

## MEMORANDUM

**From:** Timothy Sheehan, Executive Director

**Date:** March 30, 2016

**Re:** Norwalk Redevelopment Agency's intent to reaffirm and restate the Reed Putnam Urban Renewal Plan and its consideration of technical modifications to the list of figures attached to the plan

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On October 27, 2015 the Common Council took action to approve a modification to the Reed Putnam Urban Renewal Plan that substantially changed the redevelopment plan that the Common Council had previously approved in 2007. On October 29, 2015 the Redevelopment Agency similarly approved the modification to the plan with the consent of the redeveloper affected by the modification.

Subsequent to such approvals it has been found that the developmental intent of certain figures (Figure 3, Figure 9, Figure 11, Figure 12 and Figure 14) contained in the Reed Putnam Urban Renewal Plan could be better articulated if the SoNo Collection Conceptual Master Site Plan (CMSP) as approved by both the Norwalk Common Council on October 13, 2015 and Norwalk Redevelopment Agency on October 29, 2015 were to replace Figure 3, thereby eliminating the need for Figures 9, 11, 12 and 14 and reference thereto. This modification does not substantially change the intended development goals and objectives of the previously approved plan, is provides greater clarity to them.

The considered action by the Redevelopment Agency to reaffirm the Urban Renewal Plan as approved by the Common Council and to further amend the plan as stated does not require Common Council approval. That being said, such action does warrant proper public notice, comment and hearing. In consideration of such, the Redevelopment Agency is posting the approved Reed Putnam Urban Renewal Plan and the recommended edits to be considered by the Agency on its website for a thirty five (35) day public comment period. The Redevelopment Agency will provide notice of these documents being posted for public comment in the Hour Newspaper. The Redevelopment Agency will schedule a public hearing during the thirty five day public comment period. Notice of the public hearing will be published in the Hour with the first publication not less than two weeks before the date set for the public hearing. Finally, the Redevelopment Agency will subsequently publish notice of and post any action taken regarding the Plan in the Hour.

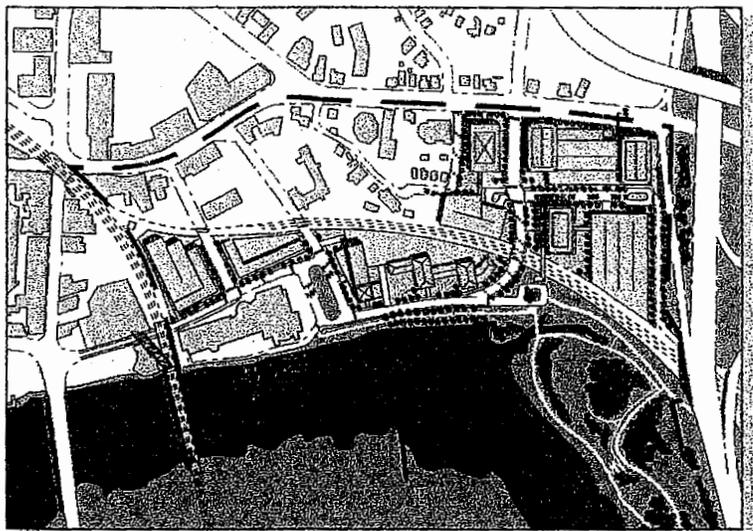
# Urban Renewal Plan for the Reed Putnam Area Norwalk, Connecticut

(As Amended and Restated)

Approved by the Norwalk Redevelopment Agency  
(December 17, 1997)

Approved by the Norwalk Common Council  
(February 10, 1998)

Modified as approved by  
The Norwalk Common Council October 27, 2015  
The Norwalk Redevelopment Agency October 29, 2015



Prepared for the Norwalk Redevelopment Agency

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# **Urban Renewal Plan for the Reed Putnam Project Area**

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## **1. Introduction**

The *Urban Renewal Plan for the Reed Putnam Project Area* was initially approved in 1983. Since that time there have been significant changes in the regulations pertaining to environmental controls on development, as well as in the regional economy affecting the area real estate markets. The original Plan has been revised and restated herein to provide a better fit between the goals of the community and the development opportunities available. This includes not only matching development parcels with prospective users, but also a better articulation of objectives relating to urban design and landscape requirements, in order to ensure development of a high quality environment consistent with the long term planning goals of the City of Norwalk.

### **1.1. Scope of Revisions**

In general, the overall approach and structure of the original Plan as established by State statute have been maintained. However, changes have been introduced to the parcelization patterns, land use plan, urban design guidelines, and regulations on development. These revisions are intended to capitalize on the current development potential of the area without losing sight of the general objectives originally identified by the Plan, and the best interests of the City. Since the enactment of the most recent modifications, there have been significant improvements made in the Plan area that have yet to be adequately reflected in the governing document, as well as regulatory and statutory changes pertaining to development advanced by an Urban Renewal Plan, and changes in the regional economy as it relates to real estate markets and development. This Amendment Recognizes that there are three development Parcels which remain to be developed in the Plan area; Parcels 1, 2 and 4, and amendments are desirable to articulate proper objectives relating to those Parcels.

These latest revisions are intended to relate only to Parcels 1, 2 and 4 in the Plan area, as they are the remaining primary sites for development. All other Parcels shall continue to be regulated by the Plan in effect at the time the Parcels were developed.

### **1.2. Goals and Objectives**

The general objectives identified by the original Plan remain valid as today's goals. They are:

- Create development opportunities for an appropriate mix of uses, including office, retail, residential, hotel and non-profit institutions.
- Increase the tax base of Norwalk.
- Enhance public access to and enjoyment of the Norwalk waterfront.
- Increase housing opportunities for the residents of Norwalk.
- Increase employment opportunities for the residents of Norwalk.

In order to better further the long-held and articulated goals and objectives of the Plan, the following clarifications are stated: With respect to Parcels 1, 2 and 4, it should be understood and agreed that the objectives shall be deemed to require:

- A mixture of not less than three approved uses, including Public Realm
- Inclusion of a strong public infrastructure element to promote connection to the Norwalk waterfront and Washington Street
- A requirement that not less than 10% of the units of any housing built be deemed affordable to a standard acceptable to the Redevelopment Agency. Such requirement stands regardless of the applicability of the City's Workforce Housing Zoning regulation. The inclusion of meaningful job training and job placement activities, advancing long-term employment opportunities by negotiated agreement with the Redeveloper.

Additional planning and design objectives to be accomplished through the Plan include the following:

- Identify solutions to the traffic and parking issues generated by new development. To further enhance appropriately sized parking facilities proposed, plans shall follow market standards for the number of spaces required and the size of parking facilities, and elements thereof, such as lane widths, stall size and screening of garages and the Agency ascribes to the Zoning Commission the determination of the parking requirements and standards for new developments occurring on said Parcels.

Parking becomes a significant determinant of the amount of development and the quality and value of the overall district. The revised plan establishes realistic parking volumes that will be required for the various use types, examines how the cost of accommodating this parking will result in design strategies by prospective developers, and defines measures to mitigate the resulting traffic impact on the area.

- Consider visibility and views from the different development parcels, as well as views of the project area both from I-95 and the local streets.

Highway identity is an important consideration for many developers and users. The views from the development parcels are also important. Upper level views towards Long Island Sound, the SoNo historic commercial district, and the hillsides that frame Norwalk will be important attributes of each site. The Plan will serve to maintain and enhance important public view corridors to the River, the new Heritage Park, and other amenities.

With respect to Parcels 1, 2 and 4, it is recognized that important public view corridors do not exist and views to other important attributes, as stated above, will primarily be limited to the upper floors of proposed buildings.

- Promote a high-quality urban environment.

The Reed Putnam area constitutes a unique opportunity for the City of Norwalk to extend along the waterfront the particular downtown character and livability that already make it special. The revised Plan provides a framework to ensure that new development fits appropriately into the area, positively contributing to its overall urban qualities. New development on Parcels 1, 2 and 4 shall appropriately integrate into the existing built

## **2. Plan Summary**

### **2.1. Existing Conditions**

The Reed Putnam Project Area consists of approximately 70 acres strategically located in the immediate vicinity of South Norwalk, the attractive SoNo historic commercial district, and the Norwalk River (See Figure 1, Existing Conditions and Development Context, and Appendix A, Project Area Boundaries,.) In addition, its convenient location adjacent to the intersection and access ramps of major vehicular transportation routes, such as I-95 and US Route 7, makes it a natural site for the future development of higher density uses typical to downtown areas.

The Project Area is divided in two sections by the Danbury Branch Railroad, which runs north-south parallel to the river. The area located to the East of the rail line, originally a waterfront, industrial district and landfill, has been progressively redeveloped over the past twenty two years with institutional, multi-family residential, office, commercial/retail and public recreational uses.

To the west of the rail line, a change of use and character is evident along North Main Street and West Avenue. Close to Washington Street, uses are predominantly multi-family residential, commercial /retail, with several institutions located along West Avenue. In the Pine Street neighborhood, old industrial buildings have been successfully renovated and converted into market rate apartments. Approaching the I-95 and Route 7 interchange to the north of Pine Street, land was cleared for development a decade ago, but private development fell victim to market forces and the great recession. The Redevelopment Agency seeks to more efficiently advance development on this portion of the plan area known as Parcels 1, 2 and 4, via this amendment.

### **2.2. Preservation and Redevelopment**

Given the existing conditions and development context of the Reed Putnam area, two distinct strategies have been identified for urban renewal: preservation/rehabilitation and redevelopment.

The area located between the Danbury Branch Railroad and West Avenue, from Washington Street to Pine Street is designated as most appropriate for preservation/rehabilitation (See Figure 2, Preservation Area and Redevelopment Parcels.) Uses here are fairly consolidated, and renovation initiatives have been consistently taking place at a small scale. New development in this zone will likely occur on an infill basis, building by building.

The area immediately adjacent to the most northern end of North Water Street and West Avenue, development Parcels 1, 2 and 4, located between West Avenue and the Danbury Branch Railroad, are the primary sites remaining in the plan area for significant redevelopment activity. The vacant property in this area has been made ready for development consistent with the plan objectives and relative to its location

An analysis of the existing conditions of these Parcels at the intersection of I-95 and Route 7 indicates that these Parcels remain in a blighted substandard physical and economic condition relative to their location and proximity to major regional transportation corridors, their environmental condition and lack of any economically contributing activated use. Additionally, it has been determined that these sites can accommodate development in accordance with the approved land uses and volumes referenced in Appendix C.

### 2.3. Illustrative Site Plan

An analysis of the existing conditions indicates that the parcels close to the intersection of I-95 and Route 7 are appropriate sites for office use, given their location and accessibility. The parcels located east of the Danbury Branch Railroad line are more appropriate for uses complementary to the recreational and institutional character of the waterfront, such as hotel and residential, retail, public realm and mixed use.

Figure 3, Illustrative Site Plan, represents the preferred development plan in terms of massing and location of buildings. It shows a mixed use development consisting of retail, hotel and public realm on Parcels 1, 2 and 4, located to the west of the railroad line. The sites across North Water Street from the Maritime Aquarium would be redeveloped for mixed use (office, residential, retail, and parking for Maritime Aquarium users.) Uses for each of the redevelopment parcels identified in the previous section are the following:

<u>Use</u>	<u>Parcel(s)</u>
Mixed Use	1, 2, 4
Hotel, residential	3
Mixed Use	5, 6

A detailed description of the program of uses assumed as a basis for this Site Plan is included in Appendix B, Preferred Development Program.

### 2.4. Vehicular Circulation

Certain infrastructure improvements will be essential to accommodate the proposed development within the Plan. In particular, improved vehicular and pedestrian circulation throughout the Project Area will be necessary. Some improvements may be required prior to construction on key development parcels, while others may be constructed as part of each parcel's development program.

The construction of a new Riverside Drive and Esplanade walkway along the waterfront are critical elements to the circulation plan. Additionally, a new Reed Street extension and railroad underpass connecting Putnam Avenue to Riverside Drive provide improved access to Parcels 3, 5, 6, and the Maritime Aquarium. It should be noted that references to "Reed Street extension" or "Reed Street" shall be

The realignment of Putnam Avenue is proposed to maximize the development possibilities of the adjacent parcels. On the south side of Reed Street, a segment of Putnam Avenue and the adjacent parcels are combined into a single development site (Parcel 4), since each of the separate lots by itself would be too small to allow for substantial development volumes and the necessary ancillary parking. An extension from Pine Street to West Avenue is proposed, in order to preserve traffic and fire access to the neighborhood. It is explicitly noted that if development proceeds under the currently proposed CMSP, that Putnam Avenue north of North Water Street will not be constructed and that only the combined area of Parcels 1, 2 and 4 as well as the areas above the newly constructed North Water Street would be large enough to allow the development volumes, public realm, and the necessary ancillary parking as depicted on the CMSP. It is explicitly noted that while development may proceed over North Water Street, except for temporary closure due to construction or maintenance, vehicular traffic and pedestrian passage shall at all times be maintained on North Water Street.

The Plan also calls for a realignment of North Water Street within the boundaries of the Project Area, to increase the amount of open space available and facilitate pedestrian circulation in front of the Maritime Aquarium. The preservation of Marshall Street as an important vehicular and pedestrian access to the waterfront, open to traffic, is recommended.

## **2.5. Traffic Mitigation and Control**

Development on Parcels 1, 2 and 4 in the Reed Putnam area and the necessary parking volumes will significantly affect traffic patterns and flows through the area. This issue has been documented by previous traffic studies both public and private.

The increase in traffic volume at certain intersections due to new development may be considerable during peak hours, in particular at the intersection of West Avenue, North Water Street, and the I-95 Northbound On-Ramp.

In planning for such traffic, the following actions have long been proposed and have now been completed by the Redevelopment Agency:

- The northbound access ramp to I-95 now allows for control of exiting traffic from the Reed Putnam area through signalization and queuing along West Avenue. The ramp has been widened to accommodate a dedicated lane of traffic entering onto the ramp. The construction of an additional northbound lane on West Avenue from Reed Street to the I-95 Northbound On-Ramp, with an additional dedicated right hand turn onto the ramp to expedite the exiting traffic volumes generated during peak hours has been completed.
- The I-95 Exit 15 (southbound) ramp has been improved to accommodate two lanes of traffic exiting onto West Avenue (southbound) in addition to existing northbound lane, together with necessary signalization adjustments to reflect increased volumes associated with the potential new development.

its right-of-way east of Putnam Avenue for fire and emergency access only. Thus it directs all traffic exiting the new developments to use North Water Street and West Avenue in order to reach the I-95 intersection, increasing the queuing capacity for northbound traffic and allowing multiple opportunities to provide traffic control points. By maintaining the current location of the I-95 Northbound On-Ramp, a portion of the vacated Crescent Street right-of-way was utilized to enable greater traffic volumes to enter onto the ramp. Notwithstanding the above provision, nothing shall prevent the construction and use of internal drives in the general location of Crescent Street, provided that no such drives shall intersect with West Avenue at the northerly portion of Parcel 1, and nothing shall prohibit the use of Crescent Street at the northern border of Parcel 2.

- Additional improvements at the intersections of Butler/Crescent and Butler/West in addition to improved access to I-95 southbound from West Avenue have been completed.
- North Water Street was widened to four lanes coming into West Avenue in order to accommodate exiting traffic from the major redevelopment Parcels.
- Pine Street extension has been constructed, and the existing Pine Street right-of-way has been upgraded to establish a width of 25 feet and to provide sidewalks.
- Overflow parking for the Maritime Aquarium and Heritage Park on weekends is directed towards the new parking garage. In order to maximize parking opportunities throughout the Reed Putnam district, it remains important to provide for shared parking in new and existing facilities among complementary uses, wherever possible

## **2.6. Phasing Considerations**

Redevelopment of the Reed Putnam area will occur in response to market conditions and the interests of particular sectors at a specific time. However, a few general assumptions can be made about phasing: Development of Parcels 1, 2 and 4, the last remaining major Parcels in the Plan area should be encouraged to be undertaken as a single phase development.

### **2.6.1. Infrastructure Improvements**

Some of the proposed infrastructure improvements will be necessary before redevelopment can take place, or at least should be under construction concurrently with the development of the adjacent parcels. Such is the case for Riverside Drive and the waterfront Esplanade, the proposed Reed Street extension and viaduct, and the proposed realignment of Putnam Avenue and closing of Crescent Street. Additional off-site improvements will be required along West Avenue in the form of a dedicated right turn lane, and improved on-ramp highway access for both north and south bound I-95 traffic.

### 2.6.2. Mixed Use Developments

Development of Parcels 1 and 2 could happen in any sequence, at the same time, or combined in one project. The reconstruction of Putnam Avenue and widening of Reed Street and West Avenue needs be scheduled in accordance with the development on these parcels.

Development of Parcel 4 could take place independently of Parcels 1 and 2, but construction of the proposed Pine Street extension should occur simultaneously with development on Parcel 4 in order to ensure that access to the surrounding neighborhood remains continuously available.

Notwithstanding the above, the current CMSP depicts a single phase, mixed use development consisting of a minimum of 85,000 square foot hotel with not less than 150 rooms, a regional shopping mall containing approximately 700,000 square feet of Gross Leasable Area (equal to approximately 960,000 gross square feet of floor area), approximately 3,000 parking spaces, and approximately 50,000 square feet of public realm. Should development proceed in accordance with the CMSP, it is noted that the reconstruction of Putnam Avenue will not be necessary and construction will take place above North Water Street; provided, however, except during periods of construction and/or maintenance, nothing shall prohibit the free flow of vehicular and/or pedestrian passage along North Water Street.

### 2.6.3 Maritime Aquarium Area.

The construction of a parking facility for visitors to the Maritime Aquarium must be completed before adjacent parcels, currently used for public parking, become available for redevelopment. The proposed realignment and reconstruction of North Water Street should be scheduled concurrently with development of Parcels 5 and 6.

The proposed hotel on Parcel 3 cannot be built until alternative parking for the Maritime Aquarium is available.

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## **3. Land Use and Controls**

### **3.1. Land Use Plan**

Only three primary development Parcels (Parcels 1, 2 and 4) containing approximately 12 acres remain in the plan area for redevelopment. The large size of these combined Parcels is expected to allow for development volumes

within a range consistent with approved land uses and volumes attached in Appendix C subject to the market trends for office, retail, hotel, multi-family residential and public realm development.

The recommended development volumes for these Parcels are generally consistent with the levels allowed under current zoning regulations.

Approved Uses	Approved Volumes
Class A Office	85,000-625,000 SF
Retail	75,000 – 750,000 GLA 10% Maximum Restaurant Use Anchors of high quality
Residential	60 -350 Units 15% Affordable
Institutional	5,000 -25,000 SF
Hotel	85,000 -175,000 SF 150 Rooms Minimum
Public Realm	5% of total development SF
Parking	As required by Zoning
Mixed Use	Total of three land uses inclusive of public realm

### 3.1.1. Commercial

The principal commercial use is for business, professional, or government offices. Accessory retail, not to exceed 5 percent of the office development allowed on a parcel, may include personal service stores (such as barbershops, beauty salons, and shoe repair shops), banks, travel agencies, restaurants and coffee shops, stationery stores, bookstores, tobacco stores, and newsstands. Transportation terminals designed as an integral part of a structure containing one or more other permitted uses may be allowed as an accessory use, subject to approval by the Redevelopment Agency. Accessory parking is to be provided in structures conforming to the controls and guidelines described in Section 3.5, Land Use Controls and Chapter 4, Urban Design Guidelines of this document.

### 3.1.2. Combined Hotel and Residential Uses (Parcel 3)

Hotel use shall be for a first-class full service hotel with accessory parking and support facilities. Such uses are proposed to be combined with residential use as part of the same development, but not necessarily sharing the same structure, building, or location within the site. The purpose of combining hotel and residential uses is to achieve a higher utilization of the only site with premium access and views of the waterfront for visitors and Norwalk residents, as well as to create economies of scale that may result from the combination of two compatible uses.

### 3.1.3. Mixed Use (Parcels 1, 2, 4, 5 and 6)

Mixed used is intended to foster a diversity of compatible land uses within a single development parcel or structure. The result of a mixed use project shall be to more effectively utilize a parcel or structure to achieve the stated goals of the urban renewal plan. Permitted uses may include retail. restaurant. residential.

one or more of the permitted uses and accessory parking as required by the Norwalk Zoning Code. In all mixed use projects a minimum of 30 percent of the ground floor area shall be devoted to retail or institutional use, while residential uses shall be limited to the floors above the first floor.

