properties and percentage of the total by subarea.

SUBAREA	TOTAL NUMBER OF PROPERTIES IN SUBAREA	NUMBER OF PROPERTIES MEETING ONE OR MORE CRITERIA	PERCENTAGE OF PROPERTIES MEETING ONE OR MORE CRITERIA	MEETS STATE?	MEETS FEDERAL?
TOD-Core	209	161	77%	Y	Y
TOD-Waterfront	22	22	100%	Y	Y
TOD-Neighborhood	72	48	67%	Y	Y
Lexington Avenue	287	212	74%	Y	Y
Total	590	443	75%	Y	Y



8.B.2 Methodology

As not every building or parcel must meet the conditions identified in CGS Chapter 130 Section 8-125(7) or of CFR 570.208(b)(1), the analysis in this report is based on factors that meet the requirements that are common among two or more of the land use subareas.

The table below contains a list of the regulatory definitions this analysis considers, the conditions that meet those definitions, and the relevant subareas.

REGULATORY REFERENCE	DESCRIPTION	CONDITIONS	SUBAREA
Chapter 130 Section 8-125(7)(B)	Conditions from a defect that are not correctable by normal maintenance	Pre-1978 construction (probable lead paint)	All
		Brownfields	TOD-Waterfront
Chapter 130 Section 8-125(7)(M)	Other equally significant building deficiencies or environmental deficiencies	Flood Plain and potential for flood blight	TOD-Core TOD-Waterfront
CFR 570.208(b)(1)(ii)(A) (5)	Known or suspected environmental contamination	Pre-1978 construction (probable lead paint)	All
		Brownfields	TOD-Waterfront
		Flood Plain and potential for flood blight	TOD-Core TOD-Waterfront
Chapter 130 Section 8-125(7)(J)	Detrimental land uses or conditions, such as incompatible uses	Uses incompatible with residential uses	TOD-Core (probable) Lexington Avenue

The following sections contain the relevant analysis and evidence for the conditions listed above. These sections are as follows: Environmental Contaminants, Incompatible Uses, and Flood Conditions.

Many of the buildings within the proposed Redevelopment Area are in poor condition or have significant deferred maintenance. A full building inventory is not included within this memorandum as it was not necessary to establish conditions of blight as sufficient other conditions exist that met the requirements at both the state and Federal levels. However, a selection of photographs documenting conditions in the area is provided throughout the report and in a section noting other relevant conditions at the end of the report.

SUSPECTED ENVIRONMENTAL CONTAMINANTS

Chapter 130 Section 8-125(7)(B): Conditions from a defect that are not correctable by normal maintenance

CFR 570.208(b)(1)(ii)(A)(5): Known or suspected environmental contamination

The existence of certain contaminants can be deduced from two different conditions: structures built prior to 1978, which are likely to contain lead paint, and brownfields which may have one or more environmental contaminants from previous uses. In both cases, normal maintenance for both buildings and sites are unlikely to address the presence of contaminants. Lead paint must be removed or encapsulated and environmental contaminants embedded in the soil must be treated or removed with specific procedures and materials. Homeowners and small businesses typically do not have the resources to implement these procedures and must either not address the problem or rely on grants or loans to cover the costs of remediation.

Lead paint is a significant hazard for young children who may absorb lead through playing in soil contaminated by exterior lead paint or ingest lead from chips or dust from deteriorating lead paint within their homes. Lead can also be

a hazard to adults if the lead paint is sanded or otherwise removed without adequate protective measures.

Brownfields may be contaminated with a number of different hazardous chemicals, depending on the previous use of the land. These materials, if not contained or treated, may leach into the local water supply, spill onto adjacent properties, or otherwise contaminate the area beyond the original lot. In flood-prone areas, such as parts of South Norwalk, untreated hazardous materials may spread beyond their original borders as a result of significant flooding.

Two series of diagrams below provide evidence for conditions that meet the requirements of CGS Chapter 130 Section 8-125(7)(B) and CFR 570.208(b)(1)(ii)(A)(5). The first set identifies structures built prior to 1978 and identifies those that have been subsequently updated for each subarea within the proposed Redevelopment Area. The underlying data was provided by the City of Norwalk's GIS Department and includes data from the City Assessor's Office. The second set shows identified brownfields within the subareas. The data for the brownfields comes from an inventory of brownfields completed by the Norwalk Redevelopment Agency in 2007. The summary table below shows the

number of properties in each subarea that meets these conditions and the percentage of the total number of properties within the subarea.



Figure 8.B.1: Contractor Yard Storage on Corner of Larsen Street and South Main Street

SUBAREA		PROPERTIES THAT MEET CONDITIONS	% OF TOTAL	MEETS STATE?	MEETS FEDERAL?
TOD-Core	Pre-1978	121	58%	Y	Y
	Brownfields	32	15%	N	N
TOD-Waterfront	Pre-1978	7	32%	Y	Y
	Brownfields	5	23%	Y	N
TOD-Neighborhood	Pre-1978	48	67%	Y	Y
	Brownfields	0	0	N	N
Lexington Avenue	Pre-1978	212	74%	Y	Y
	Brownfields	1	0%	N	N

Note that this analysis counts properties, not buildings. The City of Norwalk's GIS Department confirmed that the building data is in the process of being updated and the building data to which we had access are from 2009. A visual inspection and an examination of the data we do have confirm that in some cases, there are multiple buildings on a single site. We believe the data above is a reasonable estimate of the existing conditions and probably undercounts the number of buildings affected.



Figure 8.B.2: Pre-1978 Construction on the corner of Hanford Place and South Main Street (above) and on Lexington Avenue (below)

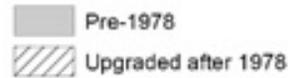


Locations of Probable Lead within Proposed South Norwalk TOD Redevelopment Area

The shaded area in all four diagrams represents a parcel whose principal building was constructed prior to 1978. Parcels that have been hatched in diagonal lines indicate properties that were updated after 1978. The City of Norwalk's Tax Assessor's Office provided the data for this indication.

Areas that are both shaded and hatched indicate an older building that has been updated. For the purpose of this analysis, we have assumed that these properties have addressed environmental conditions such as lead paint, and so they have not been counted in the totals in the table above. It is possible that this methodology may undercount the number of parcels whose structures have lead paint.

Legend



Locations of Probable Lead within Proposed South Norwalk TOD Redevelopment Area

TOD-Neighborhood

-  TOD-Neighborhood Buildings
-  Pre-1978
-  Upgraded after 1978



TOD-Waterfront

-  TOD-Waterfront Buildings
-  Pre-1978
-  Upgraded after 1978



Lexington Avenue

-  Lexington Avenue Buildings
-  Pre-1978
-  Upgraded after 1978

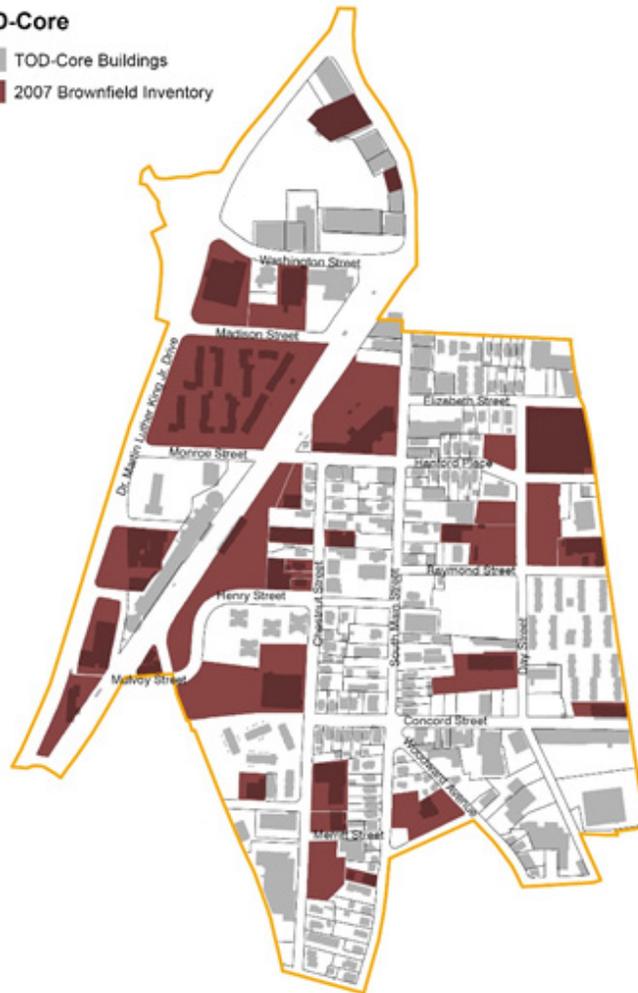


Location of Brownfields within Proposed South Norwalk TOD Redevelopment Area

The Norwalk Redevelopment Agency identified the shaded sites in their 2007 Brownfield Inventory.

TOD-Core

- TOD-Core Buildings
- 2007 Brownfield Inventory



TOD-Waterfront

- TOD-Waterfront Buildings
- 2007 Brownfields Inventory



Lexington Avenue

- Lexington Avenue Buildings
- 2007 Brownfield Inventory



INCOMPATIBLE USES

Chapter 130 Section 8-125(7)(J) Detrimental land uses or conditions, such as incompatible uses

Structures with a mix of uses are not necessarily incompatible – in fact, buildings that contain a mix of retail and/or office and residential are desirable for the proposed Redevelopment Area, especially within the TOD-Core. However, the spread of incompatible uses – such as contractor’s yards storing material and heavy equipment – into areas that are primarily residential can be a blighting factor on the health of a neighborhood and the ability to revitalize a struggling area.

Two subareas, TOD-Core and Lexington Avenue – have problems with incompatible uses. The maps below indicate where probably incompatible uses abut residential uses. In the TOD-Core, the analysis considers land uses identified as industrial as incompatible with residential uses. In Lexington Avenue, the analysis considers both commercial and industrial uses that are putting pressure on the residential core both within the area and along its border.

Although the TOD-Core does not meet the required percentage standard, the cluster of contractor’s yards and other industrial uses in

the southern part of the subarea is detrimental to the goal of revitalizing the area, and the blighting influence of these uses should be noted and addressed.