With respect to Parcels 1, 2 and 4, transportation terminals designed as an integral part of a structure containing one or more other permitted uses may be allowed as an accessory use, subject to approval by the Redevelopment Agency. Accessory parking is to be provided in structures conforming to the controls and guidelines described in Section 3.5, Land Use Controls, and Section 4, Urban Design Guidelines, of this document. Additionally, permitted uses on Parcels 1, 2 and 4 shall include hotel, provided that all lodging rooms connected with the hotel shall be limited to the floors above the first floor.

### **3.2 Development Parcels**

Six major development parcels, ranging in size from approximately 1.3 to 4.4 acres, are identified within the area proposed for "Redevelopment." The large size of these parcels is expected to allow for development volumes within a range consistent with current market demands for office, hotel and residential development.

The recommended development volumes for these parcels are generally consistent with the levels allowed under current zoning regulations. They are as indicated in Figure 5, Major Development Parcels, and Appendix C, Preferred Development Volumes.

Whenever appropriate for reasons of market and land use efficiencies, certain of the proposed parcels may be combined to form an even larger site. In particular, Parcels 1, 2 and 4 together with the area above North Water Street could be developed together as a large, mixed-use project, although public access and use of North Water Street should always be maintained; Parcels 5 and 6 could be developed at the same time or as complementary phases of the same project, although public access and use of Marshall Street should always be maintained.

### **3.3 Streets and Parks**

Figure 6, Streets and Parks, illustrates the proposed roadway alignments and parks for the Reed Putnam Project Area. Major public recreational areas and open space are concentrated along the waterfront, as a result of the construction of the Heritage Park and Esplanade, and the expansion of the Maritime Aquarium. References in this document, including any of the figures attached hereto, to Putnam Avenue, are made with the express understanding that the Developer of Parcels 1 and 2 may, in its discretion, eliminate that proposed street.

The proposed roadway alignments have been set for the Reed Putnam Project Area and for the most part the remaining primary development Parcels, Parcels 1, 2 and 4. The Plan's major public recreational areas and open space are concentrated along the waterfront, as a result of the construction of the Heritage Park, Oyster Shell Park and the Esplanade, and the expansion of the Maritime Aquarium. Connections to and from these recreational amenities via new development on Parcels 1, 2 and 4 is

### **3.4 Landscaping Plan**

A sequence of wide sidewalks and landscaped sitting areas is proposed to connect West Avenue to the Maritime Aquarium along Reed Street and Riverside Drive (See Figure 7, Open Space Concept.) Sidewalks, tree lined (except where located beneath a building), 8 to 12 feet wide along West Avenue, Reed Street, Riverside Drive and North Water Street, are an important feature of the plan.

The pedestrian connection between the Maritime Aquarium and SoNo via Ann Street and development Parcels 1, 2 and 4 should be emphasized by incorporating wide sidewalks and measures to slow traffic speeds on North Water Street.

Tree lined sidewalks of 12 feet wide along West Avenue and 8 ft. wide along North Water Street, is an important feature of the plan. Ancillary streets will have a minimum width of six feet.

Landscaped open spaces, while privately owned and maintained, are to be made accessible to the public. In particular, pedestrian sitting areas partially shaded by trees are planned at the intersection of North Water Street and curb cuts leading to and from Parcels 1, 2 and 4. Additionally, it is envisioned that development on Parcels 1, 2 and 4 can activate connections from the development site to the waterfront and its recreational amenities by providing for and maintaining street furniture, wayfinding and street art of visual interest along North Water Street and in proximity of the recreational amenities. In these areas and along sidewalks, trees should be planted that are proportional to those already planted in the area. The tree species should be appropriately integrated to provide a sense of variety. A street tree plan which identifies the tree species, its proportions, planting environment and maintenance plan is to be submitted to the Redevelopment Agency for its approval as is any landscaping plan that directly abuts the public right of way.

### **3.5 Land Use Controls**

In addition to the previous sections, land use and development in the Reed Putnam area shall conform to the dimensional requirements indicated in the following diagrams:

Figure 9. Maximum Building Heights

Figure 10. Setbacks and Build-to Lines

Figure 11. Curb Cut Zones

Figure 12. Easements and Public Rights-of-Way

An existing utilities easement running across Parcel 2 could be negotiated subject to approval by the City, if the existing utilities are rerouted around the parcel, making use of the abandoned Crescent Street right-of-way.

In addition to the previous sections, land use and development on Parcels 1, 2 and

Reed Putnam Design District Subareas A and/or B either existing or as so amended by zoning: Existing schedule of height and bulk of buildings in the Reed Putnam Design District is attached in Figure 9, Maximum Building Heights.

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## **4. Urban Design Guidelines and Specific Design Guidelines for Reed Putnam West Parcels 1, 2 and 4**

The following urban design guidelines are intended as criteria to guide and orient the development on each parcel during the project design and design review process, in order to ensure that the desired image and high quality of environment are achieved throughout the Project Area.

These guidelines are organized in four sections: buildings (meaning structures dedicated to the primary use of the site,) parking (meaning parking areas or structures devoted to parking,) landscaping, and signage.

### **4.1 Buildings**

#### **4.1.1. Orientation**

New buildings should be oriented with their wider elevation preferably facing South, in order to take advantage of sun exposure and the excellent views of Norwalk Harbor and Long Island Sound that would be available from the upper floors.

#### **4.1.2. Location within the Site**

Buildings should be located close to the street and public pedestrian areas. The primary facades, including the main entrance to the building, should relate to the public pedestrian areas or the street. Buildings should not be located to the rear of the parcel or next to railroad tracks.

#### **4.1.3. Relationship to Parking**

Buildings should be set back from parking structures, or partly located on top of parking garages. In this case, the building structure should be associated with the parking structure in such a way that only a portion of the building floor plate is used for parking on the lower floors. A minimum of half the floor plate (50 percent) of the lower floors of the building should be dedicated to a permitted use other than parking. Buildings located on top of parking garages, in which the lower floors are exclusively used for parking, shall not be allowed.

#### **4.1.4. Access**

Primary access to buildings should be from the street or landscaped areas accessible

#### 4.1.5. Setbacks

The minimum setback from the street, to be measured from the curb, should be as indicated in Figure 10, Setbacks and Build-to Lines, for each parcel. A minimum setback of 30 feet from parking garages or other buildings should be maintained, except when the building and parking structures are combined as described in Guideline 4.1.3, Relationship to Parking.

#### 4.1.6. Materials and Colors

Building materials should include brick, stone or masonry cladding on their exteriors, particularly in the vicinity of the Maritime Aquarium. The lower floors of the building should be finished with a masonry base at least 3 stories high from the ground level, modulated with openings and design details that relate to the structural organization of the building. A more individual expression through the use of setbacks, recesses, balconies, rooftops, and different materials is encouraged for the upper floors. Warm colors and earth tones are recommended. Bright color accents may be allowed subject to review by the City authorities. Bronze mirror curtain wall or the extensive use of glass curtain wall at every floor of the building are not allowed.

#### 4.1.7. Architectural Character

Building design should be responsive to the context, specifically, the particular geographical and landscaping features of the surrounding area, the main views towards and from the building itself, and the adjacent landmark buildings. It should not mimic, but be in consonance with the character of the existing downtown and SoNo district.

#### 4.1.8. Electrical and Mechanical Equipment

All electrical and mechanical equipment, except electrical transformers, should be located inside the buildings. HVAC systems should be centralized in all new buildings. Rooftops should be architecturally treated in such way that their shape, size and scale would allow for the location of any large mechanical equipment that needs to be on top of the building. No penthouses, rooftop mechanical units visible from the exterior, or window air conditioning units are allowed.

### **4.2. Parking**

#### 4.2.1. Location within the Site

Parking structures should be located towards the rear of the parcel or in the vicinity of the railroad tracks. Prime locations within each parcel should be reserved for primary buildings.

#### 4.2.2. Street Frontage

The total length of parking garage elevations facing a street should not exceed a specified percentage of the street frontage for each parcel, according to the following schedule:

Putnam Avenue:	60 percent maximum
Reed Street:	40 percent maximum
Ann Street:	30 percent maximum
West Avenue:	20 percent maximum
Riverside Drive:	20 percent maximum
Marshall Street:	20 percent maximum
North Water Street:	0 percent
North Main Street:	0 percent

The remainder of the street frontage should be occupied by one or more other permitted uses (commercial, hotel, residential, retail, etc.,) or by landscaped open space as indicated in Figure 8, Landscaping Plan.

#### 4.2.3. Access

Parking access and curb cuts are allowed from secondary roads only, as shown on Figure 11, Curb Cut Zones. Direct access from West Avenue will not be allowed, except in the case of an office "campus" development on Parcels 1 and 2 combined. In this case, access must be provided by a dedicated driveway and controlled by a traffic light properly located between the intersections of Reed Street and the I-95 Northbound access ramp.

#### 4.2.4. Setbacks

The minimum setback from the street for parking structures including underground levels, to be measured from the curb, should be as shown on Figure 10, Setbacks and Build-to Lines, for each parcel. A minimum setback of 30 feet from buildings or other parking garages should always be maintained.

#### 4.2.5. Materials and Colors

Garage exteriors should include brick, stone or masonry details in their design. On elevations facing the street, a masonry cladding consistent in height and design with the masonry base of the primary buildings in the project is recommended. The use of warm and earth color tones is encouraged. Bright color accents may be allowed subject to review by the City authorities.

#### 4.2.6. Architectural Character

The design of garage elevations that would mitigate the impact of large prefabricated elements by means of details or the use of materials (brick, stone or masonry cladding) is highly recommended. The design of the upper level of every parking structure must incorporate landscaping and paving patterns to add visual interest when viewed from adjacent buildings and I-95.

Loading and dumpster areas are to be located within the building or parking garage footprint, and towards the rear of the parcel. Adequate space and clearance should be provided for maneuvering of single bodied trucks and WB-50 tractor trailers. As required by the development program. Access and curb cuts are allowed from secondary roads only, as shown on Figure 11, Curb Cut Zones. No access from West Avenue will be allowed.

### **4.3. Landscaping**

#### **4.3.1. Open Space**

Open space on each parcel should be visible from the street, except by private residential courtyards or outdoor storage areas if necessary. The use of fences, walls, or continuous hedge plantings on the front property line will not be allowed, except when screening of outdoor uses or site equipment is required. In such a case, every fence or wall facing the street should be setback at least 5 feet from the property line, and the front of the fence or wall should be landscaped with low plantings (See Guideline 4.3.7, Buffering and Screening.)

#### **4.3.2. Planting**

A line of trees planted every 40 feet is required along all sidewalks 8 to 12 feet wide, as shown on Figure 8, Landscaping Plan. On 12 feet wide sidewalks, trees should be set back 3 feet from the curb. On 8 feet wide sidewalks, trees should be set back a minimum of 2 feet from the curb. Large, deciduous trees, should be selected from the list of tree species included in Section 3.4, Landscaping Plan of this document. Evergreen trees are recommended for buffering and screening. Flowering trees should be used as design accents, especially in pedestrian sitting areas and landscaped open space accessible to the public. Low plant materials such as shrubs and small trees, preferably of flowering varieties, may be included as desired in the landscaping of each parcel.

#### **4.3.3. Pedestrian Sitting Areas**

Landscaped sitting areas for public use should be provided and well maintained at locations indicated in Figure 7, Open Space Concept. These areas should be visible and easily accessible to pedestrians on the street. A "bosk" or canopy of trees providing shade to at least half of the sitting area is recommended.

#### **4.3.4. Materials and Colors**

Hard-surface, durable materials and natural colors are recommended as paving materials for sidewalks, walkways and sitting areas. Materials should include brick, granite, cobblestones, concrete pavers, or concrete with significant details and accents in other materials. The use of bituminous pavement for pedestrian areas is not allowed.

#### **4.3.5. Site Furniture**

All pedestrian and sitting areas should be adequately equipped with good quality and durable lighting, benches, and trash receptacles, made consistent with approved city standards. The use of decorative elements such as planters, fountains, pergolas, or trellises is encouraged.

#### 4.3.6 Lighting

Site lighting should be provided by pole-mounted fixtures, with the bottom of fixture no higher than 17 feet above finish grade. No primary lighting of site areas, including driveways, should be from the building exterior parapets or roofs. All exterior lighting should be height cut-off fixtures in the white light spectrum (metal halide.)

#### 4.3.7. Buffering and Screening

Planting of different sizes and qualities should be provided along parking garage elevations facing the street or another building. Planting should include a line of large evergreen or deciduous trees planted every 40 feet and set back at least 8 feet from the garage exterior wall. Trees should be selected from the species listed in Section 3.4, Landscaping Plan, and interspersed with lower plantings. Electrical transformers, underground utility feeds, site mechanical equipment (if necessary,) outdoor storage areas, and private residential courtyards should be screened if visible from the street. Screening should consist of any solid fence or wall built of natural materials compatible with the materials of the adjacent buildings. These would include brick and other fired-clay masonry units, natural stone, and painted or stained wood. Every fence or wall facing the street should be setback at least 5 feet from the property line, and the front of the fence or wall should be landscaped with low plantings.

#### 4.3.8. Site Utilities

With the exception of electrical transformers, all site utilities shall be located underground.

### **4.4. Signage**

#### 4.4.1. Purpose

Signage should advertise the name and the type of business or organization at its location. It should not advertise brand names, unless that brand name is inherent in the name of the business.

#### 4.4.2. Types of Signs Allowed

Flat wall signs are allowed for commercial, hotel and retail uses. Projecting signs, meaning signs mounted on the building perpendicular to the street, may be allowed only for retail uses. Projecting signs should convey information in a unique way, utilizing images that visually represent the goods or services provided at the premises. In a multiple storefront building, signage should be of a consistent location, size and material, and of harmonious color. Free-standing ground signs are recommended for office, hotel and residential uses. Only one free-standing ground sign shall be allowed per building. Off premises signs shall not be allowed.

#### 4.4.3. Location and Size

In new commercial and mixed use buildings, a strong signage band should be designed just above the level of the storefront, if flat wall signs are to be employed. Signs should be sized to extend across the entire sign band yet within the vertical

the second story windows will not be allowed, except by flat wall signs identifying a hotel or the principal user of a commercial building. In this case, the location and size of the sign should be integrated with the architectural design of the building, subject to approval by the Norwalk Redevelopment Agency and appropriate City authorities. Projecting signs should be centered on a vertical pier, column or pilaster, rather than centered on a wall opening such as a door, window or storefront. A minimum clearance of 9 feet under the projecting sign should be maintained. Ground signs should be fully located within the parcel boundaries, and should not be greater than 50 square feet or more than 6 feet above grade.

#### 4.4.4. Materials and Color

Signs should be made of durable materials compatible with those of the building served. These would include wood, metal, and stone piers for ground signs. Plastic in general is not recommended, except if used in combination with other materials or as part of individual internally lit letters or symbols. Signs utilizing light-colored letters against a dark background and signs on canopy fabrics advertising the name of the business or organization are encouraged. Neon signs advertising only a business name, illuminating at a steady, even light level, are appropriate if located inside the facade glass.

#### 4.4.5. Lighting

Signs should be lit by the building's exterior lighting fixtures or by individual backlit letters against a dark background. Directly illuminated signage should be from a series of gooseneck or similar extended arm fixtures which direct light to the facade and are compatible with the design of the building. Internally lit signs should not be used, except by individual letters or symbols on a dark background. Such signs must be flat wall signs that conform to all other design guidelines. On all free-standing signs, exterior lighting of the sign with ground or sign-mounted fixtures is encouraged.

#### 4.4.6. Design Review

Every sign intended to be visible from public areas will be subject to design review and approval by the Norwalk Redevelopment Agency and appropriate City authorities. The purpose of the review is to ensure that the proposed design, materials and location conform to these guidelines as well as to any other applicable regulations.

### **4.5 Special Guidelines Applicable to a Single Phase Mixed Use Development for Parcels 1, 2 and 4**

Notwithstanding anything above to the contrary, the Design Guidelines in Appendix D shall apply to Parcels 1, 2 and 4.

With respect to Parcels 1, 2 and 4, the guidelines attached to this Plan Amendment as Appendix D shall serve as the criteria to guide and orientate the development on said Parcels 1, 2 and 4.

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## **5. Regulations on Development**

Development on the several Parcels shall be subject to all the controls set forth in the applicable Urban Design Guidelines of this document. In addition, the following regulations will apply:

- 5.1.1. 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 of conformance with all such applicable law.
- 5.1.2. If a Request for Proposals is issued for a parcel, development of that parcel shall be governed by the terms of the RFP. Notwithstanding, the site plan, landscaping plan, and the exterior design of all buildings shall be subject to the review and approval of the Norwalk Redevelopment Agency, on the basis of the controls and guidelines set forth by this plan on Chapter 3, Land Use and Controls and Chapter 4, Urban Design Guidelines.
- 5.1.3. Vehicular traffic improvements and new utilities are indicated in Figure 13, Traffic Circulation and Improvements, and Figure 14, Existing and Proposed Utilities. These improvements will be made by the developers of adjacent parcels, subject to negotiation with the Norwalk Redevelopment Agency and appropriate City authorities. With respect to Parcels 1, 2 and 4, all remaining vehicular traffic improvements and utilities required for any development will be made by the developers, subject to approval of the Norwalk Redevelopment Agency and appropriate City authorities.
- 5.1.4 In addition to any other provisions of this plan, certain public improvements must be constructed as a precondition to development of redevelopment parcels. Developers shall work cooperatively with the City to ensure that such improvements are constructed in a timely manner. These improvements must be built according to city standards and standards listed elsewhere in this Plan, and they must be accepted by the City as complete and standard prior to issuance of a temporary or final Certificate of Occupancy for the private development. These improvements are outlined in the following schedule:

#### Parcel 1 and /or Parcel 2

- Construction of realigned Putnam Avenue between Reed and Crescent Streets, and the vehicular turn-around area at the connection of Putnam Avenue and Crescent Street. At Developer's option, this work may be omitted.
- Widening of Reed Street between Putnam Avenue and West Avenue, and widening of West Avenue between Reed Street and the I-95 Northbound Ramp intersection.

#### Parcel 3

- Construction of the proposed Riverside Drive/Reed Street extension and railroad underpass.

#### Parcel 5 and/or Parcel 6

- Construction of realigned North Water Street between the railroad and Ann Street.
- Construction of a parking garage with 500 parking spaces for users of the Maritime Aquarium, in addition to the number of parking spaces required by any other use proposed for the parcel.

#### Parcel 4

- Construction of the required improvements and proposed roadway extension to Pine Street.
- Provision of a traffic light at the intersection of Putnam Avenue and Reed Street.

### **5.2. Applicability and Duration**

These regulations apply to development proposals for any of the redevelopment parcels shown on Figure 2, Preservation Area and Redevelopment Parcels. For those properties located within the area assigned to "Preservation," existing uses may continue during current ownership, but no alteration, enlargement or replacement may be made except in conformance with all pertinent regulations.

Except as specifically amended by the Norwalk Redevelopment Agency, all requirements and controls in this plan shall be binding and in force for 15 years after approval.

### **5.3. Property Acquisition Plan**

Figure 15, Property Acquisition Plan, shows properties that may need to be acquired in order to assemble the proposed redevelopment parcels.

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.

### **5.4. Plan Approval and Amendments**

#### **5.4.1. Procedure for Approval**

Pursuant to state legislation, appropriate reviews, findings and approvals will be obtained from the Planning and Zoning Commissions before approval of this plan

Norwalk.

Appendix E, Proposed Zoning Changes, indicates proposed revisions to the current zoning regulations that reflect the controls and regulations set forth by this document.

#### 5.4.2. Plan Amendments

The Norwalk Redevelopment Agency can make modifications to this Plan at any time. Any modifications shall follow the statutory approval process.

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

Once approved, this plan and its subsequent amendments supersede the original Urban Renewal Plan for the Reed Putnam Area and its previous Amendments.

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## **Appendix A**

### **Project Area Boundaries**

The limits of the Reed Putnam Project Area are defined by the following description:

- Beginning at the intersection of the center line extended of Crescent Street and the center line of West Avenue;
  - Thence southerly on West Avenue to an intersection of the center line of West Avenue with the center line of North Main Street;
  - Thence southerly along that center line to its intersection with the northern boundary of the railroad right of way;
  - Thence easterly along that boundary to the intersection with the Norwalk River;
  - Thence northerly along the navigation line to the intersection of this line with the highway right of way;
  - Thence generally westerly along the right of way to the intersection of the right of way with the center line of Crescent Street;
  - Thence generally westerly along the center line of Crescent Street to the point of beginning.
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## Appendix B

### Preferred Development Program

The following program of uses are the basis of the urban design alternatives and, by extension, the basis of the preferred development plan identified as a result:

#### 1. Office Use

Office use may consist of single user space, back office space, or multiple-use office space. Typical floor plates will range from 25,000 square feet to 35,000 square feet (gross area). Additional requirements are likely to include the following:

- Primary entrance oriented to street with nearby pick-up and drop off areas
- Secondary entrance oriented to parking.
- Loading and service area with adequate maneuvering area for at least 2 WB-50 tractor trailers
- Maximization of visibility and views to the harbor

#### 2. Hotel Uses

Hotel uses are expected to range in size from a minimum of approximately 150 rooms to a maximum of approximately 300 rooms, with a gross area of approximately 700 square feet per room including all circulation and ancillary space. Floor plates may range from a low of approximately 10 rooms per floor to a maximum of approximately 24 rooms per floor. Large hotels may be assumed to include some additional meeting or event space of up to 20,000 square feet, but special conference or meeting facilities in excess of this amount will not be assumed. Additional requirements are likely to include the following:

- Primary entrance with nearby pick-up and drop off areas
- Secondary entrance oriented to parking
- Loading and service area with adequate maneuvering area for at least 3 single bodied trucks and one WB-50 tractor trailer
- Site design to relate to adjacent buildings of historical significance, or if located on Parcel 4, said site design shall be compatible with and shall compliment the balance of the improvements on Parcel 4 and surrounding area.

#### 3. Site design to relate to Maritime Aquarium and Waterfront Retail Use

On major redevelopment parcels, retail uses are assumed to be combined with other uses, either as accessory uses or as part of a mixed use development. Such uses are generally intended to animate ground floor street frontage or take advantage of special site circumstances.

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#### 4. Residential Use

Housing may range from market rate rental to condominium housing. Preference is likely to occur for market rate development. The site characteristics of the Reed Putnam area, its location within the Norwalk urban area, and land values make the site more suitable for the development of multiple-unit housing. Units would be assumed to average two-bedrooms with an approximate net area per unit of approximate 1,000 to 1,100 square feet, and internal circulation areas appropriate to the building type.

#### 5. Parking Use

Parking uses are assumed to be as follows:

- Accessory parking for office: minimum 3.5 spaces per 1,000 gross square feet of building area
- Parking for hotel: 1.25 spaces per unit with an additional 4 spaces per 1,000 gross square feet of special meeting space
- Parking for housing: minimum 1.5 spaces per unit
- Parking for the Maritime Aquarium: 50 spaces for staff, 450 spaces for visitors (500 spaces total); peak loads would require 50 spaces for staff, 1,000 spaces for visitors
- Shared parking among compatible users as a goal to be encouraged.
- Parking for retail, restaurant, public realm or institutional uses shall be in accordance with the standards set forth in the Norwalk Zoning Regulations, as same may be amended.

#### 6. Parcels 1, 2 and 4

Notwithstanding the above, the current CMSP depicts a single phase, mixed use development consisting of a minimum of 85,000 square foot hotel with not less than 150 rooms, a regional shopping mall containing approximately 700,000 square feet of Gross Leasable Area (equal to approximately 960,000 gross square feet of floor area), approximately 3,000 parking spaces, and approximately 50,000 square feet of public realm. Should development proceed in accordance with the CMSP, it is noted that the reconstruction of Putnam Avenue will not be necessary and construction will take place above North Water Street; provided, however, except during periods of construction and/or maintenance, nothing shall prohibit the free flow of vehicular and/or pedestrian passage along North Water Street.

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## Appendix C

### Preferred Development Volumes for Parcels 1, 2 and 4

- Office: 85,000 – 625,000 square feet of Class A Office.
- Retail: 75,000 – 750,000 GLA. It is noted that zoning floor area calculations will exceed GLA.
- Residential: 60 – 350 units, 15% of the actual number of constructed units shall be deemed “affordable.”
- Hotel: 85,000 – 175,000 square feet with not less than 150 rooms. All facilities at the hotel shall be of an “upscale” quality.
- Public Realm: Not less than 5% of the total development square footage. Public Realm is described in the attached document entitled, Attachment 1 to Appendix C. All elements of the Public Realm are subject to approval by the Redevelopment Agency in order to determine qualification as “Public Realm.”
- Institutional: 5,000 – 25,000 square feet.
- Parking: In amounts as required by zoning with an emphasis on sharing, where appropriate, feasible and desired by the Developer.

The approved use for Parcels 1, 2 and 4 is “Mixed Use,” provided that a minimum of two of the above described land uses shall be included in addition to Public Realm, which is to be included and required in any development upon such Parcels. Parking is not to be considered a use if supporting an approved use.

## **Appendix D**

**Specific Design Guidelines for Reed Putnam West Parcels 1, 2 and 4**

**DESIGN GUIDELINES**

**REED PUTNAM WEST**

**PARCELS 1, 2, AND 4**

## INTRODUCTION

These Design Guidelines are the cornerstone of the City's intended Design Review Program for parcels 1, 2 and 4 of the Reed Putnam Urban Renewal Plan Area (Reed Putnam West) as amended and are hereby referred to as the RP-West Design Guidelines. This roughly twelve (12) acre site is considered by the City of Norwalk to be one if not the most important urban development sites in the City. When development is completed on this site it will bring to a close the planned build out for the entire twenty eight 28 acre Reed Putnam Urban Renewal Plan Area the largest and most complex urban development ever undertaken by the city.

The Design Guidelines are the primary tool to be used by a selected design firm in formulating a recommendation for approval of their design review by the Redevelopment Agency and the Common Council regarding any proposed new development on the referenced parcels. The goal of the design guidelines is to foster design excellence related to the development to occur on the site which is consistent with the approved land uses; mixed use, which could include multi-family housing, retail, hotel, office, institutional and public realm. The Design Guidelines apply to all projects to be considered on the site and are intended to work in tandem with the related zoning for this site.

Design excellence takes many forms and can be measured in various ways. The emerging district surrounding this particular development site is fortunate to have a rich inventory of buildings and architectural styles which have been developed over many decades. One measure of design excellence of a structure is its ability to stand the test of time by remaining functional and compatible over a period of many years. Another sign of good design relates to making the right choices regarding materials, building assembly techniques, ongoing maintenance, and the type of energy used for heating, ventilation, and cooling. Finally, a project's contribution to the public realm, not only in terms of the building itself both interior and exterior but also in site development, landscape and public open space, is considered a measure of design excellence.

These design guidelines are intended to play a defining role in the design for and building of a project of excellence on the Reed Putnam West development site.

## PURPOSE OF THE DESIGN GUIDELINES

The purpose of the Design Guidelines is to define the qualities of architecture, urban design, and public space that make for a successful project. Design Guidelines serve as a public sector tool to advance a project toward meeting public expectations. The design guidelines by themselves cannot guarantee good design, and are not intended to resolve zoning disputes or address project impacts related to parking or traffic, their role is to set the parameters for professional review and discussions about proposed development that is to occur on this site and provide the criteria to establish if the proposed design has met the intended objectives of the Design Guidelines.

### **Specifically the guidelines:**

- provide clarity and focus on what is important to consider in the design of a project on this site;
- present clear performance-based statements about what Norwalk as a community values with regard to design;
- enable the dialogue that occurs in review meetings to be as productive and efficient as possible;
- provide a common language with which to discuss the best ways to create development on this site that contributes to an attractive, vibrant, and livable urban environment, and;

- serve as the basis for fair and consistent recommendations by the Redevelopment Agency in recommending departures from the land use code where it can be demonstrated that such a departure would result in a development that more fully meets or exceeds the intent of any applicable design guideline.

#### ASPIRATIONS FOR THE BUILT ENVIRONMENT

The Reed Putnam – West Design Guidelines provide guidance on universal design issues as well as the specific challenges faced by Norwalk as it grows and changes. The underlying philosophy of the guidelines stems from the acknowledgment of specific architectural and urban design qualities that are valued by the City and community members:

- ❖ architectural excellence;
- ❖ design that preserves, reflects, or takes inspiration from the surrounding physical environment that comprise Norwalk's setting;
- ❖ the character and cultivation of the distinct which is reflected in active citizen involvement in identifying and protecting the historic and cultural resources that exist within it.

The design guidelines reflect these values through their emphasis on:

- ❖ beginning the design process with an understanding of the natural systems and features of the site and its surroundings;
- ❖ designing individual buildings within the larger context of a district;
- ❖ drawing upon the physical aspects of the site in order to develop a design that is authentic to Norwalk and the district while embracing design innovation and creativity;
- ❖ encouraging the creation of public places as part of project design;
- ❖ emphasizing the importance of developing a strong inter-related design concept for the project as a whole—both built and open space components.

#### GUIDELINE AUDIENCE

The design guidelines are intended for a variety of audiences including developers, design professionals, neighbors, community members, Design Review members, City Planning and Zoning staff, and the general public. Each has a specific role in the design review process. The guidelines provide all parties with a clearer understanding of what the City requires project developers to strive for in designing new development on this site.

#### FORMAT

The design guidelines are organized around three themes: **Context and Site**, **Public Life**, and **Design Concept**. Each theme includes three to four individual guidelines. Each guideline consists of a number, a title, and a concise performance-based directive—all located on the cover page of each section. Each guideline has a series of design approaches and strategies to be considered on a variety of topics. The topics covered under each guideline represent issues specifically relevant to understanding and complying with the broader guideline directive and contain more detailed suggestions. Projects are required to meet and address all guidelines. They are not however expected to apply all the approaches and strategies listed for each guideline as not all of the approaches and strategies will be relevant to every project. Applicants, Commissioners, and other reviewers must employ their professional judgment in determining which approaches and

strategies are applicable to a project. The applicant however should present a credible case as to why a project relevant approach or strategy in the guidelines was not incorporated into their filing memo.

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# Context and Site

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## **S1. Natural Systems and Site Features**

- A. Energy Use
- B. Sunlight and Natural Ventilation
- C. Topography
- D. Plants and Habitat
- E. Water

## **S2. Urban Pattern and Form**

- A. Location
- B. Adjacent Sites, Streets, and Open Spaces
- C. Density, Intensity, and Use
- D. Height, Bulk, and Scale

## **S3. Architectural Context and Character**

- A. Emphasizing Positive District Attributes
- B. Local History and Culture

# C&S1

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## Natural Systems and Site Features

*Use natural systems and features of the site and its surroundings as the starting point for project design.*

### A. ENERGY USE

**1. Energy Choices:** At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

### B. SUNLIGHT AND NATURAL VENTILATION

**1. Sun and Wind:** Where feasible, take advantage of solar exposure and natural ventilation available onsite. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible.

**2. Daylight and Shading:** Maximize daylight for interior and exterior spaces and be cognizant of shading on adjacent sites where feasible.

**3. Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

### C. RELATED AND NEARBY

**1. On-Site Features:** Incorporate on-site natural habitats and landscape elements such as: native plant species or other vegetation into project design and connect those features to existing networks of open spaces and natural habitats wherever feasible.

**2. Off-Site Features:** Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban park systems.

Promote continuous habitat, where possible, and increase interconnectedness of surrounding urban park systems and natural habitat where feasible.

### D. WATER

**1. Adding Interest with Project Drainage:** Where feasible, use project drainage systems as opportunities to add interest to the site through water-related design elements.

Features such as trees, rain gardens, bioswales, green roofs, fountains of recycled water, and/or water art installations can create movement and sound, air cooling, focal points for pedestrians, and habitats which may already be required to manage on-site stormwater and allow reuse of potable water for irrigation.

# C&S2

## Urban Pattern and Form

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*Strengthen through design the desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.*

### A. PROJECT LOCATION IN THE DISTRICT

**1. Sense of Place:** Emphasize attributes that give Norwalk, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance the strong identity that already exists. Examples of neighborhood and/or site features that contributed to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, relationships to bodies of water or significant trees, natural areas, open spaces, iconic buildings or transportation junctions, and land seen as a gateway to the community.

**2. Architectural Presence:** Evaluate the degree of visibility and architectural presence that is appropriate or desired given the context, and design accordingly. The site lends itself to a “high-profile” design with significant presence and individual identity. Buildings that contribute to a strong street edge, especially at the first thirty (30) feet, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades with sensitive public visibility to incorporate design detail, articulation and quality materials.

### B. ADJACENT SITES, STREETS, AND OPEN SPACES

**1. Site Characteristics:** Allow characteristics of sites to inform the design, especially where the surrounding streets and topography create unusually shaped lines that can add distinction to the building massing.

**2. Connection to the Street:** Identify opportunities for the project to make a strong connection to and above the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape—its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

**3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or “rooms” for public use. Determine how best to support those spaces through project siting and design.

### C. RELATIONSHIP TO THE BLOCK

**1. Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.

**2. Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first thirty (30) feet.

**3. Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design. Consider providing through-block access and/or designing the project as an assemblage of buildings and spaces within the block.

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#### **D. HEIGHT, BULK, AND SCALE**

**1. Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies. Alternatively zoning regulations might be out of sync with what is the appropriate development scale for the area by either providing too much density or insufficient density.

**2. Existing Site Features:** Use changes in topography, site shape, and or structures to help make a successful fit with adjacent properties.

**3. Zone Transitions:** Provide an appropriate transition or complement to the adjacent zone(s).

**4. Massing Choices:** Design for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar exposure or site orientation, and/or make for a varied and interesting urban form.

**5. Respect for Adjacent Sites:** Respect adjacent properties through appropriate design and site planning.

# C&S3

## Architectural Context and Character

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*Contribute to the architectural character of the neighborhood.*

### **A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES**

- 1. Fitting Old and New Together:** Compatibility between new projects, and existing architectural context is critically important. The design of new projects requires attention to building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials particularly at the first 30 feet.
- 2. Contemporary Design:** Contemporary design can contribute to the development of attractive new forms and architectural styles; but such should have design context with the geography and context of the site. The materials used should be consistent with those of the already built environment and should be heavily influenced by glazing and masonry at the base of the building and for the first 30 feet.
- 3. Evolving Architectural Character:** In the Reed Putnam Urban Renewal Plan Area the architectural character is established; explore ways for new development to effectively juxtapose elements of the district's historic architecture with contemporary design.

### **B. LOCAL HISTORY AND CULTURE**

- 1. Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

# Public Life

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## **PL1. Connectivity**

- A. Network of Open Spaces
- B. Walkways and Connections
- C. Outdoor Uses and Activities

### **PL1.1. Accessibility**

- A. Accessibility
- B. Safety and Security
- C. Weather Protection
- D. Wayfinding

## **PL3. Street-Level Interaction**

- A. Entries
- B. Retail Edges
- C. Residential Edges

## **PL4. Active Transportation**

- A. Entry Locations and Relationships
- B. Planning Ahead for Bicyclists
- C. Planning Ahead for Transit

# PL1

## Connectivity

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*Complement and contribute to the network of open spaces around the site and provide meaningful pedestrian connections to South Norwalk.*

### A. NETWORK OF OPEN SPACES

**1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

Consider ways that design can enhance the features and activities of existing off-site open spaces. Open space may include sidewalks, streets and alleys, circulation routes and other open areas of all kinds.

**2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities.

### B. WALKWAYS AND CONNECTIONS

**1. Pedestrian Infrastructure:** Where feasible, connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

**2. Pedestrian Volumes:** Where feasible, provide ample space for pedestrian flow and circulation, particularly in areas where there is already pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

**3. Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to all of the building's entry points should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks and outdoor street vending.

### C. OUTDOOR USES AND ACTIVITIES

**1. Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

**2. Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use.

**3. Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in areas where active open space will contribute vibrancy, economic health, and public safety. These may include:

- a. seasonal plantings or displays and/or water features;
- b. outdoor heaters;

- c. overhead weather protection;
- d. ample, moveable seating and tables and opportunities for outdoor dining;
- e. an extra level of pedestrian lighting;
- f. trees for moderate weather protection and shade; and/or
- g. 24-hour wi-fi service.

# PL2

## Walkability

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*Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.*

### A. ACCESSIBILITY

**1. Access for All:** Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door. Refrain from creating separate “back door” entrances for persons with mobility limitations.

**2. Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges. Examples include exterior stairs and landings, escalators, elevators, textured ground surfaces, seating at key resting points, through-block connections, and ramps for wheeled devices (wheelchairs, strollers, bicycles).

### B. SAFETY AND SECURITY

**1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

**2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**3. Street-Level Transparency:** Ensure transparency of street-level uses (for all nonresidential uses or residential lobbies), by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. If screening is essential choose semi-transparent rather than opaque screening.

### C. WEATHER PROTECTION

**1. Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

**2. Design Integration:** Integrate weather protection into the design of the structure as a whole, and ensure that it also relates well to any adjacent buildings in design, coverage, or other features.

**3. People-Friendly Spaces:** Create an artful and people-friendly space beneath building canopies by using human-scale architectural elements and a pattern of forms and/or textures at intervals along the façade. If transparent canopies are used, design to accommodate regular cleaning and maintenance.

### D. WAYFINDING

**1. Design as Wayfinding:** Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.

# PL3

## Street-Level Interaction

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*The street frontage is to be designed around the pedestrian. A hallmark of quality urban design is street frontage that is engaged by pedestrians. Urban streets are to be designed as part of the open space system as are parks and plazas. Creating a visually interesting, functional, and comfortable street experience requires a high quality pedestrian zones between the building front and street, pedestrian oriented uses, and pedestrian-scaled architecture.*

### A. ENTRIES

**1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.

**a. Office/commercial lobbies** should be visually connected to the street through the primary entry and sized to accommodate the range and volume of foot traffic anticipated;

**b. Retail entries** should include adequate space for several patrons to enter and exit simultaneously, preferably under cover from weather.

**c. Common entries to multi-story residential buildings** need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.

**d. Individual entries to ground-related housing** should be scaled and detailed appropriately to provide for a more intimate type of entry.

The design should contribute to a sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.

**2. Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features. Consider a range of elements such as:

a. overhead shelter: canopies, porches, building extensions;

b. transitional spaces: stoops, courtyards, stairways, portals, arcades, pocket gardens, decks;

- c. ground surface: seating walls; special paving, landscaping, trees, lighting; and
- d. building surface/interface: privacy screens, upward-operating shades on windows, signage, lighting.

## B. RESIDENTIAL EDGES

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**1. Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.

**2. Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence. Design strategies include:

- a. vertical modulation and a range of exterior finishes on the facade to articulate the location of residential entries;
- b. pedestrian-scaled building addressing and signage, and entry elements such as mail slots/boxes, doorbells, entry lights, planter boxes or pots; and
- c. a combination of window treatments at street level, to provide solutions to varying needs for light, ventilation, noise control, and privacy.

**3. Buildings with Live/Work Uses:** Maintain active and transparent facades in the design of live/work residences that are required to orient the nonresidential portions of the unit toward the street. Design the first floor so it can be adapted to other commercial use as needed in the future.

**4. Interaction:** In any residential building, provide opportunities for interaction among residents and neighbors. Consider locating commonly used features or services such as mailboxes, outdoor seating, seasonal displays, children's play equipment, and space for informal events in the area between buildings as a means of encouraging interaction.

## C. RETAIL EDGES

**1. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

**2. Visibility:** Maximize visibility into the building interior and merchandise displays. In some conditions, consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

**3. Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

## D. Streets

1. Design pedestrian-friendly streetscapes by providing pedestrian-oriented amenities and enhancements that encourage urban engagement by employing:

Arcades, awnings and other architectural features to provide a human scale and offer protection from rain and the summer heat.