SUBAREA		PROPERTIES THAT MEET CONDITIONS	% OF TOTAL	MEETS STATE?	MEETS FEDERAL?
TOD-Core	Adjacent to Incompatible Uses	25	12%	N	N
Lexington Avenue	Adjacent to Incompatible Uses	71	25%	Y	Y



Figure 8.B.3: Contractor's Yard on Corner of Chestnut and Merritt Streets



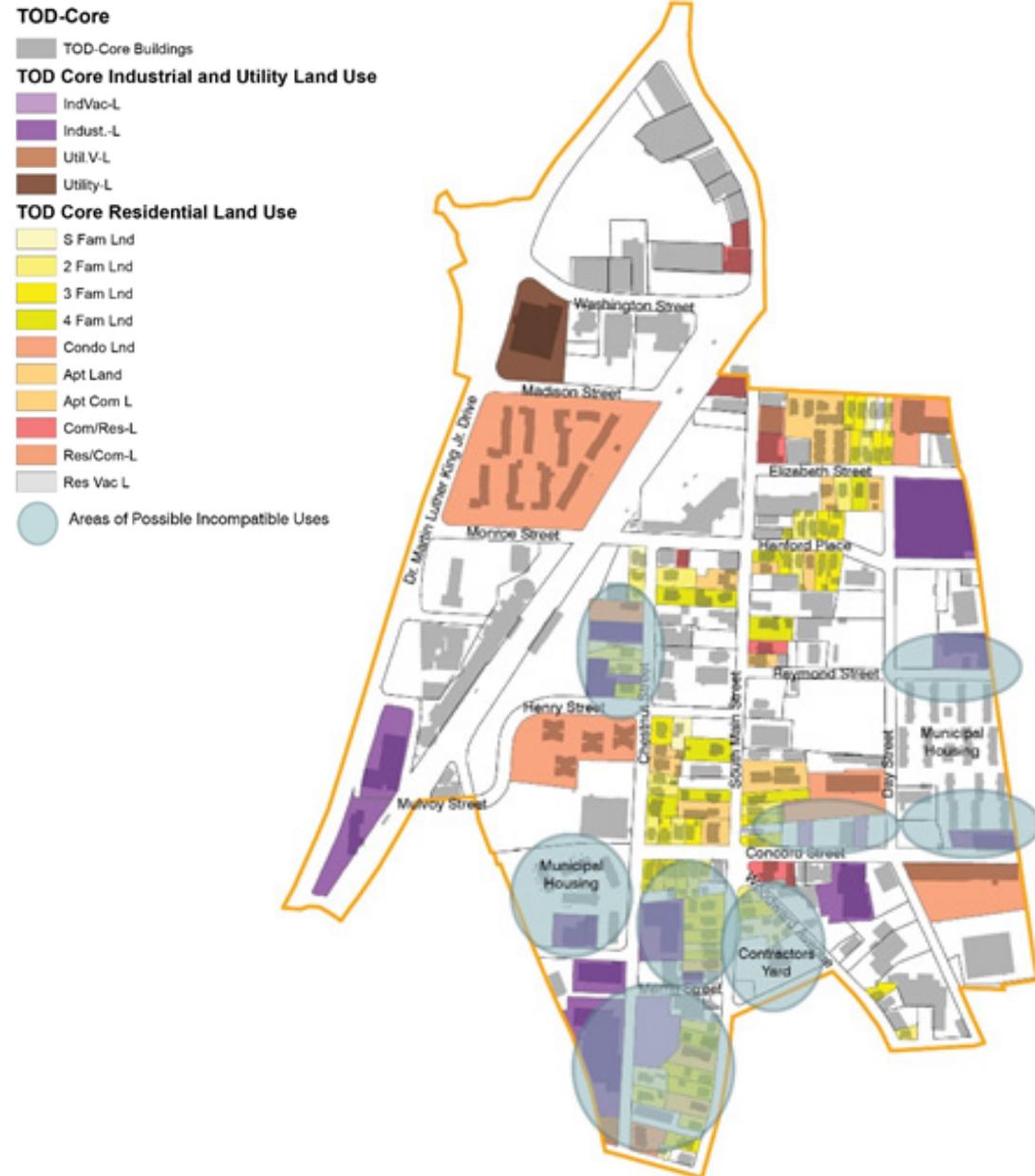
Figure 8.B.4: Commercial and Residential in Close Proximity on South Main Street above right and below right

Location of Incompatible Uses within Proposed South Norwalk TOD Redevelopment Area

The TOD-Core is a mixed-use area that includes residential, commercial, industrial, and buildings with a mix of uses – some appropriate and other not. Because this is a mixed-use area, commercial uses have not been included in this analysis and the focus is on the proximity of industrial uses to residential uses.

The southern part of the area includes a number of contractor's yards and older industrial buildings that abut residential uses. Although the number of parcels does not meet the minimum percentages required by the legislation, the number of buildings may qualify as three sites have multiple buildings on a single parcel. In addition, the same parcel may be impacted by more than one adjacent use.

The incompatible uses may be undercounted in this area – some contractor's yards are identified in the GIS data as commercial rather than industrial – one of these has been identified on this map. However, some parcels identified as industrial may be office.



Location of Incompatible Uses within Proposed South Norwalk TOD Redevelopment Area

Lexington Avenue is a densely settled residential area along a ridge to the south of the South Norwalk Metro-North Railroad Station. The northern tip is a mixed-use area that is zoned Neighborhood Business. Although Lexington Avenue is zoned for neighborhood business, it remains primarily residential.

The residential parcels that abut the mixed-use tip were not counted in this analysis but those next to the businesses on Olean Street and further south are. The neighborhood is slightly protected by the grade changes from the abutting industrial and commercial uses along the boundary, but the negative impact of these uses is beginning to encroach into the core neighborhood.

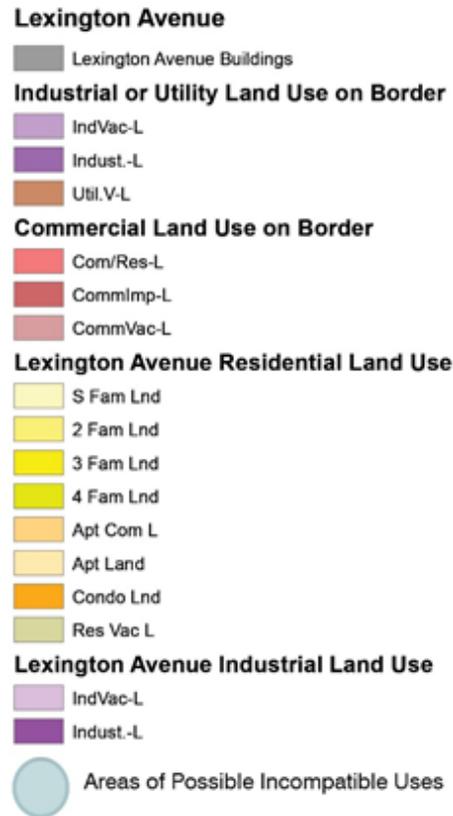


Figure 8.B.5: Contractor Storage on Kossuth Street

FLOOD CONDITIONS

Chapter 130 Section 8-125(7)(M): Other equally significant building deficiencies or environmental deficiencies

CFR 570.208(b)(1)(ii)(A)(5): Known or suspected environmental contamination

South Norwalk has experienced significant flooding during Superstorm Sandy and Hurricane Irene. The City of Norwalk’s Department of Public Works (DPW) reports regular flooding by tide and normal storms on Water Street between Concord and Haviland Streets (about one-third of a mile). This section of Water Street is the boundary between TOD-Waterfront and TOD-Core as shown on the diagram to the right. The DPW also noted that flooding may extend up Day Street (The corner of Day Street and Raymond Street is just under a quarter mile from the water.)

All of the parcels in TOD-Waterfront are in a flood zone – some are partially within Flood Zone VE and the rest are all or partially within Flood Zone AE. 67 of the parcels in TOD-Core are partially or fully within Flood Zone AE.



The Federal Emergency Management agency (FEMA) defines both Zone AE and Zone VE as “areas subject to inundation by the 1-percent-annual-chance flood event.”¹ The difference is that Zone VE has “additional hazards due to storm-induced velocity wave action.”² The 1-percent-annual-chance flood event is commonly known as the 100-year flood. All twenty-two of the parcels in TOD-Waterfront are fully within Flood Zone AE and sixty-seven

of the parcels in TOD-Core are partially within that zone. All twenty-two parcels in TOD-Waterfront are touched by the boundary line for Flood Zone VE; some are further within the zone and would be more significantly affected. No buildings in TOD-Waterfront are within Flood Zone VE.

The table below summarizes the information on the accompanying diagrams.