Pedestrian plazas and green open space that offer interesting public places for people to enjoy the street experience. These spaces should incorporate water features, sculptures, public art or other architectural focal points.

- Public art, benches, trash receptacles, bike racks and other amenities enhance the quality of the pedestrian experience.
- Walkways and sidewalks, paved in materials with a tactile quality, to differentiate the pedestrian space from the auto realm.
- Pedestrian-oriented street lighting to increase the sense of safety and reduces the impact of light pollution.
- Trees and other landscaping visually to enhance the space as well as provide shade and a cooler microclimate. Native species should be encouraged.

# PL4

## Active Transportation

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*Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.*

### A. ENTRY LOCATIONS AND RELATIONSHIPS

**1. Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.

**2. Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

### B. PLANNING AHEAD FOR BICYCLISTS

**1. Early Planning:** Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

**2. Bike Facilities:** Facilities such as bike racks and storage, bike share Stations should be located to maximize convenience, security, and safety. Office buildings should consider shower facilities and lockers for bicyclists.

**3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project. Design bicycling access points so that they relate to the street grid and include information about connections to existing trails and infrastructure where possible. Also consider signage, kiosks, building lobbies, and bicycle parking areas, where provided, as opportunities to share bicycling information.

### C. PLANNING AHEAD FOR TRANSIT

**1. Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking, and/or suggest logical locations for building entries, retail uses, open space, or landscaping. Take advantage of the presence of transit patrons to support retail uses in the building.

**2. On-site Transit Stops:** If a transit stop is located onsite, design project related pedestrian improvements and amenities so that they complement (or at least do not conflict with) any amenities provided for transit riders.

Consider the proximity of transit queuing and waiting areas to other pedestrian gathering spaces, aiming for enough room to accommodate all users.

Similarly, keep lines of sight to approaching buses open and make it clear through location and design whether project-related pedestrian lighting, weather protection, and/or seating is intended to be shared by transit users.

**3. Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

# Design Concept

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## **DC1. Project Uses and Activities**

- A. Arrangement of Interior Uses
- B. Vehicular Access and Circulation
- C. Parking and Service Uses

## **DC2. Architectural Concept**

- A. Massing
- B. Architectural and Façade Composition
- C. Secondary Architectural Features
- D. Scale and Texture

## **DC3. Open Space Concept**

- A. Building-Open Space Relationship
- B. Open Spaces Uses and Activities
- C. Design

## **DC4. Materials**

- A. Exterior Elements and Finishes
- B. Signage
- C. Lighting
- D. Trees, Landscape and Hardscape Materials

## **DC5. Public Realm**

- A. Context
- B. Design
- C. Accessibility

# DC1

## Project Uses and Activities

### *Optimize the arrangement of uses and activities on site.*

#### **A. ARRANGEMENT OF INTERIOR USES**

**1. Visibility:** Where feasible, locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces by considering the following:

- a. a location at the crossroads of high levels of pedestrian traffic;
- b. proximity to nearby or project-related shops and services; and
- c. amenities that complement the building design and offer safety and security when used outside normal business hours.

**3. Flexibility:** Where feasible, build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

**4. Views and Connections:** Where feasible, locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

#### **B. VEHICULAR ACCESS AND CIRCULATION**

**1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:

- a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;
- b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or
- c. employing a multi-sensory approach to areas of potential vehicle pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices.

**2. Facilities for Alternative Transportation:** Locate any facilities for alternative transportation such as shared vehicles, carpooling and charging stations for electric vehicles in prominent locations that are convenient and readily accessible to expected users.

#### **C. PARKING AND SERVICE USES**

**1. Below-Grade Parking:** Locate parking below grade to the maximum extent site conditions make feasible. Visible at grade parking not in a garage structure is not allowed, minimize to the extent feasible parking entrance or egress away from the front façade of any structure.

- 
- 2. Visual Impacts:** Reduce the visual impacts of parking structures, entrances, and related signs and equipment as much as feasible. There should be no direct visibility of structured parking.
- 3. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from sensitive pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

# DC2

## Architectural Concept

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***Final project design will produce a unified and functional building that fits appropriately on the site and within the built environment surrounding it.***

### **A. MASSING**

**1. Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, use the specific site characteristics to influence where and how building massing is arranged as they can accentuate mass and height.

**2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, porches, canopies or other elements; and/or architecturally highlighting building entries.

### **B. ARCHITECTURAL AND FAÇADE COMPOSITION**

**1. Façade Composition:** Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades visible from sensitive public view are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.

**2. Blank Walls:** Avoid large blank walls along façades visible from sensitive public view wherever feasible.

Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

These may include:

- a. newsstands, ticket booths and flower shops (even if small or narrow);
- b. green walls, landscaped areas or raised planters;
- c. wall setbacks or other indentations;
- d. display windows; trellises or other secondary elements;
- e. art as appropriate to area zoning and uses; and/or
- f. terraces and landscaping where retaining walls above eye level are unavoidable.

### **C. SECONDARY ARCHITECTURAL FEATURES**

**1. Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. When appropriate, add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas). Detailing may include features

such as distinctive door and window hardware, projecting window sills, ornamental tile or metal, and other high-quality surface materials and finishes.

**2. Dual Purpose Elements:** Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions. Examples include shading devices and windows that add rhythm and depth as well as contribute toward energy efficiency and/or savings or canopies that provide street-level scale and detail while also offering weather protection. Where these elements are prominent design features, the quality of the materials is critical.

**3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

#### **D. SCALE AND TEXTURE**

**1. Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first thirty (30) feet of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.

**2. Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

#### **E. FORM AND FUNCTION**

**1. Legibility and Flexibility:** Strive for a balance between building legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, to the extent reasonable, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

# DC3

## Open Space Concept

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*Integrate open space design with the building design so they are complementary.*

### **A. BUILDING-OPEN SPACE RELATIONSHIP**

**1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

### **B. OPEN SPACE USES AND ACTIVITIES**

**1. Meeting User Needs:** Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

**2. Matching Uses to Conditions:** Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities. For example, where feasible, place outdoor seating and gathering areas where there is sunny exposure and shelter from wind. Build flexibility into the design in order to accommodate changes as needed; e.g. a south-facing courtyard that is ideal in spring may become too hot in summer, necessitating a shift of outdoor furniture to a shadier location for the season.

**3. Connections to Other Open Space:** Site and design project-related open spaces should connect with, or enhance, the uses and activities of other nearby public open space where appropriate. Look for opportunities to support uses and activities on adjacent properties and/or the sidewalk.

**4. Multifamily Open Space:** In cases of residential buildings, design common and private open spaces for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children's play (covered and uncovered), barbecues, resident meetings, and crafts or hobbies.

### **C. DESIGN**

**1. Reinforce Existing Open Space:** Reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes.

**2. Amenities and Features:** Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Consider use of a variety of features, such as planters, green roofs and decks, groves of trees, and vertical green trellises along with more traditional foundation plantings, street trees, and seasonal displays.

**3. Support Natural Areas:** Create an open space design that connects to natural areas that may exist off-site.

# DC4

## Exterior Elements and Finishes

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**Use appropriate and high quality elements and finishes for the building and its open spaces.**

### **A. BUILDING MATERIALS**

**1. Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged. Use of materials such as masonry, precast, terracotta, natural stone and metal panel is encouraged.

**2. Climate Appropriateness:** Select durable and attractive materials that will age well in the northeast climate, taking special care to detail corners, edges, and transitions. Highly visible features, such as balconies, grilles and railings should be especially attractive, well crafted and easy to maintain.

Pay particular attention the harsh conditions that are associated with the sites close proximity to the Norwalk River and Long Island Sound.

### **B. SIGNAGE**

**1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its uses and environs. Signage should be compatible in character, scale, and locations while still allowing businesses to present a unique identity.

**2. Coordination With Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

### **C. LIGHTING**

**1. Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

**2. Avoiding Glare:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

### **D. TREES, LANDSCAPE AND HARDSCAPE MATERIALS**

**1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials. Choose plants that will emphasize or accent the design, create enduring green spaces, and be appropriate to particular locations taking into account solar access, soil conditions, and adjacent patterns of use. Select landscaping that will thrive under urban conditions.

**2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials.

Use permeable materials where feasible.

**3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended. It may be necessary to create a landscaping plan for various stages of plant maturity, such as 5, 10, and 20 year plans in order to ensure the landscaping will perform and function as needed over the life of the project.

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**4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

# DC5

## Public Realm

### **Guideline:**

***The design and development of the public realm on the site will be reflective of the area's history, complimentary of its natural environment and informative of the urban context in which the project is being built. Space deemed to be public realm will serve as means by which the public engages with the project and their community in a manner that is independent of commerce.***

### **PUBLIC REALM AREA**

**1. Defined:** The public realm area includes all public places and the building elements that are physically and or visually accessible to the public regardless of who actually owns the space. Such places and elements can include but are not limited to, streets, pedestrian ways, bikeways, bridges, plazas, nodes, squares, gateways, parks, waterfronts, natural features, view corridors, landmarks, and points at which a building establishes interaction with the public via design or use either interior or exterior that is beyond a commercial purpose.

**2. Purpose / Appropriateness:** Successful public realm and spaces are spaces that remain relevant to people's day to day lives. Such success is not simply a function of the available spaces and facilities but rather what they contribute to people, through the connections that those places make with their community, environment and history.

### **Historical Context**

- Integrate physical and geographic features of the area into new designs where these become central to the site, enhance historical identity through landscape, memorials and places to appreciate the former context and uses of the site.
- Use landform, landscape, public art and interpretive signage and other media to tell the story of the neighborhood, city, county, New England.
- Stimulate imaginative interaction through the design of spaces that respond to the geography and history of the area.

### **Local Context**

- Employ materials and designs that are sourced locally (wherever practical) to reinforce the desired character of the place.

- Design spaces that enable/accommodate community based events, celebrations, memorials, markets, etc.
- Ensure a site responsive approach to urban development that supports and enhances the context in which it is located, strengthens local character and identity, integrates with its surroundings and promotes a sense of community.

#### **Diversity**

- Public spaces are places for everyone. Design needs to accommodate a range of users of different ages, abilities and cultures and a variety of uses from the personal to the communal.
- Anticipated uses should be accommodated by the allocation of appropriate spaces having regard to location, geographic characteristics, context, accessibility and scale.

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#### **Flexibility**

- Simple, uncluttered designs allow the public realm to accommodate activities that are temporary, seasonal or time specific.
- Design the street network so as to be able to adapt to changes in building design, form and density so as to maintain street level amenity.
- Consider elements that have a dual purpose (light columns that host lights and rigging for events).
- Different people interpret the public realm in different ways. Spaces should be designed to allow for choice and function in how they are used and experienced.
- The layout of streets and activity nodes (private and communal) should be logical and effective.

#### **Adaptability**

- Simple design using high quality materials and a reinforcement of concepts within the public realm will maintain the character of spaces when activity is absent.
- Robust, unrestrictive designs are key to creating a durable public realm that can adapt and respond to the rhythms and patterns of use by time of day, day of week and season.

#### **Design for the Community**

- Design paths, crossing spaces and seat locations to encourage incidental social interaction.
- Ensure that the public park design structure will allow for future enhancement of the space as the community's appreciation of the space evolves with time and use.
- Plan and design the public realm to minimize user conflict issues such as pedestrian, cycle and vehicle movements; noise generating activities and residential activities; and land uses and areas of environmental sensitivity.

#### **Involve the Community**

- Involve the community in the design, maintenance and progressive enhancement of the public realm through consultation and participation.
- Identify opportunities to integrate open space into existing community and social plans and programs.
- Provide information to residents on special events, key activity nodes and future stages of development.

### **Inclusive Design**

- Ensure that layout and design maximizes connections between public open spaces, activity nodes, transport centers and natural corridors.
- Use natural corridors as part of the open space network to enhance accessibility to day-to-day destinations such as housing, shops and employment centers outside of the development site and public facilities.

### **Cultural Considerations**

- Provide facilities and spaces within the public realm that are responsive to the cultural needs of all users.
- Design access to unusual vistas to enhance wider appreciation of the values and sensitivity of these locations (Roof top gardens or parks would be an example).
- Design signage to improve accessibility, orientation and connectivity of spaces and functions. Provide direct path routes or controls that preclude worn tracks across areas of sensitivity.
- Provide a movement network which has a highly interconnected street network that distinguishes between arterial routes and local streets, establishes good internal and external access for residents, maximizes safety, encourages walking and cycling, supports public transport and minimizes the impact of through traffic.

### **Legibility**

- Use signage, gateways and landmarks to help people navigate their way through streets and spaces.
- Accessibility and permeability should be encouraged by linking to existing routes and the wider network of movement.
- Road networks should be designed to reinforce preferred routes and enhance these routes by providing features to complement and highlight them.
- Movement through the public realm should be easy, pleasurable and intuitive. Street furniture and signage should use innovative and integrated solutions.
- Streets should be designed as attractive spaces with coordinated and distinctive identities.
- Apply well-detailed, high quality, and robust materials that reduce maintenance costs in the long term and achieve better value for the money.

### **Access for All**

- Streets and spaces should be designed to be inclusive and create a public realm where everyone has the best opportunity to participate in all areas.
- Provide a safe, convenient and legible bike network to meet the needs of experienced and less experienced cyclists for persons, including on-road and off-road routes.
- Streets and spaces should specifically recognize disability access, including contextual references, to ensure equitable participation by all members of the community.
- Provide a safe, convenient and legible movement network for people using wheelchairs, strollers, etc.
- Use “comfort spaces” to avoid potential risks associated with shared spaces (Consider street furniture placement, tactile paving, landscaping design and the siting of crossing points).

- Federal disability standards ensure that dignified, equitable, cost-effective and reasonably achievable access to buildings, and facilities and services within buildings, is provided for people with disability.

### **Local Identity**

- Ensure that the image of a space enables the community to easily form a mental map of the urban environment (consider the role of paths, the form of edges that bound a space, the common elements of a district, the strategic nodes and the placement of landmark points of reference).
- Brand the public realm so as to create a desired image or strengthen an existing identity (a traditional materials palette can reinforce and enhance a heritage setting).
- Rebrand and overhaul the public realm regularly to encourage repopulation of the area and rejuvenate activity nodes, entertainment, community facilities.

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### **Design Excellence and Innovation**

- Invest in quality, design and materials to create a positive image (craftsmanship and detailing gives spaces perceived value and prestige).
- Incorporate design competitions and community interaction that involves multidisciplinary teams to stimulate creativity and innovation.

### **The “Wow” Factor**

- Create a “wow” factor and impact through coordinated and integral lighting, public art, interactive media, street furniture, surfacing, planting etc.

## **Public Realm Design Checklist**

The possible range of design issues that may need to be discussed and negotiated with Redevelopment Agency and the Common Council will vary greatly from one project to the next. Once 75% of Public Realm design has been completed it would be appropriate to formalize consensus with the public bodies on the Redeveloper’s Public Realm Plan. The following checklist outlines typical design issues that may require consultation, negotiation and resolution prior acceptance of the plan.

### **Project Feasibility and Preliminary Review**

**(Check that which has been completed and provide supporting documentation)**

- Stakeholder Consultation and Communication Strategy
- Project Agreement (if required)
- Preliminary Planning Approval

### **Public Realm Concept and Master Plan**

- Design standards
- Specific specifications on materials, finishes and quality
- Streetscape design and Street Tree Selections
- Vandalism and graffiti policies
- Landscaping, lighting and drainage plans
- Design standard for special design features (water features, public art, space design)
- Maintenance Plan and budget (preliminary)

Design implications and marketing strategy

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10/20/15

**Appendix E**

**Proposed Zoning Changes**

# Appendix E

## Proposed Zoning Changes

The following text supplements the description of the proposed zoning changes under the subheading “Appendix D – Proposed Zoning Changes” contained in the original Plan and all amendments. The objective of all Proposed Zoning Changes is to conform the area, height, bulk, standards and uses of the project depicted in the Conceptual Master Site Plan to the Zoning Regulations.

### Zones:

- Amend, if required, Parcel 1 and Parcel 4 to Subarea A of the Reed-Putnam Design District (RPDD)
- Obtain designation of Parcel 1, Parcel 2, Parcel 4 and the area above North Water Street, between West Avenue and the railroad underpass, as a Design District Development Park within the RPDD.
- Amend Section 118-502C(1)(c)[7] of the Regulations so that live music is allowed outdoors in connection with a restaurant.
- Amend Section 118-502C(d)[1](c) to allow for Floor Area Ratio maximum of 1.0 for retail and not more than 1,000,000 square feet of retail.
- Amend Section 118-502C(d)[1](d) to modify the Minimum Open Space required in a Development Park to conform to the CMSP.
- Amend Section 118-502C(e) to modify the parking regulations to allow for shared parking with a hotel and conform the parking standards contained in the Regulations to the parking program shown on the CMSP.
- Amend Section 118-502C(e) to modify the sign regulations to conform to the project needs.
- Amend Section 118-502C(e) to modify the REED PUTNAM DESIGN DISTRICT SCHEDULE LIMITING HEIGHT AND BULK OF BUILDING City of Norwalk chart in the following manner:
  - Confirm that the parking program shown in the CMSP conforms to the Maximum Parking Garage Height contained in said schedule and possibly modify schedule.
  - Minimum Yards: explicitly note that “There are no Minimum Yard requirements and where easements have been obtained for municipal authorities, buildings may be constructed beyond property lines and above public streets and right of ways; provided that the area of such streets and right of ways shall not count toward minimum lot area or project size in the determination of allowable FAR.”
  - Maximum Building Area: increase allowable Maximum Building Area to conform to CMSP.
- Such other zoning regulation changes necessary to conform the CMSP and the project uses to the Zoning Regulation.

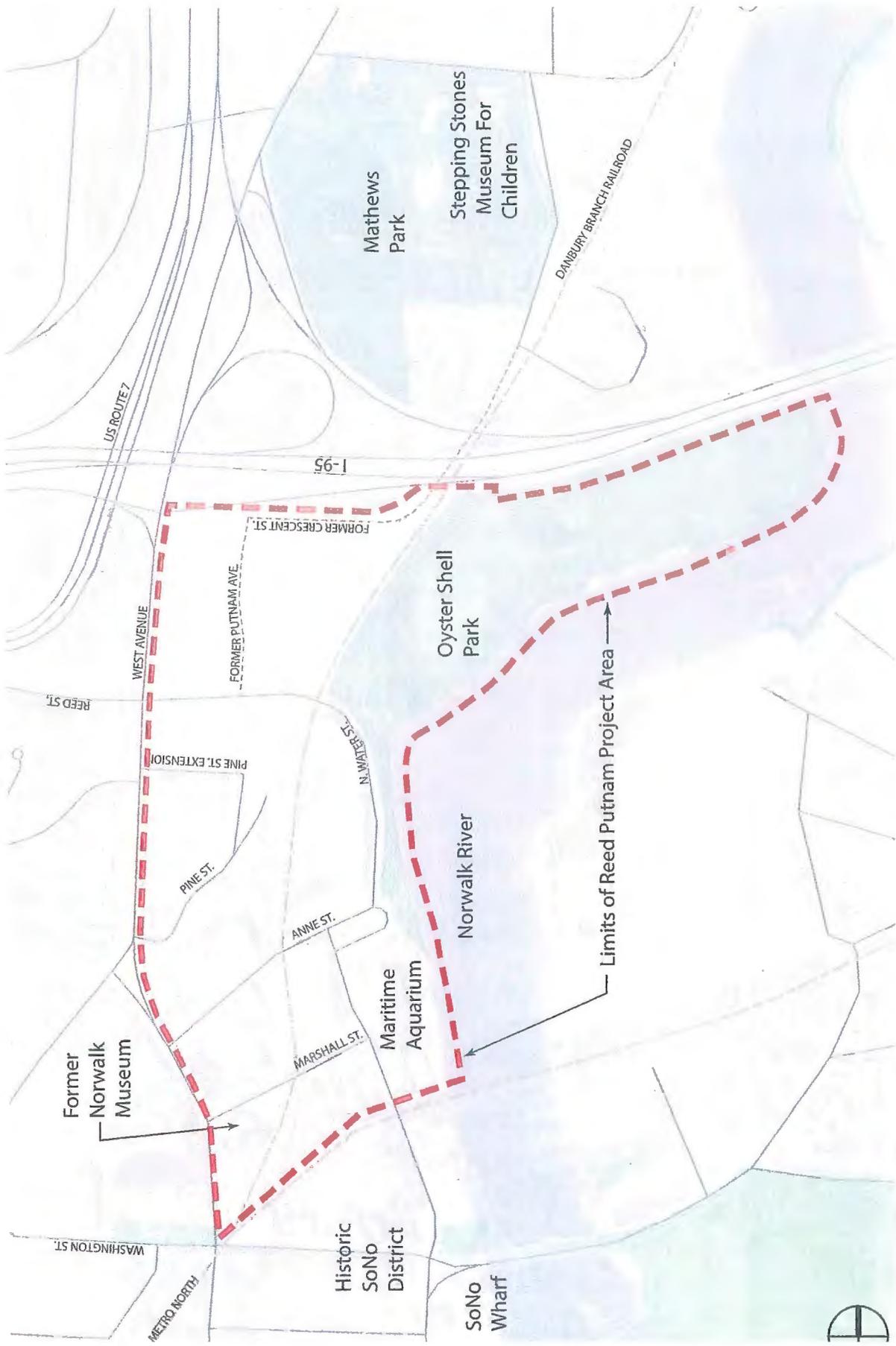


Figure 1 - Existing Conditions and Development Context

Reed Putnam Project Area - Norwalk, Connecticut

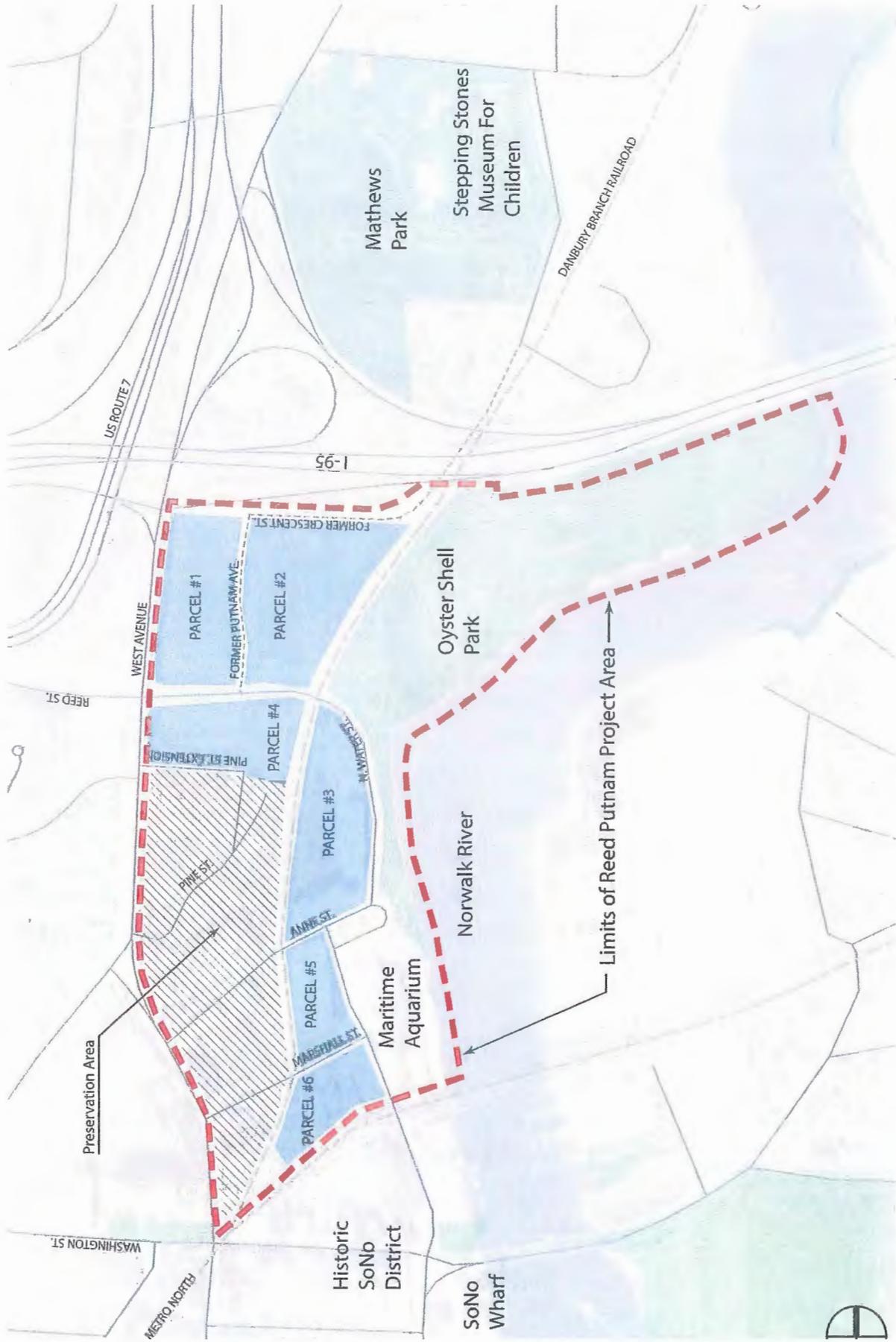
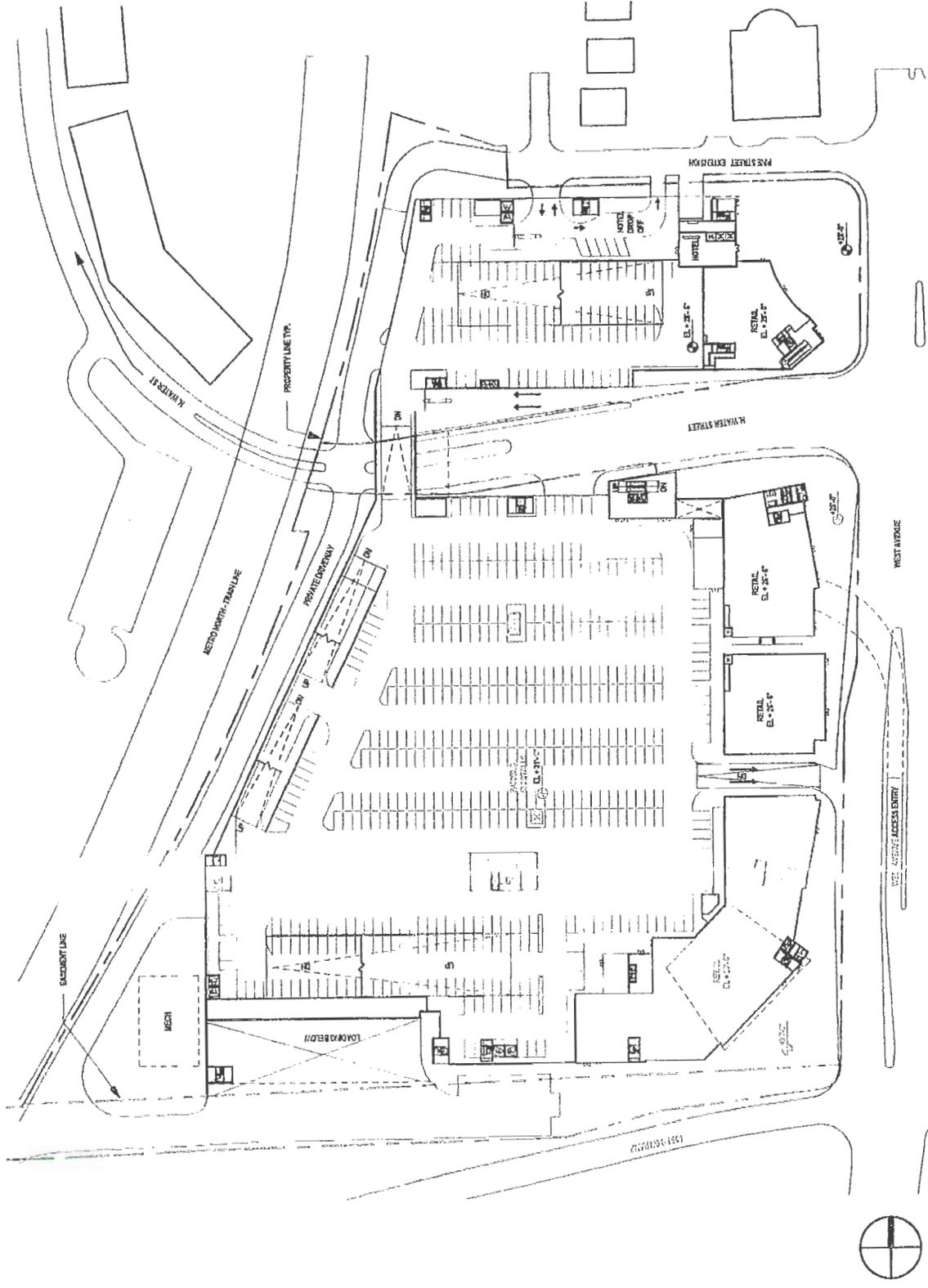


Figure 2 - Preservation Area and Redevelopment Parcels

Reed Putnam Project Area - Norwalk, Connecticut



**Figure 3A - Level 1 Plan**

**Reed Putnam Project Area - Norwalk, Connecticut**

Alternative showing potential mixed use development on Parcels 1, 2 & 4 and depicting elimination of Putnam Avenue and building "bridging" over Reed Street (now known as North Water Street), provided that at all times, except during construction, free flow of pedestrian and vehicular traffic is allowed on such Reed/North Water Street"



### Figure 4 - Land Use Plan

Reed Putnam Project Area - Norwalk, Connecticut

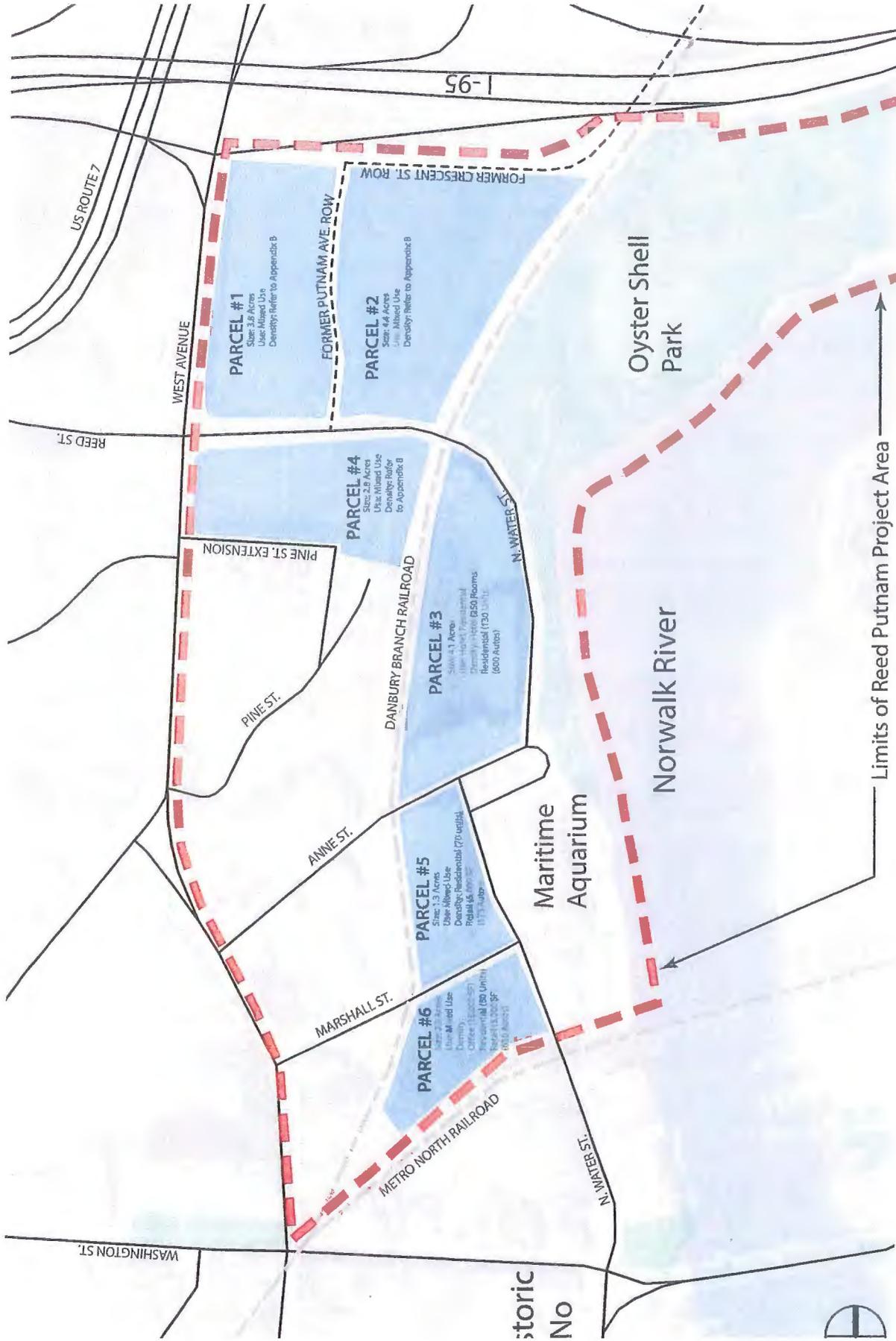


Figure 5 - Major Development Parcels

Reed Putnam Project Area - Norwalk, Connecticut



Figure 6 - Major Streets and Parks

Reed Putnam Project Area - Norwalk, Connecticut

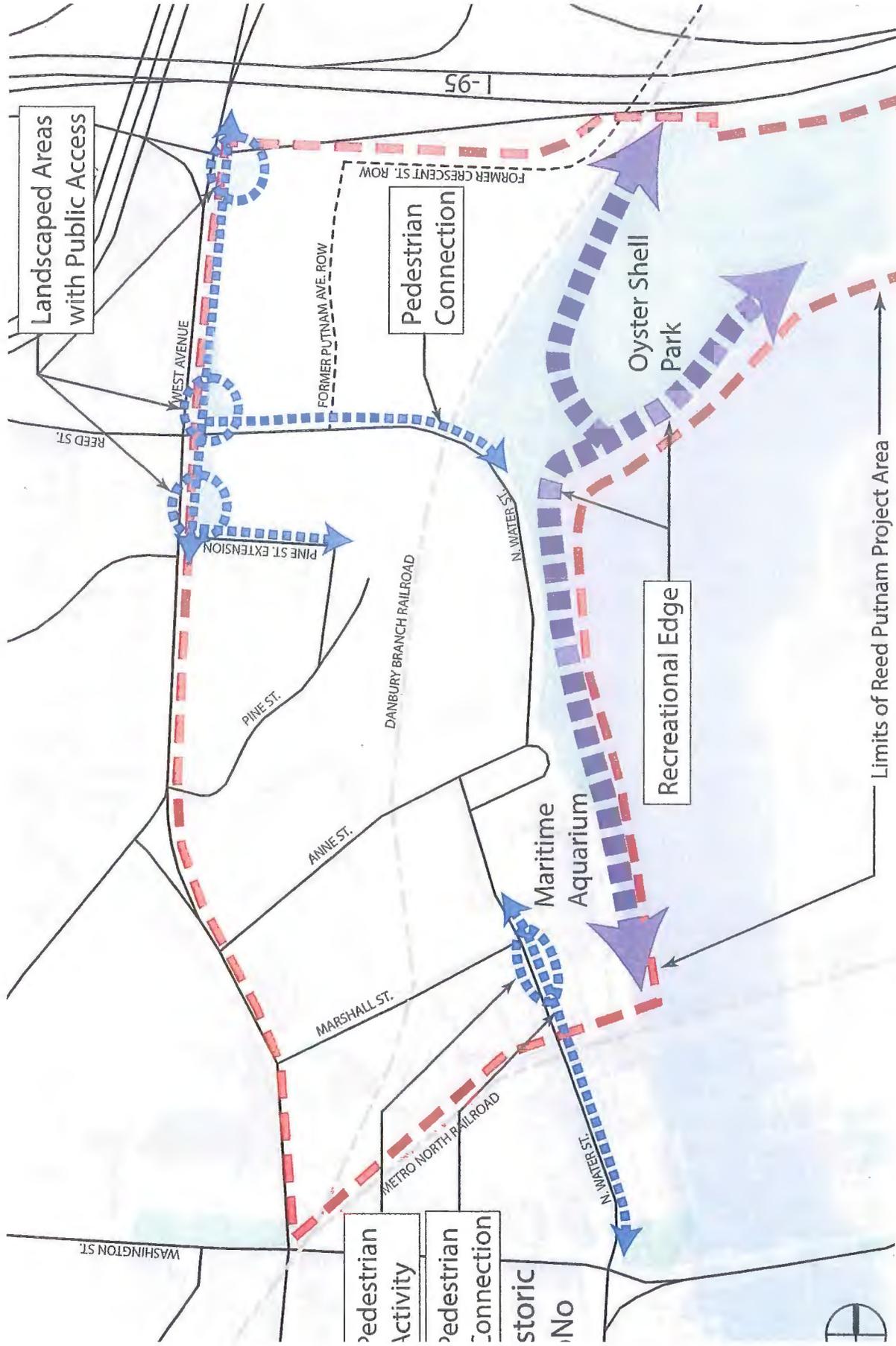
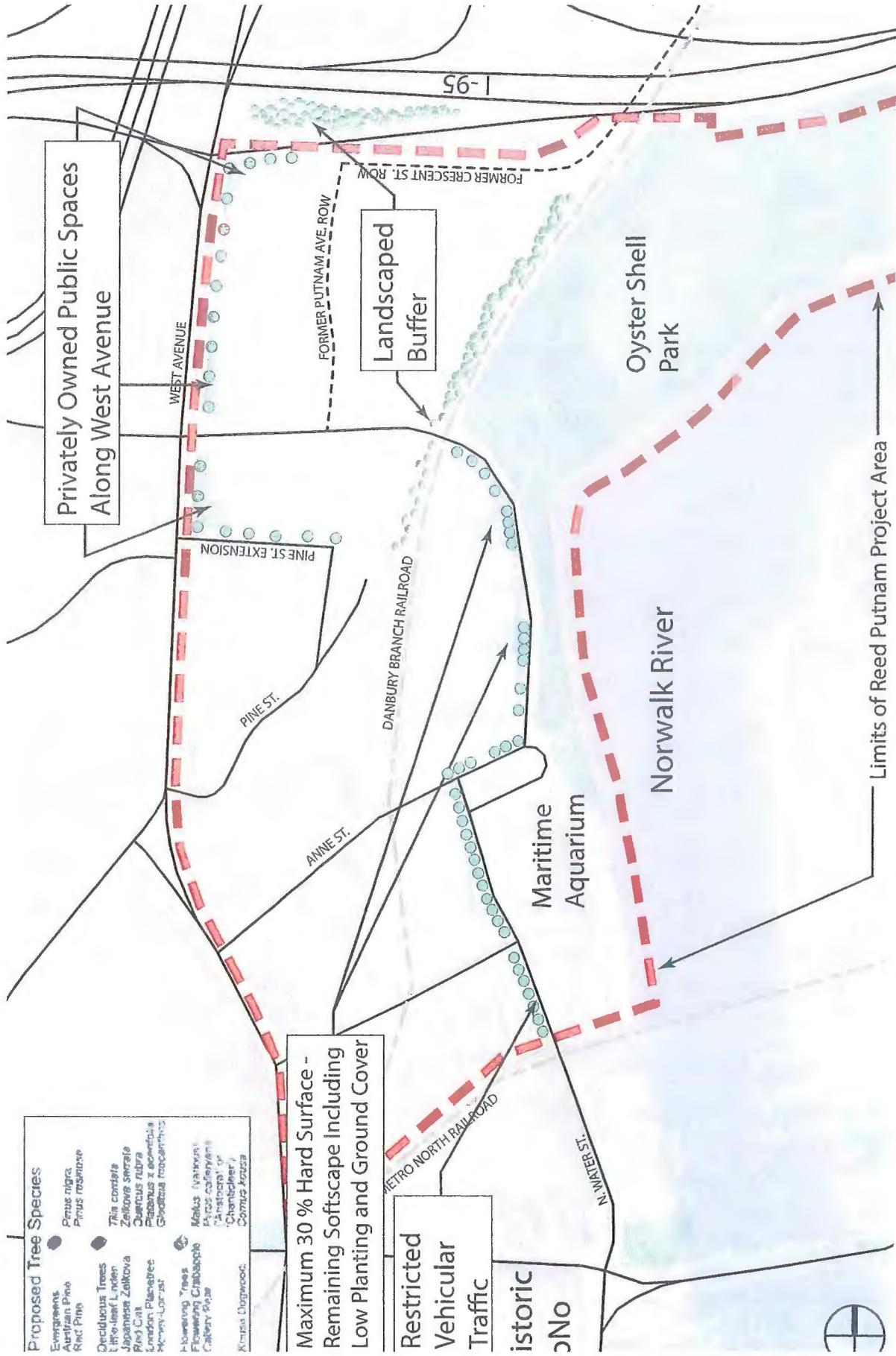


Figure 7 - Open Space Concept

Reed Putnam Project Area - Norwalk, Connecticut



**Figure 8 - Landscaping Plan**

Reed Putnam Project Area - Norwalk, Connecticut

# **PROPOSED URBAN RENEWAL PLAN**

## **MODIFICATIONS**

## Urban Renewal Plan for the Reed Putnam Project Area

### List of Figures

- Figure 1. Existing Conditions and Development Context (modified)
- Figure 2. Preservation Area and Redevelopment Parcels
- Figure 3. ~~Illustrative Site Plan—Level 1 Plan~~ CMSP
- Figure 4. Land Use Plan
- Figure 5. Major Development Parcels
- Figure 6. Major Streets and Parks
- Figure 7. Open Space Concept
- Figure 8. Landscaping Plan
- Figure 9. ~~Maximum Building Heights~~ Intentionally Omitted
- Figure 10. Setbacks and Build-to Lines
- Figure 11. ~~Curb-Cut Zones~~ Intentionally Omitted
- Figure 12. ~~Easements and Rights-of-Way~~ Intentionally Omitted
- Figure 13. Traffic Circulation and Improvements
- Figure 14. ~~Existing and Proposed Utilities~~ Intentionally Omitted
- Figure 15. Property Acquisition Plan
- Figure 16. Proposed Zoning Subareas

An analysis of the existing conditions of these Parcels at the intersection of I-95 and Route 7 indicates that these Parcels remain in a blighted substandard physical and economic condition relative to their location and proximity to major regional transportation corridors, their environmental condition and lack of any economically contributing activated use. Additionally, it has been determined that these sites can accommodate development in accordance with the approved land uses and volumes referenced in Appendix C.