¹ <https://www.fema.gov/floodplain-management/zone-ae-and-a1-30>, accessed March 20, 2015

² <https://www.fema.gov/floodplain-management/zone-ve-and-v1-30>, accessed March 20, 2015

SUBAREA		PROPERTIES THAT MEET CONDITIONS	% OF TOTAL	MEETS STATE?	MEETS FEDERAL?
TOD-Core	Flood Zone AE	67	32%	Y	Y
TOD-Waterfront	Flood Zone AE	22	100%	Y	Y

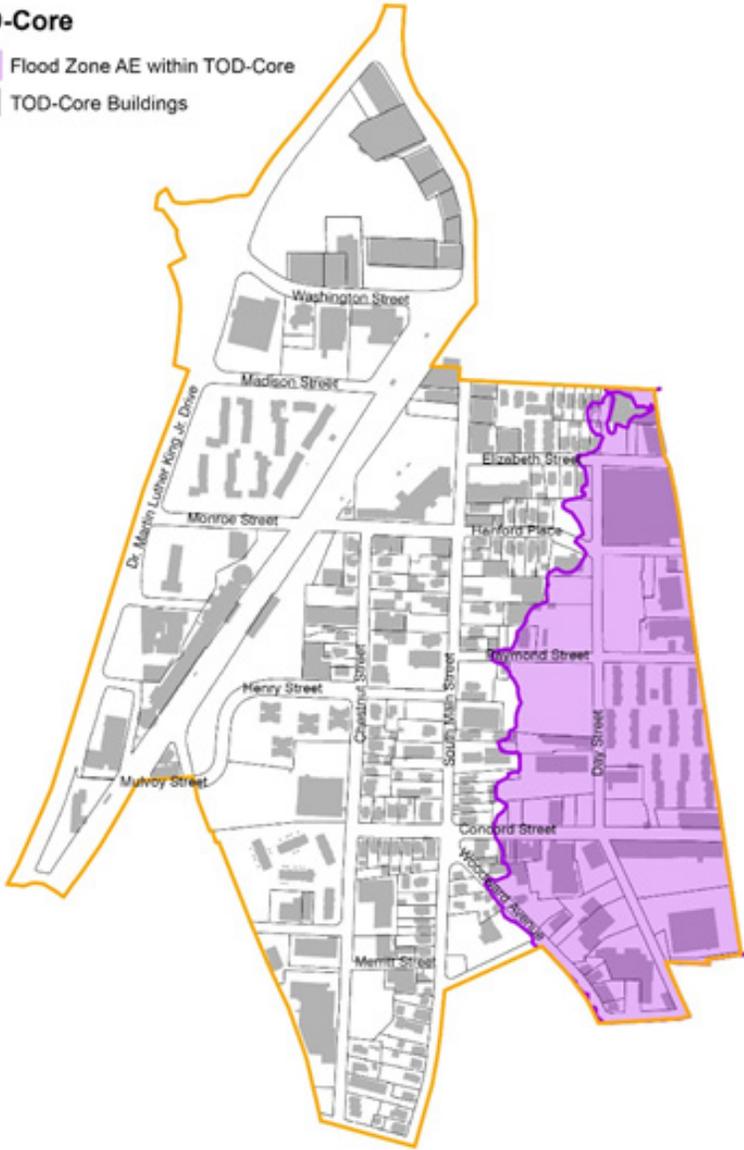


Figure 8.B.6: Flooding after 15 hours post landfall after Superstorm Sandy 2012, corner of Raymond and Watch Streets Courtesy of the Norwalk Redevelopment Agency

Flood Zones within Proposed South Norwalk TOD Redevelopment Area

TOD-Core

- Flood Zone AE within TOD-Core
- TOD-Core Buildings



TOD-Waterfront

- Flood Zone VE in TOD-Waterfront
- Flood Zone AE in TOD-Waterfront
- TOD-Waterfront Buildings



Flood-induced blight is a combination of physical damage from the force of wave and wind and longer-term damage from water-soaked materials and the spread of debris and hazardous materials. The pictures below show interior and exterior flood conditions after Superstorm Sandy in 2012. All photographs are courtesy of the Norwalk Redevelopment Agency; some were taken in support of applications for assistance in addressing storm-related damage.



Interior photos show damage to paint and the development of mold and as a result of flooding 15 hours post landfall. Exterior photos show flooding, debris fields, and wind damage from the storm.



Flood-induced blight takes significant time and resources to address, and the private market, especially homeowners and small business owners, may not have the resources to address the damage from a significant flood in a timely manner. Conditions such as mold or structural damage from wind and storm debris will cause additional problems if left untreated. The Norwalk Redevelopment Agency provided assistance to residents who applied for help. Conversations with a staff member indicated that the Redevelopment Agency continues to address damage from Superstorm Sandy in 2012, and that business owners generally relied on loans as they were not eligible for grants.

Conditions that contribute to regular flooding, such as the flooding along Water Street at Spring tides (full moon and high tide) and during normal storm levels, is not likely to be solved by private enterprise alone, and will require partnerships between property owners and the City.

OTHER FACTORS CONTRIBUTING TO DETERIORATING CONDITIONS

Building Condition

As noted above, this memorandum does not include a building inventory for the proposed Redevelopment Area. For CFR 570.208(b)(1)(ii) (A)(1), 25% of the buildings must show “physical deterioration of buildings or improvements” while CGS Chapter 130 8-125(7)(C) requires 20% of the buildings to show “extensive minor defects that collectively have a negative effect on the surrounding area.” An analysis of the number of buildings in poor condition as a percentage of the total number of buildings by subarea has not been done. However, during a site walk on March 2, we took photographs of buildings that needed repair or had evidence of deferred maintenance. Some of these photographs are shown below and on the next page.



Figure 8.B.7: Lexington Avenue

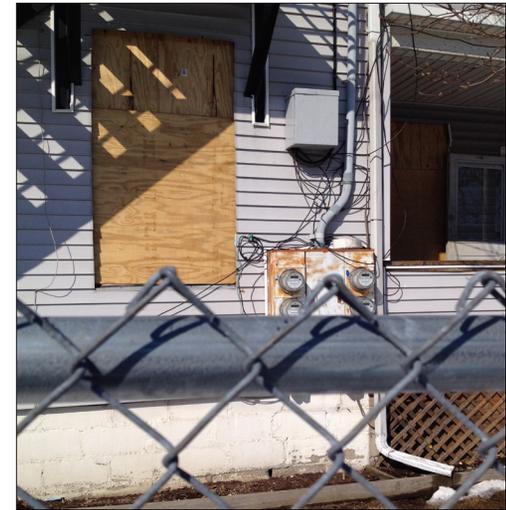


Figure 8.B.8: Corner of Concord and South Main



Figure 8.B.9: Corner of Concord and Day

Overcrowding and Density

CGS Chapter 130 8-125(7)(F) requires that 20% of the buildings show “overcrowding or improper location of structures on land” and CGS Chapter 130 8-125(7)(G) refers to “excessive density of dwelling units.”

Both TOD-Neighborhood and Lexington Avenue are neighborhoods whose development followed the existing ledge and ridges. For Lexington Avenue, the result has been buildings clustered together along the ridges and slopes between the ridges. The topography partly protects this residential neighborhood from the industrial uses that abut it, but also created a more densely developed area than the surrounding areas.

To a lesser extent, the same is true in the TOD-Neighborhood. More dense development is located on the slope leading down to Dr. Martin Luther King, Jr. Drive and some evidence of overcrowding may be seen in additions that are inappropriate for the architectural style such as

the one shown in Figure 8.B.11. The diagrams on page 90 also provide an indication of the density of development in these two subareas, especially when compared to the neighboring TOD-Core.



Figure 8.B.10: Retaining Wall on Kossuth Street



Figure 8.B.11: Inappropriate addition on Corner of Flax Hill Road and Clay Street



8.C. MARKET CONDITIONS AND REDEVELOPMENT FEASIBILITY

8.C.1 Social, Economic, and Business Profiles of the South Norwalk TOD Redevelopment Area

FXM Associates has prepared basic demographic and business profiles of the South Norwalk TOD Redevelopment Area (South Norwalk), in order to establish the existing context for the proposed redevelopment. This information supplements the economic information contained in The Cecil Group's *TOD Strategy* completed in 2011.

For collection of these baseline data, FXM relies on The Nielsen Company's Claritas Site Reports, which are based on US Census Data and which enable the isolation of data in the TOD area. It then becomes possible to compare the socioeconomic conditions in South Norwalk to the surrounding City of Norwalk and Fairfield County.

SOCIAL AND ECONOMIC CHARACTERISTICS

Table 8C.1-1 presents the socioeconomic profiles of South Norwalk, the City of Norwalk, and Fairfield County. With a population estimated at about 5,000, the TOD represents about 6% of Norwalk's total population. The three areas are estimated to be growing at about the same rates, though South Norwalk experienced a considerably higher rate of growth, 5.6%, between 2000 and 2010 than did the City, 3.3%, or County, 3.9%.

The population of South Norwalk is considerably more diverse than that of Norwalk or Fairfield County. Less than half the population of South Norwalk identifies as white and approximately 23% as African American. Half the population is Hispanic or Latino. In contrast, 67% of the City and 73% of the County identify as white, while 14% and 11%, respectively, as African American. In Norwalk, 27% are Hispanic or Latino; in Fairfield County, 18%.

The residents of South Norwalk spend slightly less time getting to work than residents of the City and County.

Table 8.C.1-1 Selected Socioeconomic Characteristics

**Selected Socioeconomic Characteristics of the Population
South Norwalk TOD Redevelopment Area, the City of Norwalk, and Fairfield County**

	South Norwalk TOD		City of Norwalk		Fairfield County	
Population						
2000 Census	4,567		82,891		882,567	
2010 Census	4,823		85,603		916,829	
2014 Estimate	4,958		87,869		943,638	
2019 Projection	5,096		90,115		970,707	
Growth 2000-2010	5.6%		3.3%		3.9%	
Growth 2010-2014	2.8%		2.7%		2.9%	
Growth 2014-2019	2.8%		2.6%		2.9%	
2014 Est. Median Age	33.2		39.2		39.8	
2014 Est. Average Age	34.5		39.1		39.3	
2014 Est. Population by Single Race Class	Persons	% of Total	Persons	% of Total	Persons	% of Total
White alone	1,984	40%	58,850	67%	691,391	73%
Black or African American Alone	1,132	23%	12,162	14%	104,454	11%
American Indian/Alaska Native	30	1%	375	0%	2,747	0%
Asian Alone	143	3%	4,645	5%	47,630	5%
Native Hawaiian/Other Pac.Isl	6	0.1%	68	0%	542	0%
Some other Race Alone	1,513	31%	9,120	10%	69,366	7%
Two or More races	151	3%	2,649	3%	27,508	3%
2014 Est. Population Hispanic or Latino						
Not Hispanic or Latino	2,458	49.6%	64,265	73.1%	769,957	81.6%
Hispanic or Latino	2,500	50.4%	23,604	26.9%	173,681	18.4%
2014 Estimated Workers Age 16+ by Travel Time to Work						
Less than 15 Minutes	579		11,560		117,680	
15 - 29 Minutes	1020		18,846		156,473	
30 - 44 Minutes	469		7,650		72,800	
45 - 59 Minutes	81		2,327		30,008	
60 or more Minutes	163		4,086		54,597	
2014 Estimated Avg Travel Time to Work in Minutes						
	26.1		27.7		30.3	

Source: The Nielsen Company, Claritas *Site Reports*, 2014 estimates; U.S. Census; and FXM Associates

Table 8.C.1-2 provides selected data on households in South Norwalk compared to the City of Norwalk and Fairfield County. A growth pattern similar to that of the population pertains to households: comparable estimated and projected growth rates across the three areas, but with a substantially higher growth rate for South Norwalk over the 2000 to 2010 decade.

Also evident from Table 8.C.1-2 is the fact that incomes in South Norwalk are considerably lower than they are in the City of Norwalk and in Fairfield County. The proportion of households with incomes under \$15,000 in South Norwalk is at least double that in Norwalk and Fairfield County. More people rent than own in South Norwalk, while the reverse is true in the City and County. Lengths of residence by tenure, however, are comparable.

BUSINESS CHARACTERISTICS

The South Norwalk TOD contains 6% of the City of Norwalk's businesses and annual sales and 5% of its employees. The TOD has a significantly larger share of employment in the following industries:

- Agriculture, forestry, fishing, and hunting (69%)
- Utilities (20%)
- Transportation and warehousing (17%)

Table 8.C.1-2 Selected Socioeconomic Characteristics of Households

**Selected Socioeconomic Characteristics of Households
South Norwalk TOD Redevelopment Area, the City of Norwalk, and Fairfield County**

	South Norwalk TOD		City of Norwalk		Fairfield County	
Households (HH)						
2000 Census	1,705		32,687		324,234	
2010 Census	1,869		33,217		335,545	
2014 Estimate	1,917		34,059		345,128	
2019 Projection	1,965		34,899		354,858	
Growth 2000-2010	9.6%		1.6%		3.5%	
Growth 2010-2014	2.5%		2.5%		2.9%	
Growth 2014-2019	2.5%		2.5%		2.8%	
2014 Est. Households by HH Income						
	HH	% of Total	HH	% of Total	HH	% of Total
Income < \$15,000	403	21.0%	3,625	10.64%	31,448	9.1%
Income \$15,000 - \$24,999	179	9.3%	2,156	6.33%	27,156	7.9%
Income \$25,000 - \$34,999	230	12.0%	2,429	7.13%	23,911	6.9%
Income \$35,000 - \$49,999	264	13.8%	4,298	12.62%	35,393	10.3%
Income \$50,000 - \$74,999	215	11.2%	5,194	15.25%	49,567	14.4%
Income \$75,000 - \$99,999	274	14.3%	4,641	13.63%	41,112	11.9%
Income \$100,000 - \$124,999	167	8.7%	3,597	10.56%	31,912	9.3%
Income \$125,000 - \$149,999	66	3.4%	2,240	6.58%	21,442	6.2%
Income \$150,000 - \$199,999	69	3.6%	2,322	6.82%	28,998	8.4%
Income \$200,000 - \$249,999	25	1.3%	1,013	2.97%	12,077	3.5%
Income \$250,000 - \$499,999	24	1.3%	1,702	5.00%	23,885	6.9%
Income \$500,000+	3	0.2%	842	2.47%	18,227	5.3%
Total Households	1,919	100%	34,059	100%	345,128	100%
2014 Est. Average HH Income	\$60,697		\$99,844		\$119,847	
2014 Est. Median HH Income	\$43,342		\$71,763		\$78,095	
2014 Est. Per Capita Income	\$24,182		\$39,778		\$47,748	
2014 Estimate Tenure of Occupied Housing Units						
	Units	% of Total	Units	% of Total	Units	% of Total
Owner Occupied	556	29%	21,241	62%	236,254	68%
Renter Occupied	1,360	71%	12,818	38%	108,874	32%
Avg Length of Residence (in years)						
Owner Occupied	18		19.8		19.6	
Renter Occupied	7.4		8.4		8.5	

Source: The Nielsen Company, Claritas *Site Reports*, 2014 estimates; U.S. Census; and FXM Associates

- Public Administration (16%)
- Information (14%)
- Construction (13%)
- Accommodation and food services (12%)
- Retail trade/motor vehicles and parts (11%)
- Retail trade/building materials and garden equipment and supplies (10%)

The number of establishments, employees, and business sales of all industries in the South Norwalk TOD Redevelopment Area compared to the City of Norwalk and Fairfield County are shown in Table 8.C.1-3 below.

Table 8.C.1-3 Business Profiles Comparison

Business Profiles Comparison

NAICS	Business Type	South Norwalk TOD			City of Norwalk			Fairfield County			South Norwalk % of City of Norwalk		
		Number of Establishments	Employees	Annual Sales (\$ millions)	Number of Establishments	Employees	Annual Sales (\$ millions)	Number of Establishments	Employees	Annual Sales (\$ millions)	Number of Establishments	Employees	Annual Sales (\$ millions)
11	Agriculture, Forestry, Fishing, and Hunting	2	65	11.7	7	94.0	17.1	74	698	71.6	29%	69%	68%
21	Mining, Quarrying, and Oil and Gas Extraction	0	0	0	5	218.0	194.1	36	498	252.4	0%	0%	0%
22	Utilities	3	59	49.5	13	296.0	284.7	74	1,627	1,519.0	23%	20%	17%
23	Construction	38	509	105.5	741	4,045.0	1,207.4	5,705	30,950	9,377.9	5%	13%	9%
31-33	Manufacturing	25	207	34.1	221	7,706	1,584.4	1,542	49,476	7,942.6	11%	3%	2%
42	Wholesale Trade	18	144	455.7	213	4,219	4,984.9	1,524	29,950	62,645.8	8%	3%	9%
44-45	Retail Trade	51	283	82.7	879	8,832	2,249.5	6,938	73,347	19,922.0	6%	3%	4%
441	Motor Vehicle and Parts Dealers	8	75	31.6	69	672	297.0	534	7,975	5,007.8	12%	11%	11%
442	Furniture and Home Furnishing Stores	2	4	.9	58	707	143.0	446	4,619	852.1	3%	1%	1%
443	Electronics and Appliance Stores	5	25	6.6	97	879	222.1	627	5,310	1,364.3	5%	3%	3%
444	Building Material and Garden Equipment and Supplies	4	59	19.6	76	618	197.5	567	5,299	1,550.9	5%	10%	10%
445	Food and Beverage Stores	12	44	11.7	97	2,131	402.9	911	16,902	4,057.1	12%	2%	3%
446	Health and Personal Care Stores	2	30	4.6	71	517	137.8	482	6,849	1,258.7	3%	6%	3%
447	Gasoline Stations	1	0	0	27	96	65.0	291	1,283	868.8	4%	0%	0%
448	Clothing and Accessories Stores	5	12	1.9	102	658	101.3	1,041	8,154	1,250.1	5%	2%	2%
451	Sporting Goods, Hobby, Musical Instrument, Book Stores	2	6	1.0	63	649	112.0	475	3,458	595.2	3%	1%	1%
452	General Merchandise Stores	0	0	0	31	900	208.3	276	6,512	1,502.8	0%	0%	0%
453	Miscellaneous Store Retailers	10	28	4.9	167	808	235.9	1,119	4,906	887.4	6%	3%	2%
454	Nonstore Retailers	0	0	0	21	197	126.6	169	2,080	726.8	0%	0%	0%
48-49	Transportation and Warehousing	10	400	7.2	106	2,321	178.7	890	13,078	1,053.3	9%	17%	4%
51	Information**	26	308	82.6	181	2,251	676.0	1,058	17,012	4,352.0	14%	14%	12%
52	Finance and Insurance**	23	91	27.3	181	2,251	676.0	4,112	40,966	14,391.2	13%	4%	4%
53	Real Estate and Rental and Leasing**	18	215	51.3	335	2,583	544.6	2,670	23,055	5,063.5	5%	8%	9%
54	Professional, Scientific, and Technical Services**	52	480	93.6	987	7,456	1,119.5	7,648	46,563	8,510.7	5%	6%	8%
55	Management of Companies and Enterprises**	1	3	2.9	15	62	56.1	81	1,427	309.7	7%	5%	5%
56	Admin and Support and Waste Mgmt and Reme Services**	16	99	20.6	472	4,100	823.8	3,275	26,620	5,137.7	3%	2%	3%
61	Educational Services	8	124	.7	139	3,893	28.7	1,260	36,740	126.6	6%	3%	2%
62	Healthcare and Social Assistance	22	161	9.4	1,324	10,913	1,475.7	10,025	86,261	8,215.7	2%	1%	1%
71	Arts, Entertainment, and Recreation	10	61	6.1	128	1,141	82.5	937	10,086	711.2	8%	5%	7%
72	Accommodation and Food Services	52	501	36.6	403	4,106	318.7	3,124	39,009	2,698.3	13%	12%	11%
81	Other Services (except Public Administration)	38	176	5.4	683	3,735	165.7	5,479	31,267	1,344.7	6%	5%	3%
92	Public Administration	13	332	0	140	2,031	0	1,327	21,978	0	9%	16%	0%
Total		383	3,585	916.2	6,407	67,600	14,964.9	51,890	546,835	142,424.9	6%	5%	6%

** Office-using sectors

Source: The Nielsen Company, Claritas Site Reports 2014 and FXM Associates

Figure 8.C.2-1 South Norwalk TOD Redevelopment Area 5-, 10-, and 15-minute Drive Times

8.C.2 Market Conditions and Redevelopment Feasibility – Rental Housing Market Demand Trends

The market for rental housing in the South Norwalk market area (defined as the area within a 20-minute drive time of South Norwalk) presents another potential growth sector for consideration in the planning process. FXM's Housing Demand Model projects over the next five years the average annual demand for rental housing by age, income group, and affordable rental rates. The Housing Demand Model enables planners and developers to target types of rental units, in terms of cost and size and amenities, to various age groups of potential renters. For example, younger age groups tend to be more likely to rent than older householders, but they also tend to have lower incomes, increasing demand for lower priced units.