### 2.3. Illustrative Site Plan

An analysis of the existing conditions indicates that the parcels close to the intersection of I-95 and Route 7 are appropriate sites for office use, given their location and accessibility. The parcels located east of the Danbury Branch Railroad line are more appropriate for uses complementary to the recreational and institutional character of the waterfront, such as hotel and residential, retail, public realm and mixed use.

~~Figure 3, Illustrative Site Plan, represents~~ Figure 3, the CMSP, represents the preferred development plan in terms of massing and location of buildings. It shows a mixed use development consisting of retail, hotel and public realm on Parcels 1, 2 and 4, located to the west of the railroad line. The sites across North Water Street from the Maritime Aquarium would be redeveloped for mixed use (office, residential, retail, and parking for Maritime Aquarium users.) Uses for each of the redevelopment parcels identified in the previous section are the following:

<u>Use</u>	<u>Parcel(s)</u>
Mixed Use	1, 2, 4
Hotel, residential	3
Mixed Use	5, 6

A detailed description of the program of uses assumed as a basis for this Site Plan is included in Appendix B, Preferred Development Program.

### 2.4. Vehicular Circulation

Certain infrastructure improvements will be essential to accommodate the proposed development within the Plan. In particular, improved vehicular and pedestrian circulation throughout the Project Area will be necessary. Some improvements may be required prior to construction on key development parcels, while others may be constructed as part of each parcel's development program.

The construction of a new Riverside Drive and Esplanade walkway along the waterfront are critical elements to the circulation plan. Additionally, a new Reed Street extension and railroad underpass connecting Putnam Avenue to Riverside Drive provide improved access to Parcels 3, 5, 6, and the Maritime Aquarium. It should be noted that references to “Reed Street extension” or “Reed Street” shall be interpreted to mean North Water Street.

### 3.4 Landscaping Plan

A sequence of wide sidewalks and landscaped sitting areas is proposed to connect West Avenue to the Maritime Aquarium along Reed Street and Riverside Drive (See Figure 7, Open Space Concept.) Sidewalks, tree lined (except where located beneath a building), 8 to 12 feet wide along West Avenue, Reed Street, Riverside Drive and North Water Street, are an important feature of the plan.

The pedestrian connection between the Maritime Aquarium and SoNo via Ann Street and development Parcels 1, 2 and 4 should be emphasized by incorporating wide sidewalks and measures to slow traffic speeds on North Water Street.

Tree lined sidewalks of 12 feet wide along West Avenue and 8 ft. wide along North Water Street, is an important feature of the plan. Ancillary streets will have a minimum width of six feet.

Landscaped open spaces, while privately owned and maintained, are to be made accessible to the public. In particular, pedestrian sitting areas partially shaded by trees are planned at the intersection of North Water Street and curb cuts leading to and from Parcels 1, 2 and 4. Additionally, it is envisioned that development on Parcels 1,2 and 4 can activate connections from the development site to the waterfront and its recreational amenities by providing for and maintaining street furniture, wayfinding and street art of visual interest along North Water Street and in proximity of the recreational amenities. In these areas and along sidewalks, trees should be planted that are proportional to those already planted in the area. The tree species should be appropriately integrated to provide a sense of variety. A street tree plan which identifies the tree species, its proportions, planting environment and maintenance plan is to be submitted to the Redevelopment Agency for its approval as is any landscaping plan that directly abuts the public right of way.

### 3.5 Land Use Controls

In addition to the previous sections, land use and development in the Reed Putnam area shall conform to the dimensional requirements indicated in the following diagrams:

~~Figure 9. Maximum Building Heights~~

Figure 10. Setbacks and Build-to Lines

~~Figure 11. Curb Cut Zones~~

~~Figure 12. Easements and Public Rights-of-Way~~

An existing utilities easement running across Parcel 2 could be negotiated subject to approval by the City, if the existing utilities are rerouted around the parcel, making use of the abandoned Crescent Street right-of-way.

In addition to the previous sections, land use and development on Parcels 1, 2 and 4 in the Reed Putnam area shall conform to the dimensional requirements of the

Putnam Avenue:	60 percent maximum
Reed Street:	40 percent maximum
Ann Street:	30 percent maximum
West Avenue:	20 percent maximum
Riverside Drive:	20 percent maximum
Marshall Street:	20 percent maximum
North Water Street:	0 percent
North Main Street:	0 percent

The remainder of the street frontage should be occupied by one or more other permitted uses (commercial, hotel, residential, retail, etc.) or by landscaped open space as indicated in Figure 8, Landscaping Plan.

#### 4.2.3. Access

Parking access and curb cuts are allowed from secondary roads only, ~~as shown on Figure 11, Curb Cut Zones~~. Direct access from West Avenue will not be allowed, except in the case of ~~a an office "campus"~~ development on Parcels 1 and 2 combined. In this case, access must be provided by a dedicated driveway and controlled by a traffic light properly located between the intersections of Reed Street and the I-95 Northbound access ramp.

#### 4.2.4. Setbacks

The minimum setback from the street for parking structures including underground levels, to be measured from the curb, should be as shown on Figure 10, Setbacks and Build-to Lines, for each parcel. A minimum setback of 30 feet from buildings or other parking garages should always be maintained.

#### 4.2.5. Materials and Colors

Garage exteriors should include brick, stone or masonry details in their design. On elevations facing the street, a masonry cladding consistent in height and design with the masonry base of the primary buildings in the project is recommended. The use of warm and earth color tones is encouraged. Bright color accents may be allowed subject to review by the City authorities.

#### 4.2.6. Architectural Character

The design of garage elevations that would mitigate the impact of large prefabricated elements by means of details or the use of materials (brick, stone or masonry cladding) is highly recommended. The design of the upper level of every parking structure must incorporate landscaping and paving patterns to add visual interest when viewed from adjacent buildings and I-95.

#### 4.2.7. Loading Areas and Dumpsters

Loading and dumpster areas are to be located within the building or parking garage footprint, and towards the rear of the parcel. Adequate space and clearance should be provided for maneuvering of single bodied trucks and WB-50 tractor trailers. As required by the development program. For Loading and dumpster areas, ~~Access~~ and curb cuts are allowed from secondary roads only, ~~as shown on Figure 11, Curb Cut Zones,~~ and ~~No~~ access from West Avenue will be allowed.

### 4.3. Landscaping

#### 4.3.1. Open Space

Open space on each parcel should be visible from the street, except by private residential courtyards or outdoor storage areas if necessary. The use of fences, walls, or continuous hedge plantings on the front property line will not be allowed, except when screening of outdoor uses or site equipment is required. In such a case, every fence or wall facing the street should be setback at least 5 feet from the property line, and the front of the fence or wall should be landscaped with low plantings (See Guideline 4.3.7, Buffering and Screening.)

#### 4.3.2. Planting

A line of trees planted every 40 feet is required along all sidewalks 8 to 12 feet wide, as shown on Figure 8, Landscaping Plan. On 12 feet wide sidewalks, trees should be set back 3 feet from the curb. On 8 feet wide sidewalks, trees should be set back a minimum of 2 feet from the curb. Large, deciduous trees, should be selected from the list of tree species included in Section 3.4, Landscaping Plan of this document. Evergreen trees are recommended for buffering and screening. Flowering trees should be used as design accents, especially in pedestrian sitting areas and landscaped open space accessible to the public. Low plant materials such as shrubs and small trees, preferably of flowering varieties, may be included as desired in the landscaping of each parcel.

#### 4.3.3. Pedestrian Sitting Areas

Landscaped sitting areas for public use should be provided and well maintained at locations indicated in Figure 7, Open Space Concept. These areas should be visible and easily accessible to pedestrians on the street. A "bosk" or canopy of trees providing shade to at least half of the sitting area is recommended.

#### 4.3.4. Materials and Colors

Hard-surface, durable materials and natural colors are recommended as paving materials for sidewalks, walkways and sitting areas. Materials should include brick, granite, cobblestones, concrete pavers, or concrete with significant details and accents in other materials. The use of bituminous pavement for pedestrian areas is not allowed.

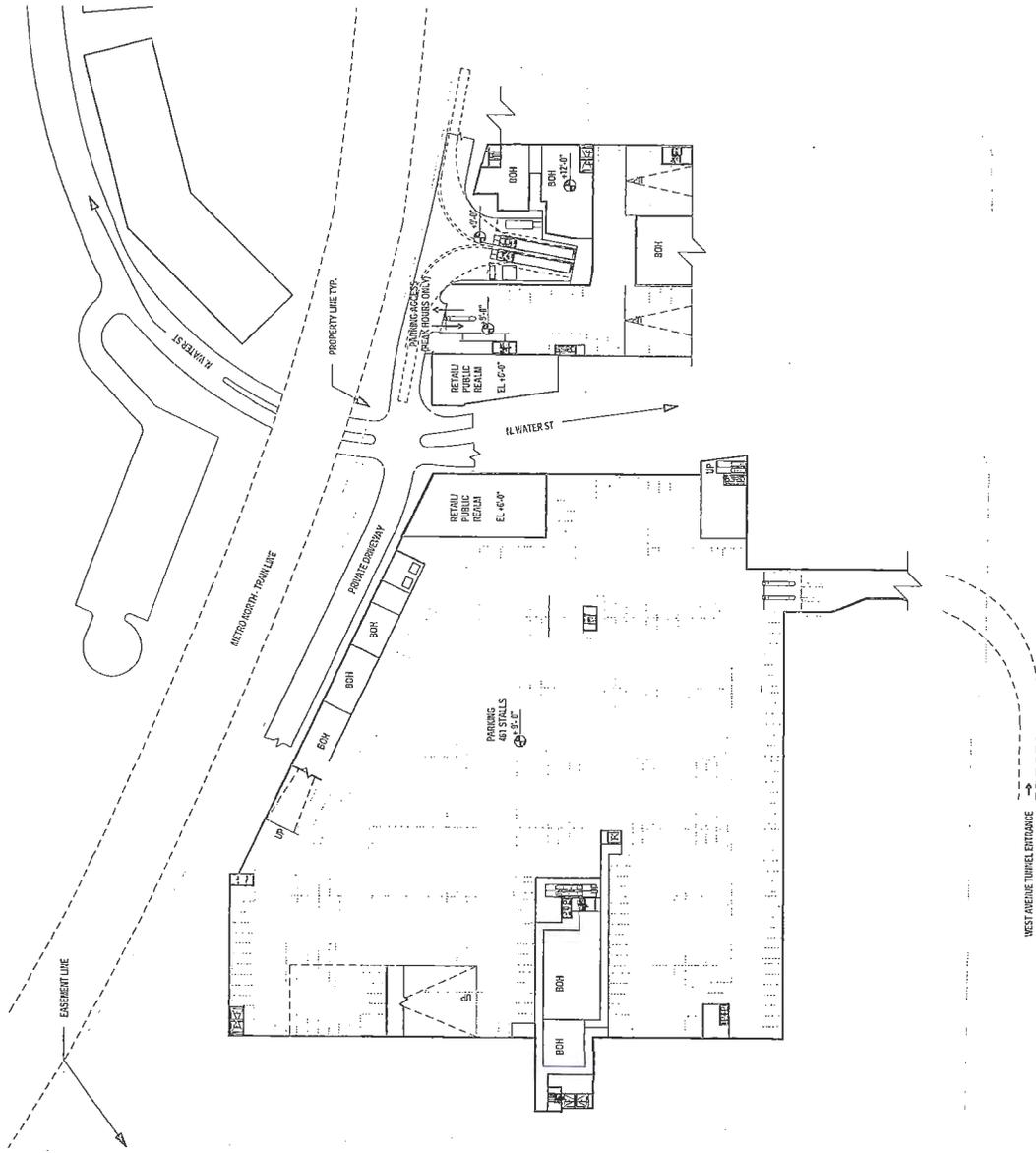
#### 4.3.5. Site Furniture

All pedestrian and sitting areas should be adequately equipped with good quality and durable lighting, benches, and trash receptacles, made consistent with approved city standards.. The use of decorative elements such as planters, fountains, pergolas, or trellises is encouraged.