Figure 8.C.2-1 shows the area defined by 10-, 20-, and 30-minute drive times from South



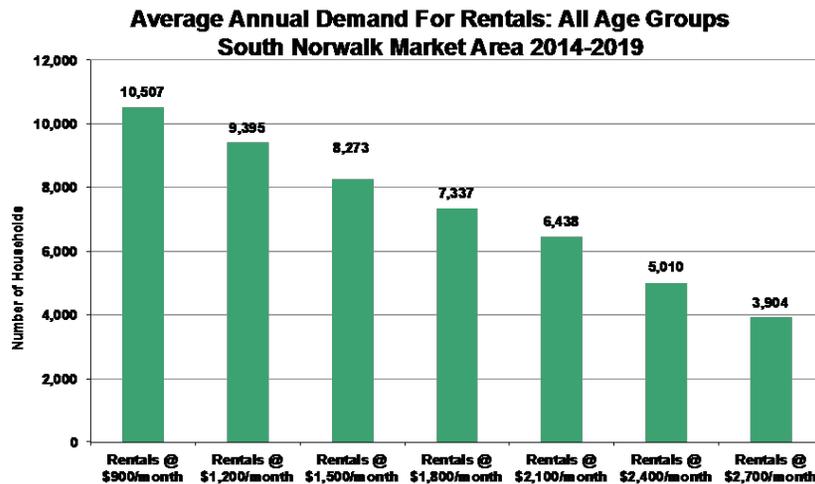
Norwalk. The red line in the middle encompasses the 20-minute drive time used in this analysis.

Figure 8.C.2-2 shows the average annual demand for all rentals by all age groups in the South Norwalk Market Area, taking into consideration affordability, propensity to move in any given year, and propensity to rent.

For example, according to Figure 8.C.2-2, of the total number of households expected to move to rental housing each year within the 20-minute market area, 10,507 households, approximately 7,300 would be able to afford monthly rents up to \$1,800. Based on South Norwalk’s current share of rental housing in the market area, an estimated 105 households able to afford up to \$1,800 a month rent might be absorbed by ad-

ditional rental development in South Norwalk each year. Table 8.C.2-1 presents these estimates for each of the rental points shown in Figure 8.C.2-2. (Note that the figures in the demand columns are not additive. They are cumulative, with the “Rentals @ \$900” figure representing total estimated average annual demand in both Figure 8.C.2-2 and Table 8.C.2-1.)

Figure 8.C.2-2



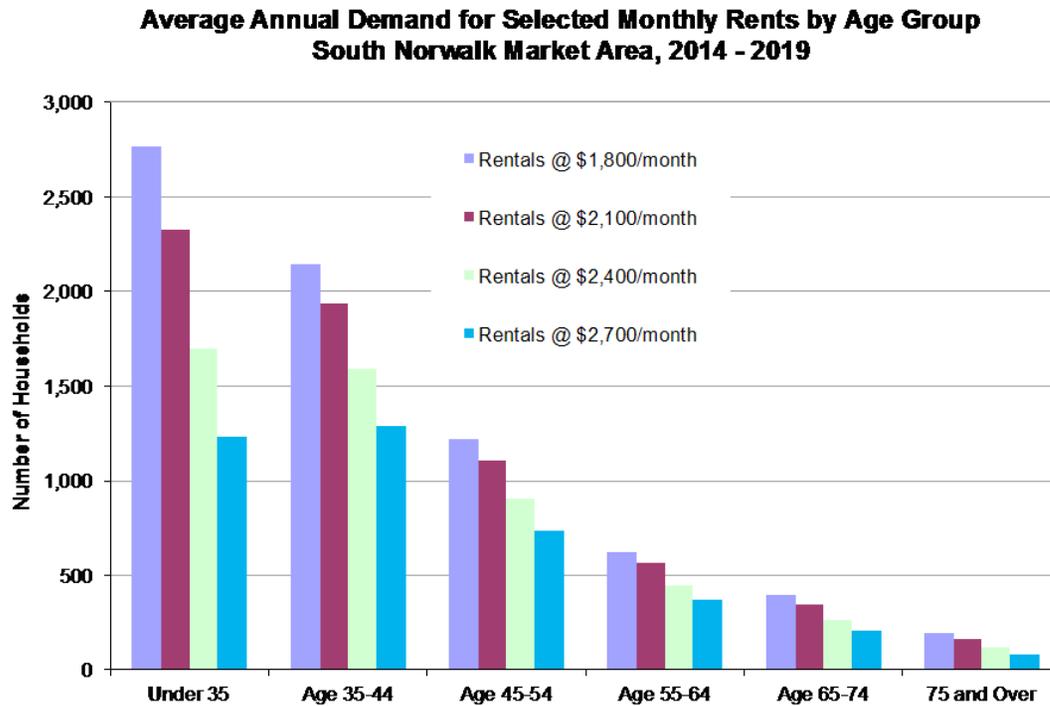
SOURCE: FXM ASSOCIATES, HOUSING DEMAND MODEL, JUNE 2015

Table 8.C.2-1 Comparison of Estimated Annual Demand

	Estimated Average Annual Demand in Market Area	Estimated Average Annual Demand in South Norwalk
Rentals @ \$900	10,507	150
Rentals @ \$1,200	9,395	135
Rentals @ \$1,500	8,273	120
Rentals @ \$1,800	7,337	105
Rentals @ \$2,100	6,438	90
Rentals @ \$2,400	5,010	70
Rentals @ \$2,700	3,904	55

SOURCE: FXM ASSOCIATES, HOUSING DEMAND MODEL, JUNE 2015

Figure 8.C.2-3



SOURCE: FXM ASSOCIATES, HOUSING DEMAND MODEL, JUNE 2015

The information in Figure 8.C.2-2 can be further broken down into age groups, since rental housing developments often seek to attract households such as retirees and young singles, both of whom are less likely to have school age children. Figure 8.C.2-3 presents these data.

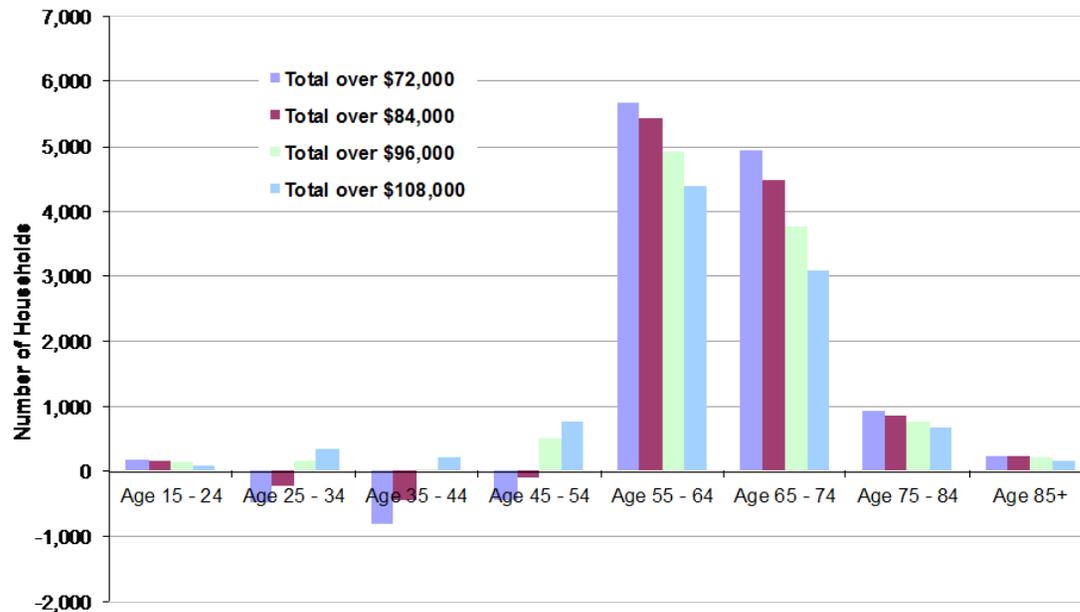
The graph reflects the greater propensity of younger households to rent compared to older households, as well as the sensitivity of levels of demand to varying rental prices.

Figure 8.C.2-4 shows another dimension to the estimation of future rental demand: the changes projected over the next five years in numbers of households by age and income.

Particularly striking is the projection of changes in age cohorts in the market area over the next five years: by far the greatest gains across all four income categories is estimated to be in the age 55 to 74 cohorts, while the age categories 25 to 34, 35 to 44, and 45 to 54 would actually lose households in the lower categories of income selected above. Also noteworthy is the indication

Figure 8.C.2-4

**Change in Number of Households by Age and Income
South Norwalk Market Area, 2014-2019**



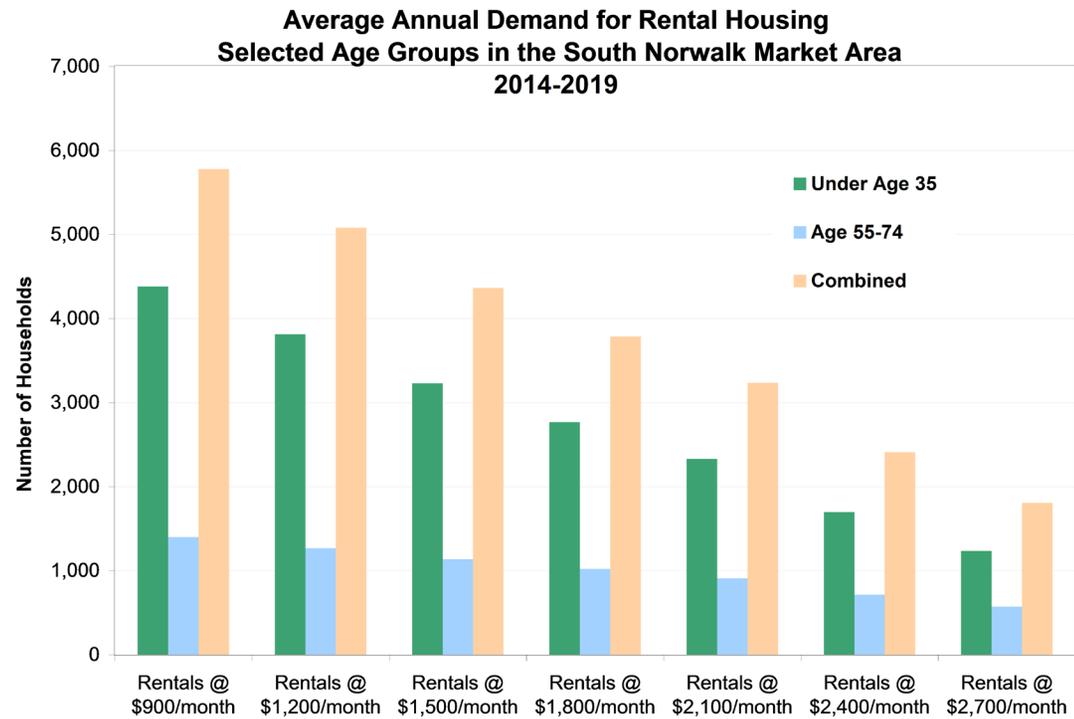
SOURCE: FXM ASSOCIATES, HOUSING DEMAND MODEL, JUNE 2015

that households in the income categories over \$96,000 and over \$108,000 never lose their relative share of the population, although their numbers are very small in the under 55 and over 85 age ranges.

A number of developers in recent years have targeted rental units, especially within urbanized areas, to households under age 35 and age 55 to 74, who actually mix well within the same developments. There are fewer school age children within both age categories than in those aged 36 to 54, and therefore less resistance to downtown locations. Both groups show a higher propensity to live within walking distance of retail stores, restaurants, and transit if possible. The households under age 35 are more mobile on average and more likely to rent so they comprise a relatively large share of potential demand. As shown by the data in Figure 8.C.2-4 above, the baby boom generation households are growing in number within the 55 and older age categories, and these households have shown an increasing propensity to rent in recent years as they become empty nesters and sell their single

family homes for smaller, more manageable units. Others want to cash in on the equity of their former dwellings because they need liquid income in the absence of the pensions enjoyed by prior generations of retirees. Many also continue to work part time. Data in Figure 8.C.2-5 show the average annual demand by selected rental rates for the under 35 and 55 to 74 year old householders, and their combined demand.

Figure 8.C.2-5



SOURCE: FXM ASSOCIATES, HOUSING DEMAND MODEL, JUNE 2015



PRICES OF CURRENTLY AVAILABLE RENTALS

A review of prices for available rentals in Norwalk shows prices somewhat above the range of the rents estimated to be affordable by the Housing Demand Model. FXM examined apartment listings available on June 8 in the city of Norwalk as shown by three different sources. Most of these were in apartment or condo complexes; houses for rent and units in identifiable smaller homes were not included in this sample. For listings undifferentiated by size, the average low is \$1,300 a month and the average high was \$4,353; however the latter was skewed by three-bedroom units, which were few in number. More useful is the following breakdown of average rents by number of units and average square footage, the great majority of which are 1- and 2-bedroom units.

Table 8.C.2-2 Average Monthly Rents in Norwalk, June 2015:

Studio	\$1,600	600 sq. ft.
1-bedroom	\$1,600	657 sq. ft.
2-bedroom	\$2,400	974 sq. ft.
3-bedroom	\$3,300	1,580 sq. ft.

SOURCE: ZILLOW.COM; TRULIA.COM; RENT.COM; AND FXM ASSOCIATES

When we compare the above averages to the affordability data shown in Figure 8.C.2-2, can see that, broadly, over half the demand for rental units in the South Norwalk market area is for units priced below those currently available in Norwalk.

In addition to the above analyses, FXM examined other market analyses for rental projects in South Norwalk as well as actual leasing experience. Based on comparable projects elsewhere in Norwalk, actual and projected absorption rates ranged from 8 to 20 units a month. FXM's estimates of 9 (at \$1,800 rent) to 11 (at \$1,200 rent) units a month (see Table 8.C.2-1) are therefore somewhat conservative, but within the range of actual recent absorption experience.

8.C.3 Market Conditions and Redevelopment Feasibility – Retail Opportunity/Gap Analysis

RETAIL GAP

A Retail Opportunity/Gap analysis is a tool used by virtually all major retailers and chain restaurants to gauge market demand and competition within a specified geographic area. It represents a snapshot of the current expenditures of consumers within a geographic area and actual retail store sales matching those expenditures within the same geographic area. The results of a retail gap analysis are used by shopping center developers and economic development professionals to attract tenants and business investors, often with great success, in FXM’s experience.

The retail opportunity, or gap, analysis shows the potential demand for various types of retail development within a defined market area by comparing estimated household expenditures

in a range of retail store categories with actual sales by stores in those categories. Where expenditures by households in the market area exceed sales, a gap or opportunity exists for stores within the market area to “capture” more of those household expenditures. This loss of potential sales is also called “leakage”. Conversely, where market area household expenditures are less than actual sales in particular retail categories, stores in the market area already attract consumer dollars from outside the market area and opportunities for additional retail development may be more limited. The retail gap analysis is a snapshot of current opportunities for retailers to newly locate or expand facilities based on a well-established empirical fact that people will purchase goods within the shortest available walking or drive time from where they live.

Retailers typically define market areas in terms of drive times, with a 15-minute drive time considered the maximum outside market area definition for all but the largest stores and store types and well-established restaurants. Market support within a 5-minute drive time is con-

sidered the outside drive-time reach of smaller retailers, such as neighborhood-oriented convenience stores, newsstands, and non-franchise limited-service and take out eating establishments. Support within a 10-minute drive time is considered essential for most medium sized stores and restaurants, such as those typically located in strip malls and other types of community centers. Many of the specialty merchandisers, coffee shops, eating and drinking establishments in older downtown areas rely on customers within a 10-minute drive time as well as daytime workers within walking distance. If a specific category of retail sales opportunity were shown for a 5-minute drive-time market area and also held up at the 10-minute and 15-minute market areas then most retailers will consider market conditions especially favorable – from a demand standpoint – to locating a store within that market area.

In the case of South Norwalk, FXM applied these drive times to a data base of consumer ex-



penditures and retail activity and then analyzed the results to compile a table of likely retail opportunities which could be addressed in South Norwalk, either by new businesses or expansion of existing ones in the promising categories. Figure 8.C.3-1 shows the market areas defined by the five-, ten-, and 15-minute drive times.

Figure 8.C.3-1 South Norwalk TOD Redevelopment Area 5-, 10-, and 15-minute Drive Times



SOURCE: A.C. NIELSEN, SITEREPORTS, JUNE 2015

The opportunities shown in Table 8.C.3-1 are hypothetical in that they represent FXM’s judgment of how much of the gap by store type shown in the Site Reports data within each of the drive time- and distance-defined market areas might be capturable within South Norwalk. As noted above, the retail gap is a snapshot of current (2014) market conditions, and the types of stores and magnitude of these opportunities can and will change over time. The retail gap analysis is most useful as a recruiting tool for prospective developers or particular store types. In FXM’s analysis, the identified dollar sales volume opportunity, supportable square footage (based on median sales per square foot for the selected store types), and number of stores (based on median store sizes for the selected store types) are in all instances conservative. Table 8.C.3-1 summarizes these results.

The data on sales per square foot, which is used to derive the potentially supportable square feet, and on number of square feet per store come from a variety of industry sources and other FXM project data.

Table 8.C.3-1 Selected Potential Retail Development Opportunities for South Norwalk Based on 2014 Retail Gap

Store Type and NAICS	Selected Sales Opportunity/Gap \$	Potentially Supportable Square Feet	Estimated Capturable	
			Square Feet	# Stores
Hardware Stores-44413	5,439,780	26,490	15,000	1
Nursery and Garden Centers-44422	6,545,821	28,082	12,000	2
Convenience Stores-44512**	7,847,923	17,299	7,500	3
Specialty Food Stores-4452	26,366,904	42,681	10,000	3
Beer, Wine and Liquor Stores-4453	23,755,872	70,854	6,000	2
Cosmetics, Beauty Supplies, Perfume Stores-44612	1,630,593	3,872	3,000	1
Other Health and Personal Care Stores-44619	5,326,515	10,623	4,000	2
Jewelry Stores-44831	8,246,817	13,582	3,500	2
Luggage and Leather Goods Stores-44832	4,688,373	15,050	6,000	2
Sporting Goods Stores-45111	7,662,570	27,382	14,000	2
Hobby, Toys and Games Stores-45112	4,238,100	18,667	9,000	2
Musical Instrument and Supplies Stores-45114	10,772,742	42,506	10,000	2
Gift, Novelty and Souvenir Stores-45322	12,495,488	65,285	20,000	4
Limited-Service Eating Places-7222	17,366,006	50,796	20,000	10
	142,383,504	433,168	140,000	38

SOURCE: A.C. NIELSEN SITE REPORTS, OTHER SOURCES, AND FXM ASSOCIATES

As is apparent from the size of the retail gap, a significant amount of retail spending by South Norwalk households at the types of stores shown in Table 8.C.3-1 is taking place outside the neighborhood. The estimates above show the total opportunity gap for new retail activity, whether new stores or expansions of existing, that might be captured by South Norwalk businesses instead of businesses outside the area where the expenditures of local residents are now being made.

Data in Tables 8.C.3-2, 8.C.3-3, and 8.C.3-4 present the source data used for the refined analysis of the sales opportunities presented in Table 8.C.3-1. Numbers shown in red with parentheses – for example (4,000,000) – indicate that sales in that store type exceed the demand of consumers living within the respective 5, 10, and 15 minute drive times. This means that for particular establishment types – for example full-service restaurants (NAICS 7221) within 5, 10, and 15 minute drive times as shown in Tables 8.C.3-2, 8.C.3-3, and 8.C.3-4 – consumers living outside the drive time areas are

frequenting those establishments. They are destinations serving a broader market area. In the case of restaurants especially, as a destination for customers living outside the local area there may be additional opportunities not dependent upon the retail gap based only on the incomes and spending of local residents. A retail gap analysis shows prospective developers and retail businesses where the competition is light or non-existent, but it is not meant to rule out further development of established destination “clusters” such as restaurants or other store types (auto sales and repair, discount merchandisers, art dealers, and so forth) favorably located in a certain geographic area.