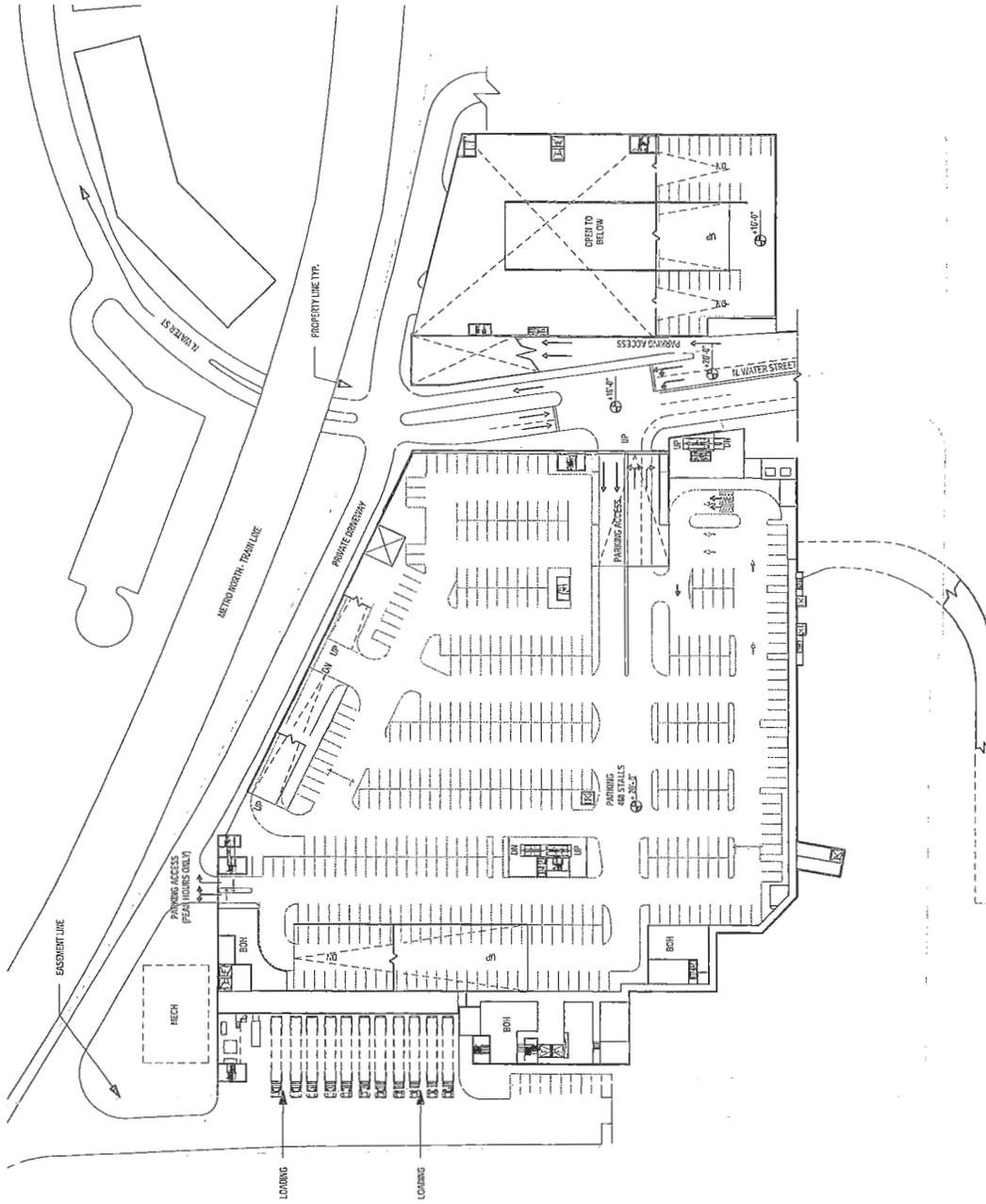
**PROPOSED FIGURE 3**

**CONCEPTUAL MASTER SITE PLAN**



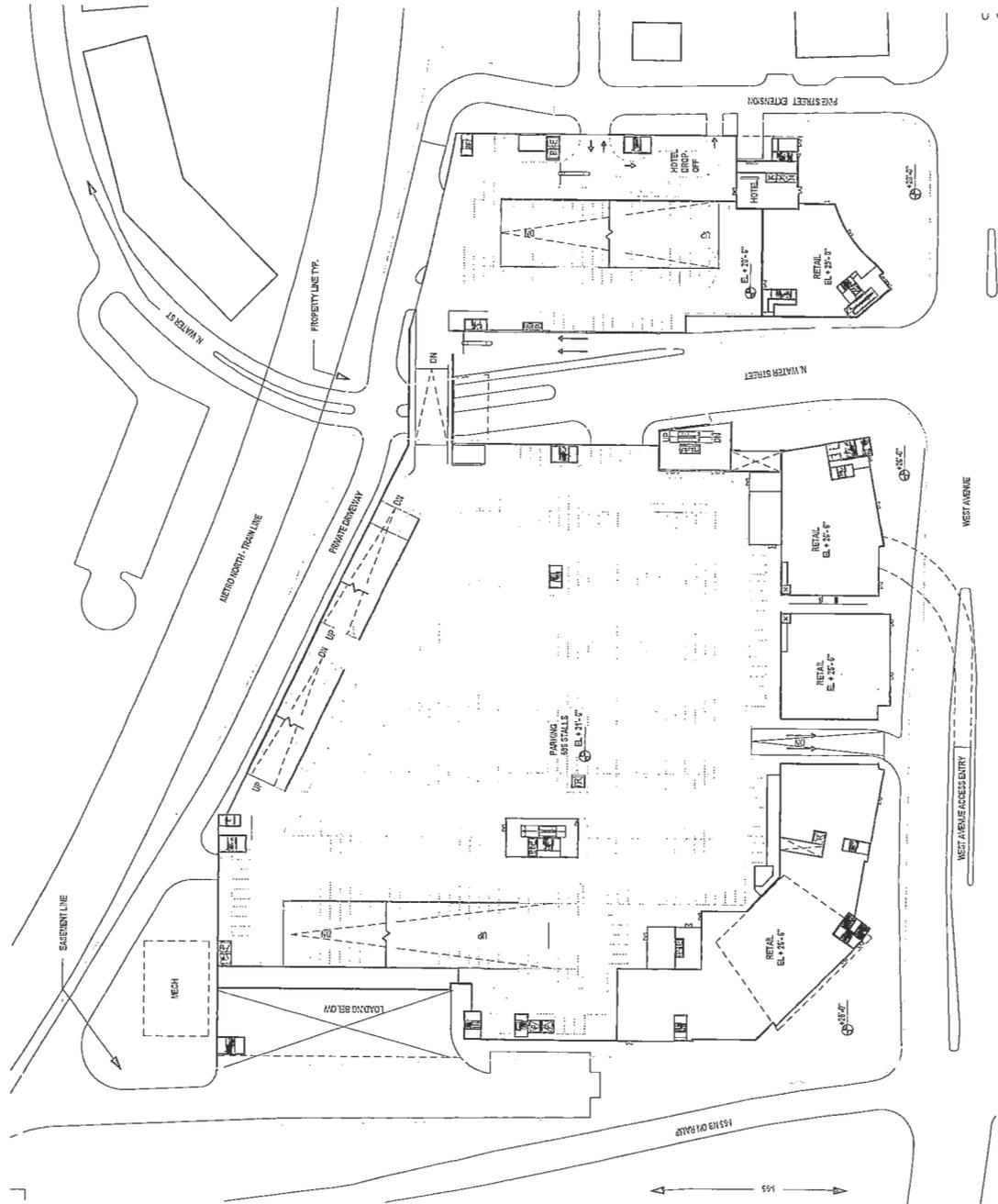


**B2 LEVEL PLAN**



**B1 LEVEL PLAN**





LEVEL 1 PLAN - STREET LEVEL



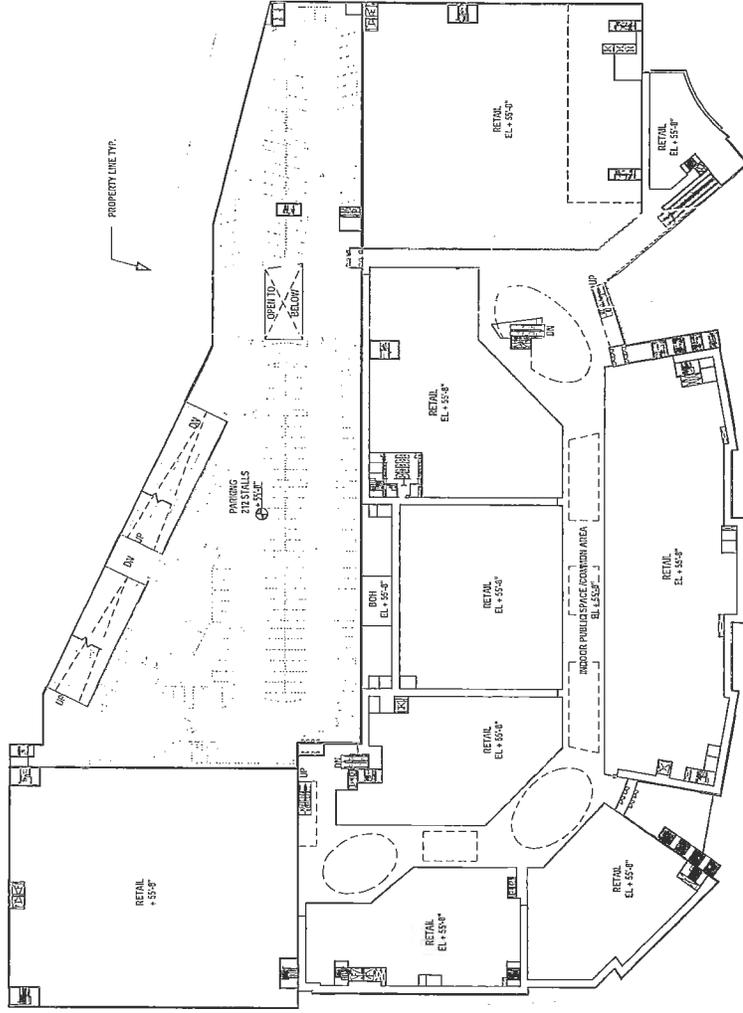


LEVEL 2 PLAN - MALL LEVEL 1



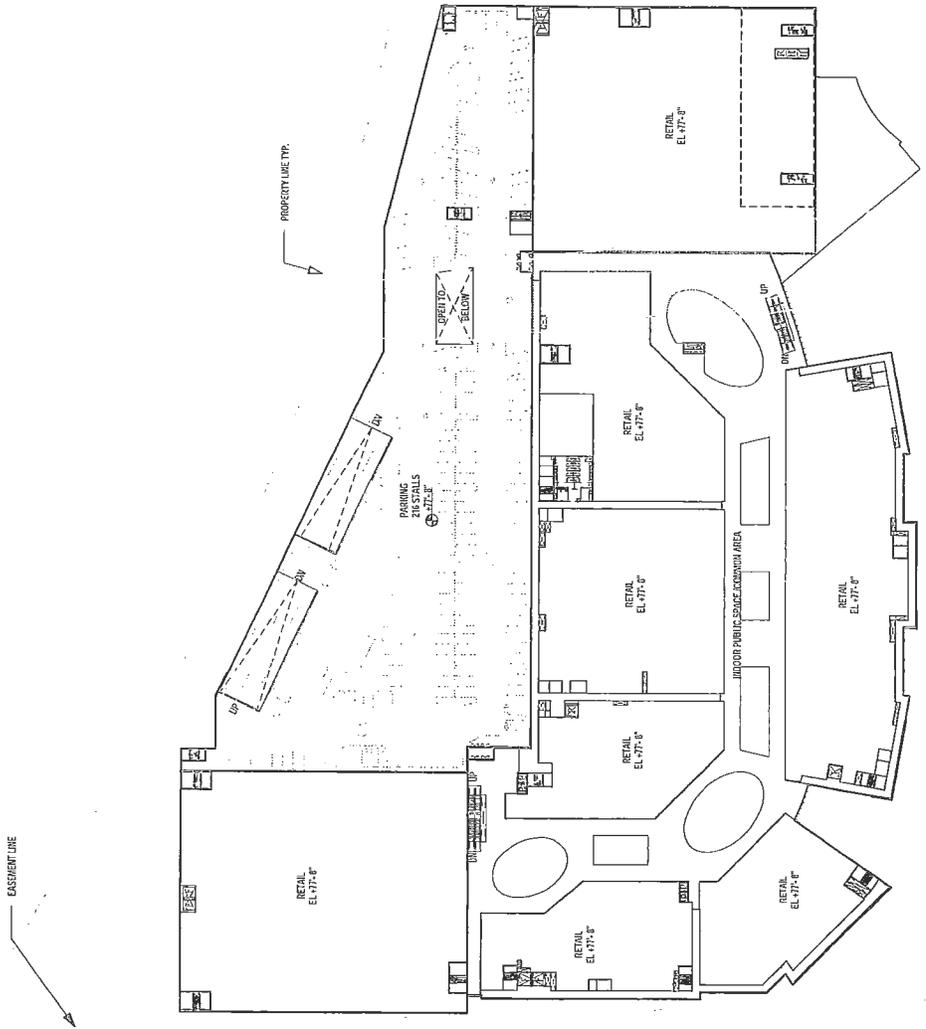
EASEMENT LINE

PROPERTY LINE TYP.





LEVEL 3 PLAN - MALL LEVEL 2



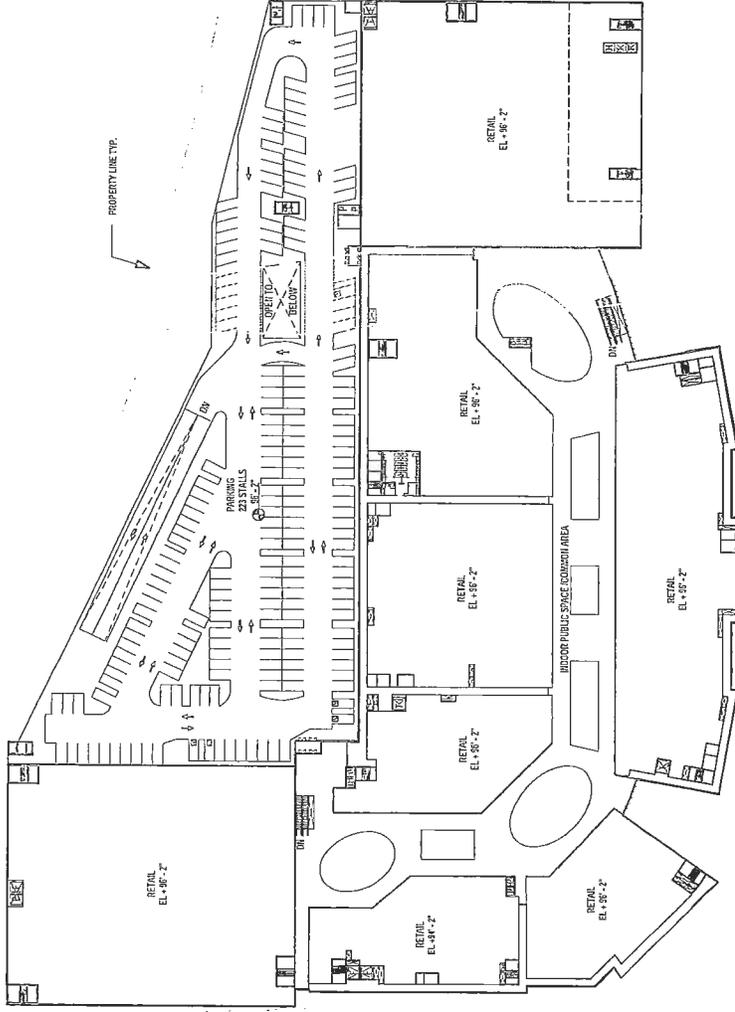


LEVEL 4 PLAN - MALL LEVEL 3



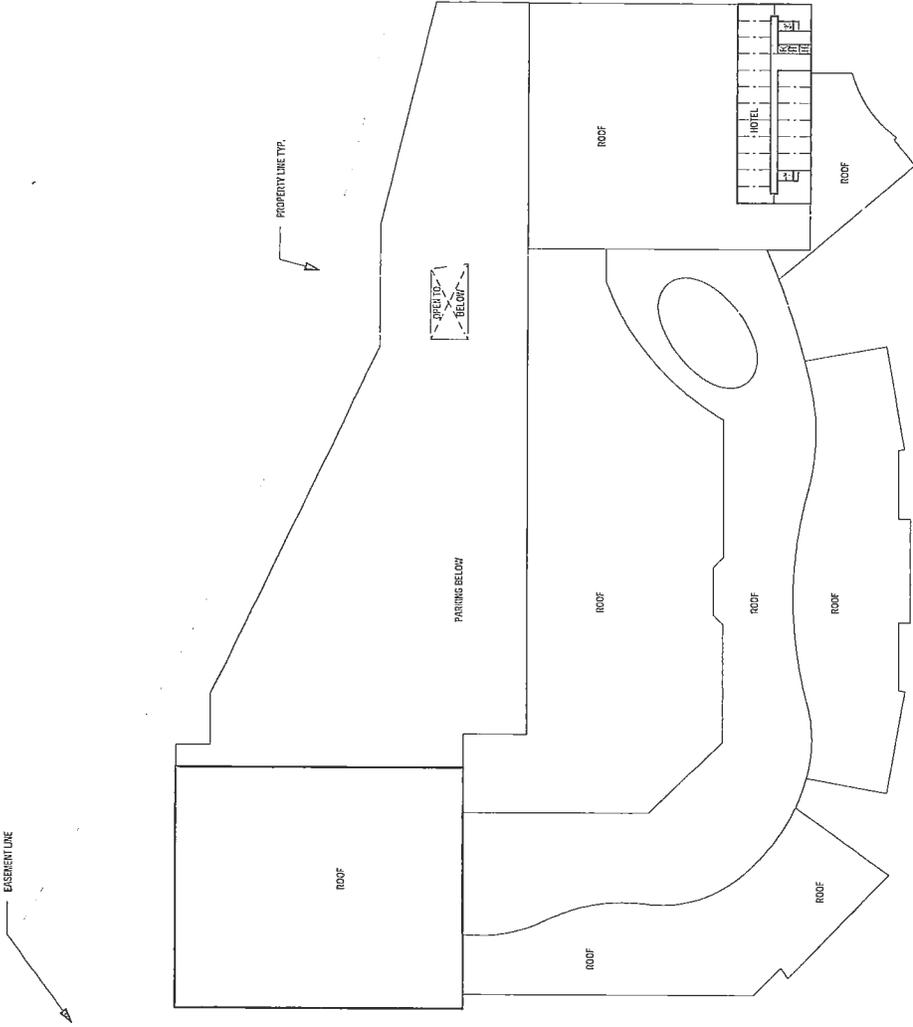
EASEMENT LINE

PROPERTY LINE TYP.





HOTEL LEVEL TYPICAL PLAN

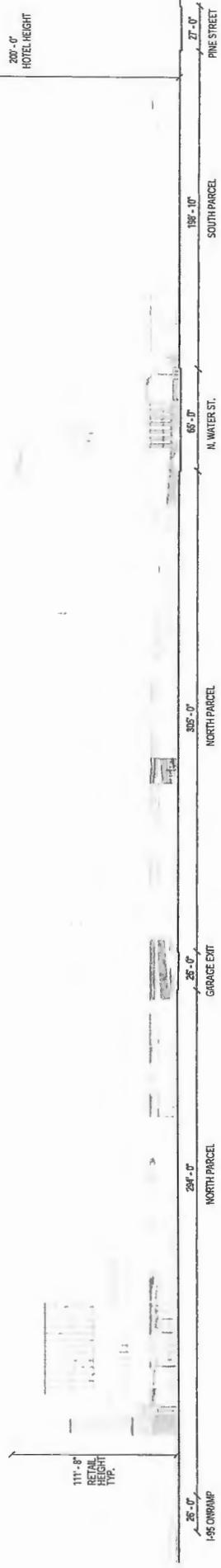


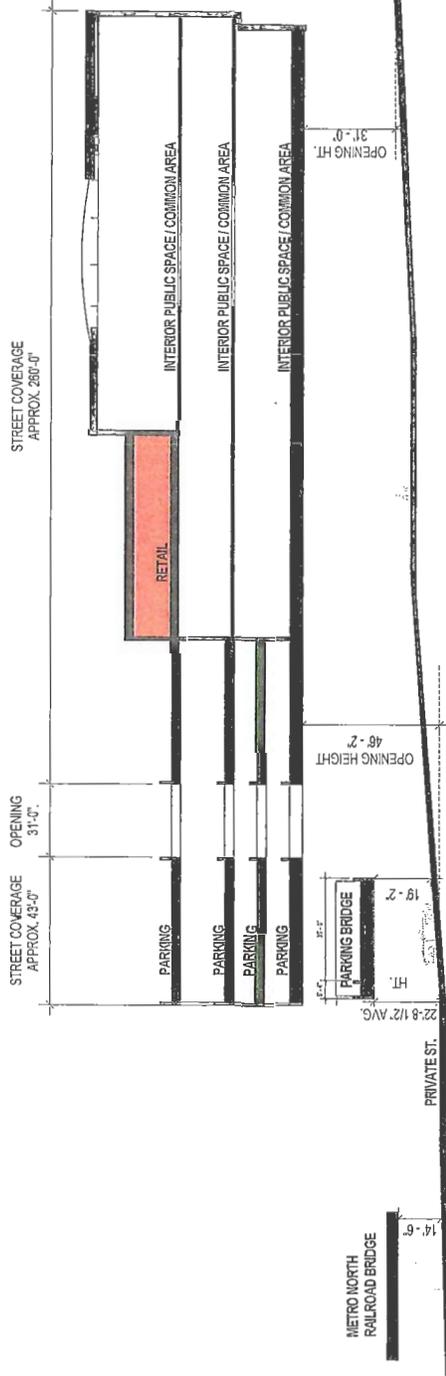


WEST AVENUE ELEVATION



WEST ELEVATION





SITE SECTIONS



PROVIDE, INC.