Table 8.C.3-2 Retail Opportunity Gap: 5-Minute Drive Time

Retail Stores	2014 Demand (Consumer Expenditures) \$	2014 Supply (Retail Sales) \$	Opportunity Gap/Surplus \$
Total Retail Sales Incl Eating and Drinking Places	792,007,355	777,678,135	14,329,220
Motor Vehicle and Parts Dealers-441	139,182,844	88,369,638	50,813,206
Automotive Dealers-4411	118,389,465	46,947,022	71,442,443
Other Motor Vehicle Dealers-4412	9,545,076	29,601,089	(20,056,013)
Automotive Parts/Accsrs, Tire Stores-4413	11,248,303	11,821,528	(573,225)
Furniture and Home Furnishings Stores-442	16,540,435	29,909,692	(13,369,257)
Furniture Stores-4421	8,990,672	9,167,509	(167,837)
Home Furnishing Stores-4422	7,540,764	20,742,183	(13,201,419)
Electronics and Appliance Stores-443	15,372,872	27,887,430	(12,514,558)
Appliances, TVs, Electronics Stores-44311	11,130,326	24,367,902	(13,237,576)
Household Appliances Stores-443111	1,958,894	5,543,626	(3,584,732)
Radio, Television, Electronics Stores-443112	9,171,432	18,824,275	(9,652,843)
Computer and Software Stores-44312	3,785,190	3,519,529	265,661
Camera and Photographic Equipment Stores-44313	457,355	0	457,355
Building Material, Garden Equip Stores-444	78,394,504	188,152,253	(109,757,749)
Building Material and Supply Dealers-4441	67,574,083	186,710,007	(119,135,924)
Home Centers-44411	27,864,102	70,238,979	(42,374,877)
Paint and Wallpaper Stores-44412	1,091,123	2,405,834	(1,314,711)
Hardware Stores-44413	7,047,956	4,283,800	2,764,156
Other Building Materials Dealers-44419	31,570,902	109,781,395	(78,210,493)
Building Materials, Lumberyards-444191	11,963,265	41,084,016	(29,120,751)
Lawn, Garden Equipment, Supplies Stores-4442	10,820,421	1,442,246	9,378,175
Outdoor Power Equipment Stores-44421	2,872,841	40,487	2,832,354
Nursery and Garden Centers-44422	7,947,580	1,401,759	6,545,821
Food and Beverage Stores-445	99,875,083	58,816,944	41,058,139
Grocery Stores-4451	66,052,955	47,404,083	18,648,872
Supermarkets, Grocery (Ex Conv) Stores-44511	61,833,477	46,333,904	15,499,573
Convenience Stores-44512	4,219,478	1,070,179	3,149,299
Specialty Food Stores-4452	8,257,158	690,458	7,566,700
Beer, Wine and Liquor Stores-4453	25,564,970	10,722,403	14,842,567
Health and Personal Care Stores-446	38,641,429	53,172,724	(14,531,295)
Pharmacies and Drug Stores-44611	30,536,444	47,661,728	(17,125,284)
Cosmetics, Beauty Supplies, Perfume Stores-44612	2,669,032	1,038,439	1,630,593
Optical Goods Stores-44613	1,965,479	1,642,624	322,855
Other Health and Personal Care Stores-44619	3,470,474	2,829,593	640,881
Gasoline Stations-447	75,553,076	25,765,079	49,787,997
Gasoline Stations With Conv Stores-44711	55,141,999	14,509,978	40,632,021
Other Gasoline Stations-44719	20,411,076	11,255,101	9,155,975
Clothing and Clothing Accessories Stores-448	40,864,383	39,096,529	1,767,854
Clothing Stores-4481	22,306,612	29,748,996	(7,442,384)
Men's Clothing Stores-44811	1,208,720	1,003,611	205,109
Women's Clothing Stores-44812	5,304,442	4,799,211	505,231
Children's, Infants Clothing Stores-44813	1,282,667	5,548,307	(4,265,640)
Family Clothing Stores-44814	11,658,017	16,648,410	(4,990,393)
Clothing Accessories Stores-44815	968,322	501,518	466,804
Other Clothing Stores-44819	1,884,444	1,247,939	636,505
Shoe Stores-4482	3,275,794	3,357,036	(81,242)
Jewelry, Luggage, Leather Goods Stores-4483	15,281,977	5,990,496	9,291,481
Jewelry Stores-44831	13,691,193	5,444,376	8,246,817
Luggage and Leather Goods Stores-44832	1,590,784	546,120	1,044,664
Sporting Goods, Hobby, Book, Music Stores-451	16,008,205	12,397,146	3,611,059
Sporting Goods, Hobby, Musical Inst Stores-4511	13,821,712	7,975,315	5,846,397
Sporting Goods Stores-45111	7,558,056	5,020,072	2,537,984
Hobby, Toys and Games Stores-45112	3,803,201	2,338,925	1,464,276
Sew/Needlework/Piece Goods Stores-45113	934,360	84,446	849,914
Musical Instrument and Supplies Stores-45114	1,526,095	531,872	994,223
Book, Periodical and Music Stores-4512	2,186,492	4,421,831	(2,235,339)
Book Stores and News Dealers-45121	1,869,901	4,108,080	(2,238,179)
Book Stores-451211	1,665,936	1,798,815	(132,879)
News Dealers and Newsstands-451212	203,966	2,309,265	(2,105,299)
Prerecorded Tapes, CDs, Record Stores-45122	316,591	313,751	2,840
Miscellaneous Store Retailers-453	20,728,370	19,406,696	1,321,674
Florists-4531	792,094	437,062	355,032
Office Supplies, Stationery, Gift Stores-4532	10,259,660	6,723,667	3,535,993
Office Supplies and Stationery Stores-45321	4,904,850	4,591,186	313,664
Gift, Novelty and Souvenir Stores-45322	5,354,810	2,132,481	3,222,329
Used Merchandise Stores-4533	1,725,664	4,000,974	(2,275,310)
Other Miscellaneous Store Retailers-4539	7,950,952	8,244,993	(294,041)
Foodservice and Drinking Places-722	89,733,281	100,086,053	(10,352,772)
Full-Service Restaurants-7221	40,742,033	54,686,829	(13,944,796)
Limited-Service Eating Places-7222	35,921,516	26,991,112	8,930,404
Special Foodservices-7223	9,594,558	9,883,807	(289,249)
Drinking Places -Alcoholic Beverages-7224	3,475,175	8,524,305	(5,049,130)

Source: A.C. Nielsen Site Reports, June 2015 (based on U.S. Consumer Expenditure Survey, U.S. Census of Retail Trade, other sources)

Table 8.C.3-3 Retail Opportunity Gap: 10-Minute Drive Time

Retail Stores	2014 Demand (Consumer Expenditures) \$	2014 Supply (Retail Sales) \$	Opportunity Gap/Surplus \$
Total Retail Sales Incl Eating and Drinking Places	3,118,788,649	3,280,055,810	(161,267,161)
Motor Vehicle and Parts Dealers-441	591,680,112	505,968,891	85,711,221
Automotive Dealers-4411	495,637,208	415,619,617	80,017,591
Other Motor Vehicle Dealers-4412	49,230,715	60,677,308	(11,446,593)
Automotive Parts/Accsrs, Tire Stores-4413	46,812,188	29,671,965	17,140,223
Furniture and Home Furnishings Stores-442	73,730,143	161,039,082	(87,308,939)
Furniture Stores-4421	41,587,287	64,858,983	(23,271,696)
Home Furnishing Stores-4422	32,142,856	96,180,099	(64,037,243)
Electronics and Appliance Stores-443	61,322,467	84,510,365	(23,187,898)
Appliances, TVs, Electronics Stores-44311	44,335,248	64,357,131	(20,021,883)
Household Appliances Stores-443111	7,900,306	15,568,972	(7,668,666)
Radio, Television, Electronics Stores-443112	36,434,942	48,788,159	(12,353,217)
Computer and Software Stores-44312	15,020,929	19,511,654	(4,490,725)
Camera and Photographic Equipment Stores-44313	1,966,290	641,580	1,324,710
Building Material, Garden Equip Stores-444	331,917,434	476,460,000	(144,542,566)
Building Material and Supply Dealers-4441	286,566,341	471,010,029	(184,443,688)
Home Centers-44411	117,728,679	145,776,076	(28,047,397)
Paint and Wallpaper Stores-44412	4,858,638	11,323,782	(6,465,144)
Hardware Stores-44413	28,344,376	20,228,972	8,115,404
Other Building Materials Dealers-44419	135,634,648	293,681,198	(158,046,550)
Building Materials, Lumberyards-444191	50,551,687	109,905,695	(59,354,008)
Lawn, Garden Equipment, Supplies Stores-4442	45,351,093	5,449,972	39,901,121
Outdoor Power Equipment Stores-44421	13,634,049	2,288,769	11,345,280
Nursery and Garden Centers-44422	31,717,044	3,161,203	28,555,841
Food and Beverage Stores-445	362,675,332	316,413,194	46,262,138
Grocery Stores-4451	237,895,313	241,755,951	(3,860,638)
Supermarkets, Grocery (Ex Conv) Stores-44511	223,011,804	239,418,988	(16,407,184)
Convenience Stores-44512	14,883,509	2,336,963	12,546,546
Specialty Food Stores-4452	29,520,228	3,153,324	26,366,904
Beer, Wine and Liquor Stores-4453	95,259,791	71,503,919	23,755,872
Health and Personal Care Stores-446	150,279,021	214,622,172	(64,343,151)
Pharmacies and Drug Stores-44611	118,797,746	189,057,262	(70,258,516)
Cosmetics, Beauty Supplies, Perfume Stores-44612	10,419,485	9,004,155	1,415,330
Optical Goods Stores-44613	7,649,076	8,474,556	(825,480)
Other Health and Personal Care Stores-44619	13,412,714	8,086,199	5,326,515
Gasoline Stations-447	272,499,876	142,293,359	130,206,517
Gasoline Stations With Conv Stores-44711	197,654,879	86,316,223	111,338,656
Other Gasoline Stations-44719	74,844,997	55,977,135	18,867,862
Clothing and Clothing Accessories Stores-448	170,833,845	287,139,436	(116,305,591)
Clothing Stores-4481	87,334,254	241,184,888	(153,850,634)
Men's Clothing Stores-44811	4,669,761	8,082,329	(3,412,568)
Women's Clothing Stores-44812	21,008,393	85,194,690	(64,186,297)
Children's, Infants Clothing Stores-44813	4,930,973	13,039,763	(8,108,790)
Family Clothing Stores-44814	45,450,482	121,972,697	(76,522,215)
Clothing Accessories Stores-44815	3,845,795	3,105,469	740,326
Other Clothing Stores-44819	7,428,850	9,789,939	(2,361,089)
Shoe Stores-4482	11,879,382	18,993,496	(7,114,114)
Jewelry, Luggage, Leather Goods Stores-4483	71,620,210	26,961,052	44,659,158
Jewelry Stores-44831	65,379,002	25,408,217	39,970,785
Luggage and Leather Goods Stores-44832	6,241,208	1,552,835	4,688,373
Sporting Goods, Hobby, Book, Music Stores-451	64,930,384	48,361,516	16,568,868
Sporting Goods, Hobby, Musical Inst Stores-4511	55,462,482	36,710,589	18,751,893
Sporting Goods Stores-45111	30,101,616	22,439,046	7,662,570
Hobby, Toys and Games Stores-45112	14,846,358	10,608,258	4,238,100
Sew/Needlework/Piece Goods Stores-45113	4,219,507	1,750,353	2,469,154
Musical Instrument and Supplies Stores-45114	6,295,000	1,912,932	4,382,068
Book, Periodical and Music Stores-4512	9,467,902	11,650,927	(2,183,025)
Book Stores and News Dealers-45121	8,172,495	10,488,274	(2,315,779)
Book Stores-451211	7,375,259	8,115,050	(739,791)
News Dealers and Newsstands-451212	797,235	2,373,224	(1,575,989)
Prerecorded Tapes, CDs, Record Stores-45122	1,295,407	1,162,653	132,754
Miscellaneous Store Retailers-453	81,527,771	68,888,954	12,638,817
Florists-4531	3,308,119	4,340,362	(1,032,243)
Office Supplies, Stationery, Gift Stores-4532	41,864,621	22,788,057	19,076,564
Office Supplies and Stationery Stores-45321	20,442,254	13,861,177	6,581,077
Gift, Novelty and Souvenir Stores-45322	21,422,368	8,926,880	12,495,488
Used Merchandise Stores-4533	7,052,788	8,802,970	(1,750,182)
Other Miscellaneous Store Retailers-4539	29,302,243	32,957,565	(3,655,322)
Foodservice and Drinking Places-722	336,377,325	350,950,473	(14,573,148)
Full-Service Restaurants-7221	153,232,194	181,887,743	(28,655,549)
Limited-Service Eating Places-7222	133,899,155	116,533,149	17,366,006
Special Foodservices-7223	35,880,728	40,319,299	(4,438,571)
Drinking Places -Alcoholic Beverages-7224	13,365,248	12,210,282	1,154,966

Source: A.C. Nielsen Site Reports, June 2015 (based on U.S. Consumer Expenditure Survey, U.S. Census of Retail Trade, other sources)

Table 4 2014 Retail Opportunity Gap -- 15-minute Drive Time

Retail Stores	2014 Demand (Consumer Expenditures) \$	2014 Supply (Retail Sales) \$	Opportunity Gap/Surplus \$
Total Retail Sales Incl Eating and Drinking Places	7,366,886,077	8,063,411,644	(696,525,567)
Motor Vehicle and Parts Dealers-441	1,415,539,901	1,603,421,862	(187,881,961)
Automotive Dealers-4411	1,182,058,716	1,446,295,912	(264,237,196)
Other Motor Vehicle Dealers-4412	121,831,658	106,416,777	15,414,881
Automotive Parts/Accsrs, Tire Stores-4413	111,649,528	50,709,173	60,940,355
Furniture and Home Furnishings Stores-442	177,937,988	290,410,024	(112,472,036)
Furniture Stores-4421	101,125,754	115,921,260	(14,795,506)
Home Furnishing Stores-4422	76,812,234	174,488,764	(97,676,530)
Electronics and Appliance Stores-443	147,013,839	190,800,299	(43,786,460)
Appliances, TVs, Electronics Stores-44311	105,993,162	139,040,595	(33,047,433)
Household Appliances Stores-443111	18,685,752	33,012,437	(14,326,685)
Radio, Television, Electronics Stores-443112	87,307,410	106,028,158	(18,720,748)
Computer and Software Stores-44312	36,293,115	44,316,865	(8,023,750)
Camera and Photographic Equipment Stores-44313	4,727,562	7,442,839	(2,715,277)
Building Material, Garden Equip Stores-444	785,601,263	895,998,466	(110,397,203)
Building Material and Supply Dealers-4441	678,263,509	881,682,729	(203,419,220)
Home Centers-44411	279,548,436	217,002,894	62,545,542
Paint and Wallpaper Stores-44412	11,490,417	18,320,486	(6,830,069)
Hardware Stores-44413	66,873,855	66,339,632	534,223
Other Building Materials Dealers-44419	320,350,802	580,019,716	(259,668,914)
Building Materials, Lumberyards-444191	120,331,566	217,063,508	(96,731,942)
Lawn, Garden Equipment, Supplies Stores-4442	107,337,754	14,315,737	93,022,017
Outdoor Power Equipment Stores-44421	32,877,230	6,986,826	25,890,404
Nursery and Garden Centers-44422	74,460,524	7,328,911	67,131,613
Food and Beverage Stores-445	841,004,248	673,943,695	167,060,553
Grocery Stores-4451	548,263,882	566,387,679	(18,123,797)
Supermarkets, Grocery (Ex Conv) Stores-44511	514,033,429	560,748,902	(46,715,473)
Convenience Stores-44512	34,230,453	5,638,777	28,591,676
Specialty Food Stores-4452	67,929,147	11,465,096	56,464,051
Beer, Wine and Liquor Stores-4453	224,811,220	96,090,920	128,720,300
Health and Personal Care Stores-446	349,616,637	580,367,853	(230,751,216)
Pharmacies and Drug Stores-44611	276,402,519	521,908,687	(245,506,168)
Cosmetics, Beauty Supplies, Perfume Stores-44612	24,232,290	17,803,567	6,428,723
Optical Goods Stores-44613	17,806,466	21,493,156	(3,686,690)
Other Health and Personal Care Stores-44619	31,175,362	19,162,443	12,012,919
Gasoline Stations-447	630,386,008	455,241,710	175,144,298
Gasoline Stations With Conv Stores-44711	456,577,175	280,265,837	176,311,338
Other Gasoline Stations-44719	173,808,833	174,975,873	(1,167,040)
Clothing and Clothing Accessories Stores-448	411,168,874	649,698,964	(238,530,090)
Clothing Stores-4481	206,599,994	527,824,286	(321,224,292)
Men's Clothing Stores-44811	11,092,780	22,625,531	(11,532,751)
Women's Clothing Stores-44812	49,866,177	219,538,201	(169,672,024)
Children's, Infants Clothing Stores-44813	11,468,392	24,744,516	(13,276,124)
Family Clothing Stores-44814	107,420,546	226,327,041	(118,906,495)
Clothing Accessories Stores-44815	9,142,259	10,283,922	(1,141,663)
Other Clothing Stores-44819	17,609,840	24,305,077	(6,695,237)
Shoe Stores-4482	27,616,411	39,380,579	(11,764,168)
Jewelry, Luggage, Leather Goods Stores-4483	176,952,469	82,494,098	94,458,371
Jewelry Stores-44831	162,171,055	78,865,693	83,305,362
Luggage and Leather Goods Stores-44832	14,781,414	3,628,405	11,153,009
Sporting Goods, Hobby, Book, Music Stores-451	156,214,463	90,482,412	65,732,051
Sporting Goods, Hobby, Musical Inst Stores-4511	132,137,581	67,278,689	64,858,892
Sporting Goods Stores-45111	71,715,404	42,480,997	29,234,407
Hobby, Toys and Games Stores-45112	35,197,944	17,100,422	18,097,522
Sew/Needlework/Piece Goods Stores-45113	10,067,089	3,312,869	6,754,220
Musical Instrument and Supplies Stores-45114	15,157,143	4,384,401	10,772,742
Book, Periodical and Music Stores-4512	24,076,882	23,213,723	863,159
Book Stores and News Dealers-45121	20,939,225	18,758,428	2,180,797
Book Stores-451211	19,011,686	16,293,850	2,717,836
News Dealers and Newsstands-451212	1,927,539	2,464,578	(537,039)
Pre-recorded Tapes, CDs, Record Stores-45122	3,137,657	4,455,295	(1,317,638)
Miscellaneous Store Retailers-453	193,518,761	156,454,206	37,064,555
Florists-4531	7,816,394	12,252,115	(4,435,721)
Office Supplies, Stationery, Gift Stores-4532	100,481,238	65,247,497	35,233,741
Office Supplies and Stationery Stores-45321	49,369,221	42,416,059	6,953,162
Gift, Novelty and Souvenir Stores-45322	51,112,017	22,831,438	28,280,579
Used Merchandise Stores-4533	17,108,007	18,314,285	(1,206,278)
Other Miscellaneous Store Retailers-4539	68,113,122	60,640,309	7,472,813
Foodservice and Drinking Places-722	796,025,172	820,698,118	(24,672,946)
Full-Service Restaurants-7221	363,247,941	413,025,286	(49,777,345)
Limited-Service Eating Places-7222	316,041,931	261,580,044	54,461,887
Special Foodservices-7223	84,719,750	123,497,138	(38,777,388)
Drinking Places -Alcoholic Beverages-7224	32,015,550	22,595,649	9,419,901

Source: A.C. Nielsen Site Reports, June 2015 (based on U.S. Consumer Expenditure Survey, U.S. Census of Retail Trade, other sources)

8.D. INFRASTRUCTURE CONDITIONS

Add final technical memorandum



8.E. PROPOSED/APPROVED ZONING CHANGES

Approved Zoning Changes

Add final draft text after action by the Zoning Commission.



**Prepared for the Norwalk Redevelopment Agency
by THE CECIL GROUP • FXM ASSOCIATES**