VIEW FROM REED STREET AND WEST AVENUE



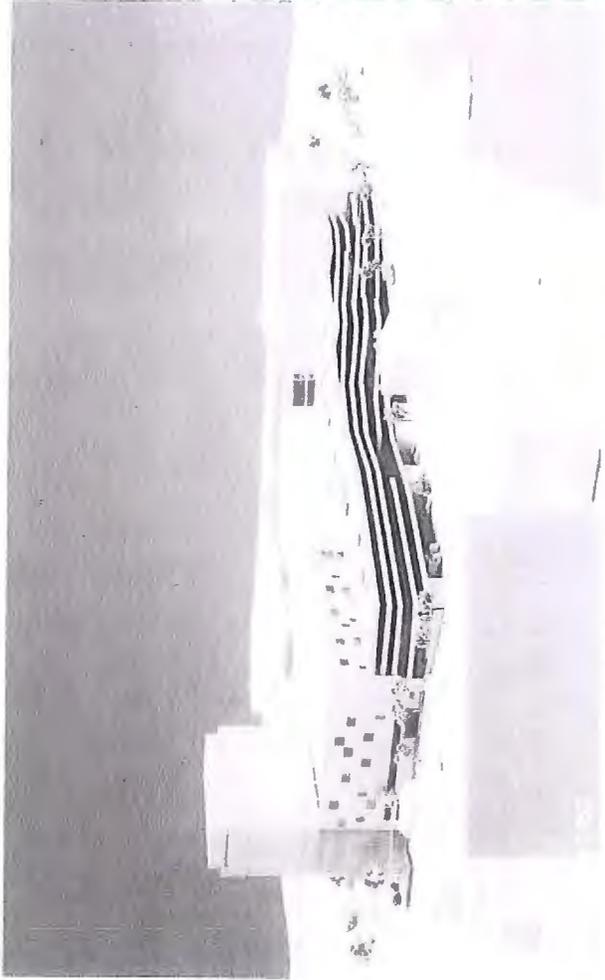


← WASHINGTON ST | SONO R 1-95 | US-7 | WALL ST →

VIEW TOWARDS WEST AVENUE



PROJECT MASSING



DESIGN CONCEPTS - WEST AVENUE



4 Water Features



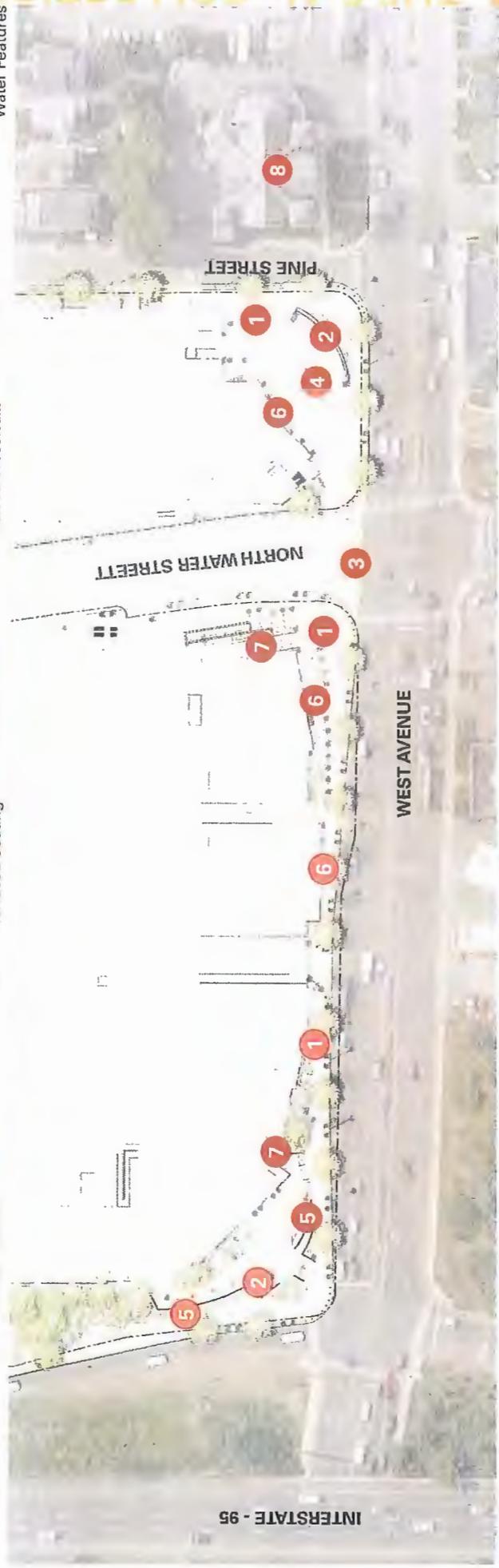
3 Raised Crosswalk



2 Terraced Seating



1 Premium Pavers



8 Historic Church



7 Monumental Stair



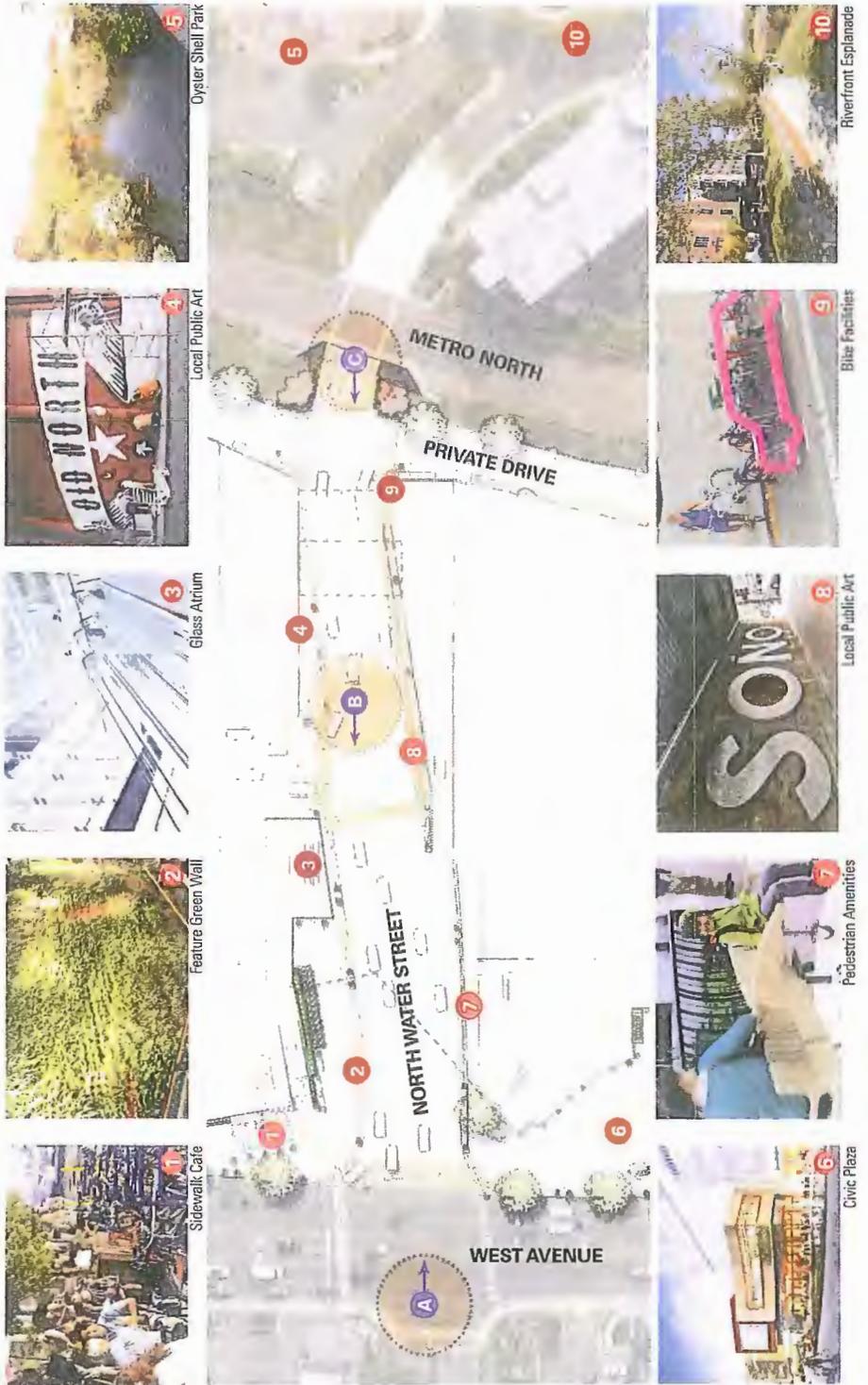
6 Sidewalk Cafe



5 Terraced Landscape



GATEWAY CONCEPTS AND PERSPECTIVES



WEST AVENUE



1

2

3

4

5

6

7

8

9

10

A

B

C



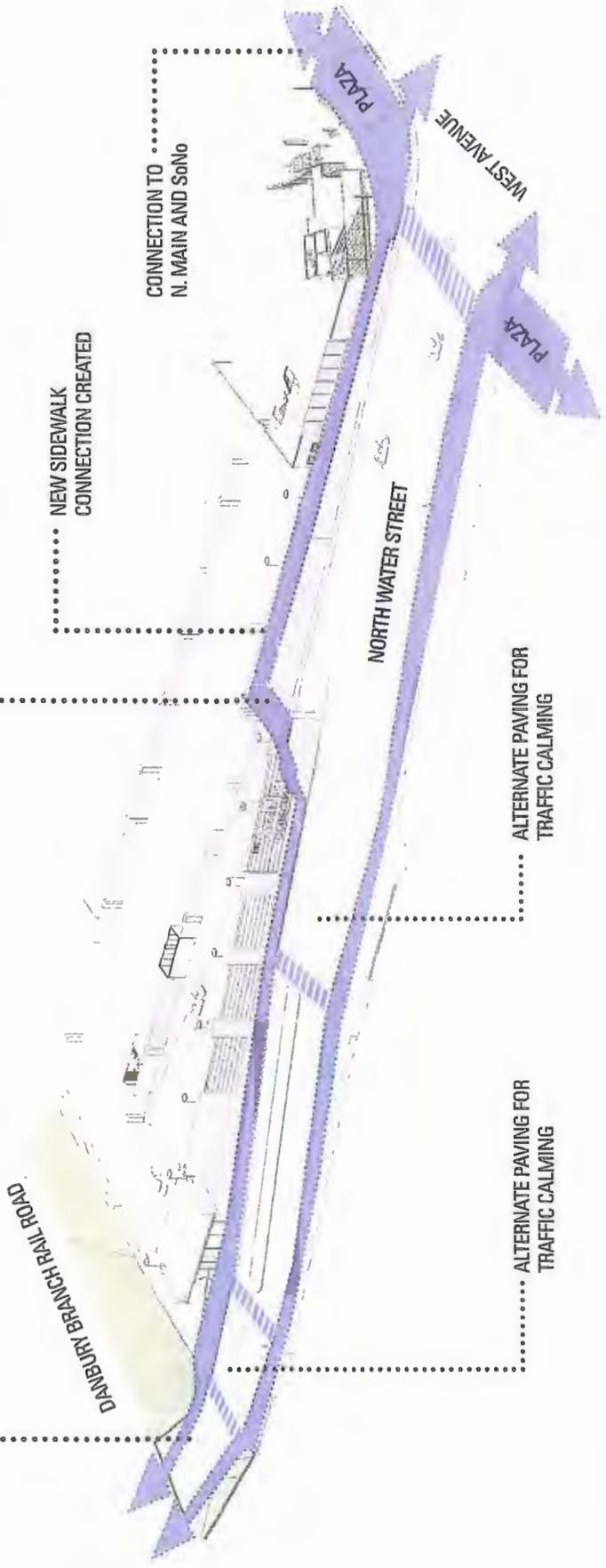


..... CONNECTION TO WATERFRONT AND SoNo



..... PEDESTRIAN BRIDGE OVER RAMP FACILITATING SAFE PEDESTRIAN CROSSING

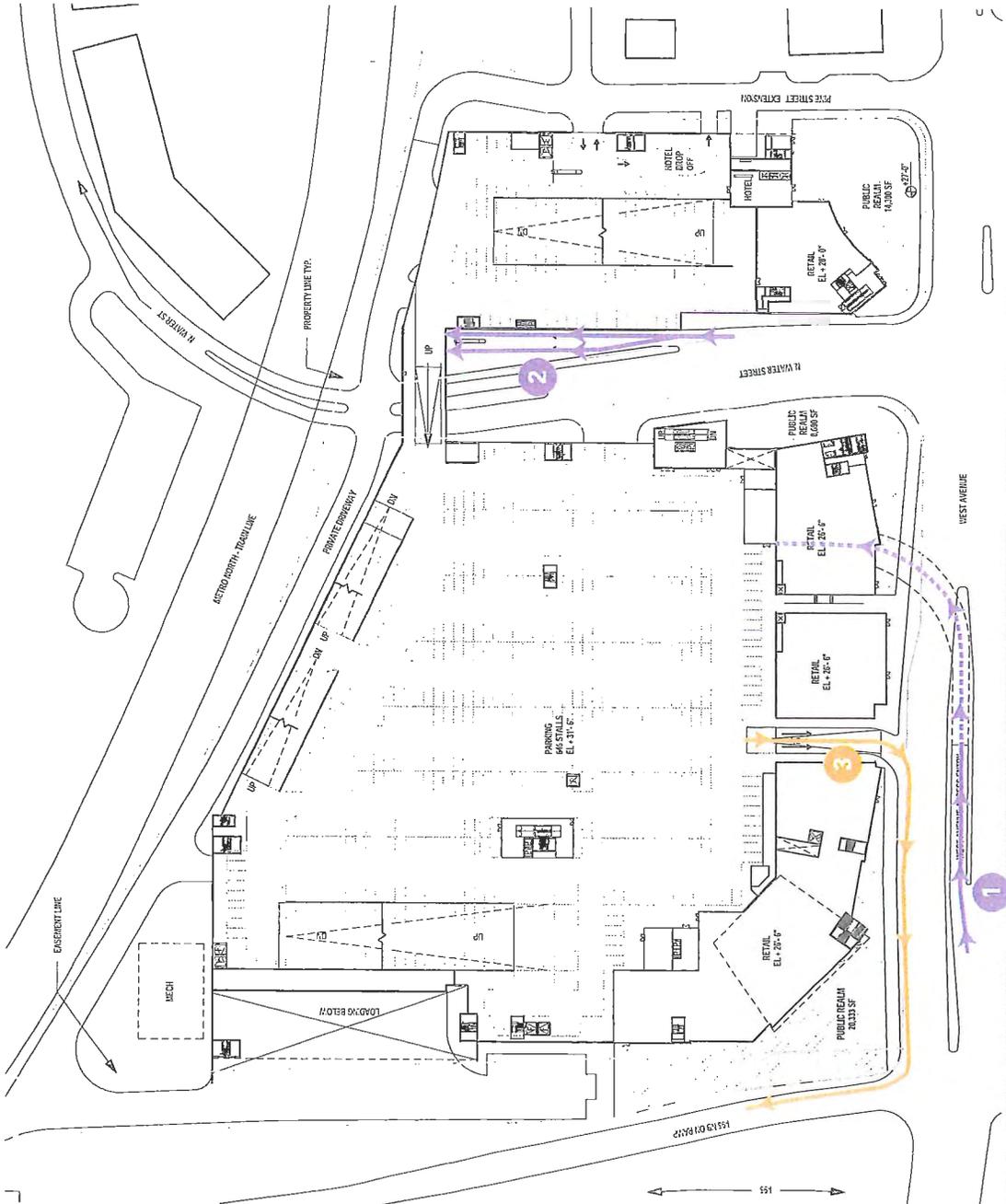
- A pedestrian bridge over the slip ramp provides a **safe and continuous pedestrian connection** on the southern sidewalk of North Water Street from the pedestrian plaza on West Avenue to the Riverfront Esplanade on the other side of the Danbury Branch Railroad
- The slip ramp on the south side of North Water Street eliminates congestion concerns by **allowing 25% of arriving retail vehicular traffic** free flowing access to the upper parking levels without queuing for left turns



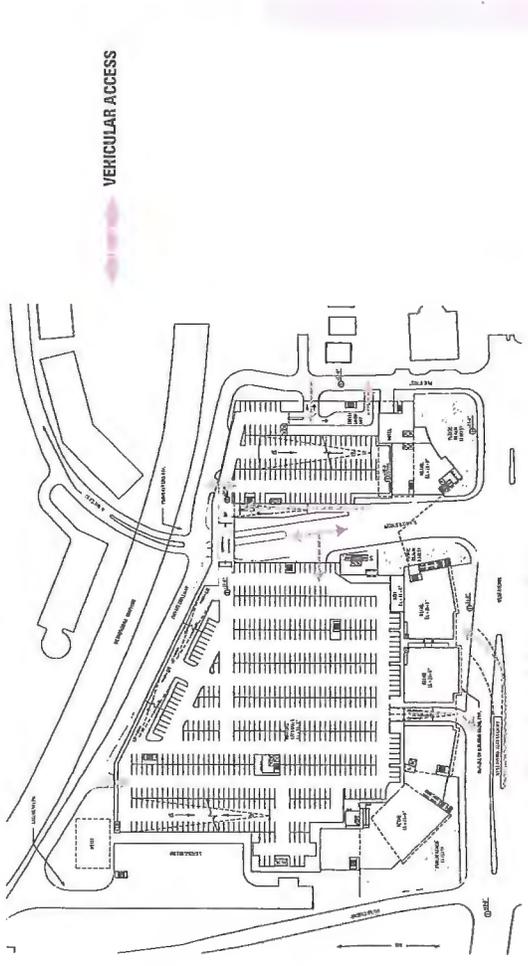
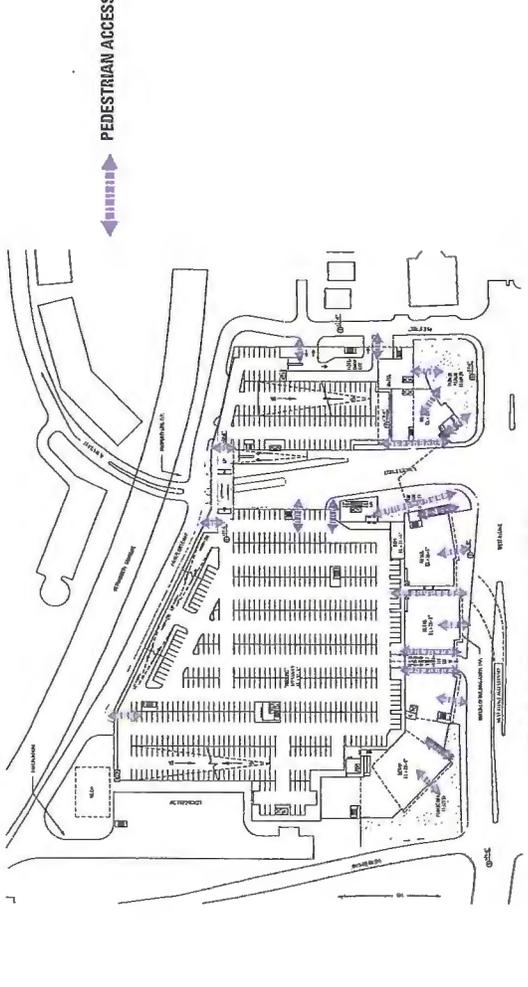
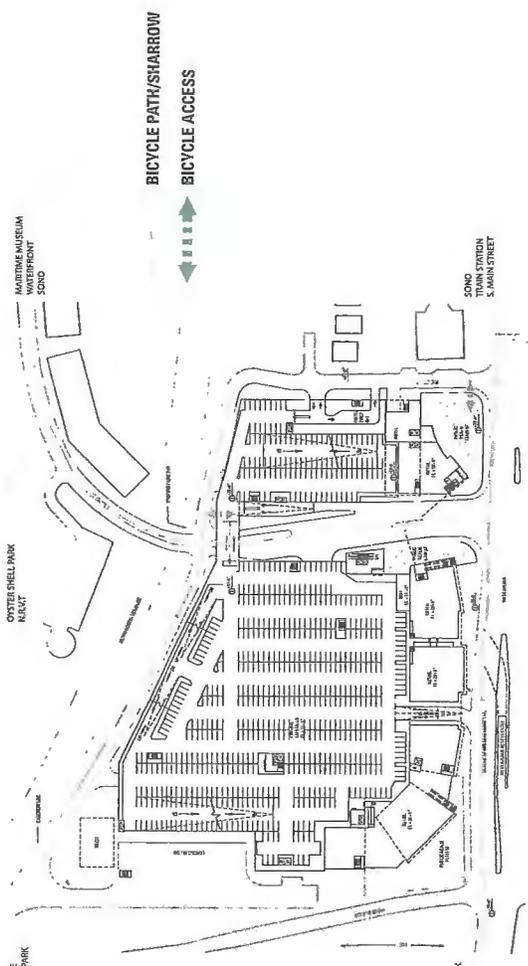
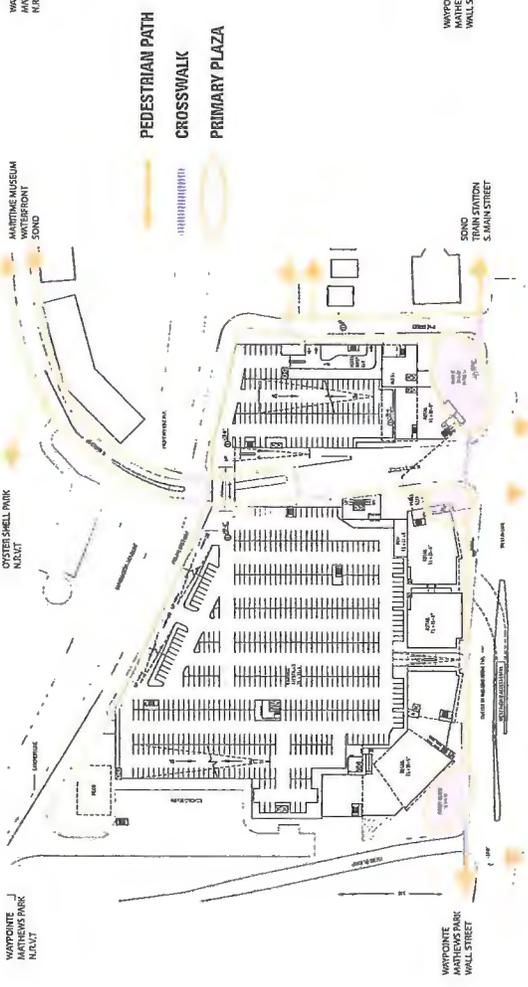
PEDESTRIAN CIRCULATION AT NORTH WATER STREET | ALT 2



- The construction of traffic improvements alleviates congestion on the public road network by eliminating external queuing and providing near direct access to I-95



- The West Avenue dedicated driveway easement enables the development of a **grade separated entry point to the lowest parking levels**. This access point will accommodate an **estimated 40% of arriving retail traffic** and **mitigate congestion concerns** on West Avenue by eliminating vehicles queuing for left turns to North Water Street
- The slip ramp on North Water Street enables the development of a **grade separated entry point to the upper parking levels**. This access point will accommodate an **estimated 25% of arriving retail traffic** and **mitigate congestion concerns** by eliminating the majority of vehicles queuing for left turns
- A mid block parking exit and the introduction of an **additional right turn lane** will allow an **estimated 30%** of departing retail traffic to **access I-95 E Bound** without impacting existing travel lanes on West Avenue



CONNECTIVITY PLAN



- 1 SW Plaza | 14,300 SF**  
Pedestrian Amenities + Seating  
Farmers Markets  
Athletics + Health Events  
Bicycle Facilities  
Water Feature  
Film + Sports Screenings  
Youth Activities  
Concerts  
Public Art

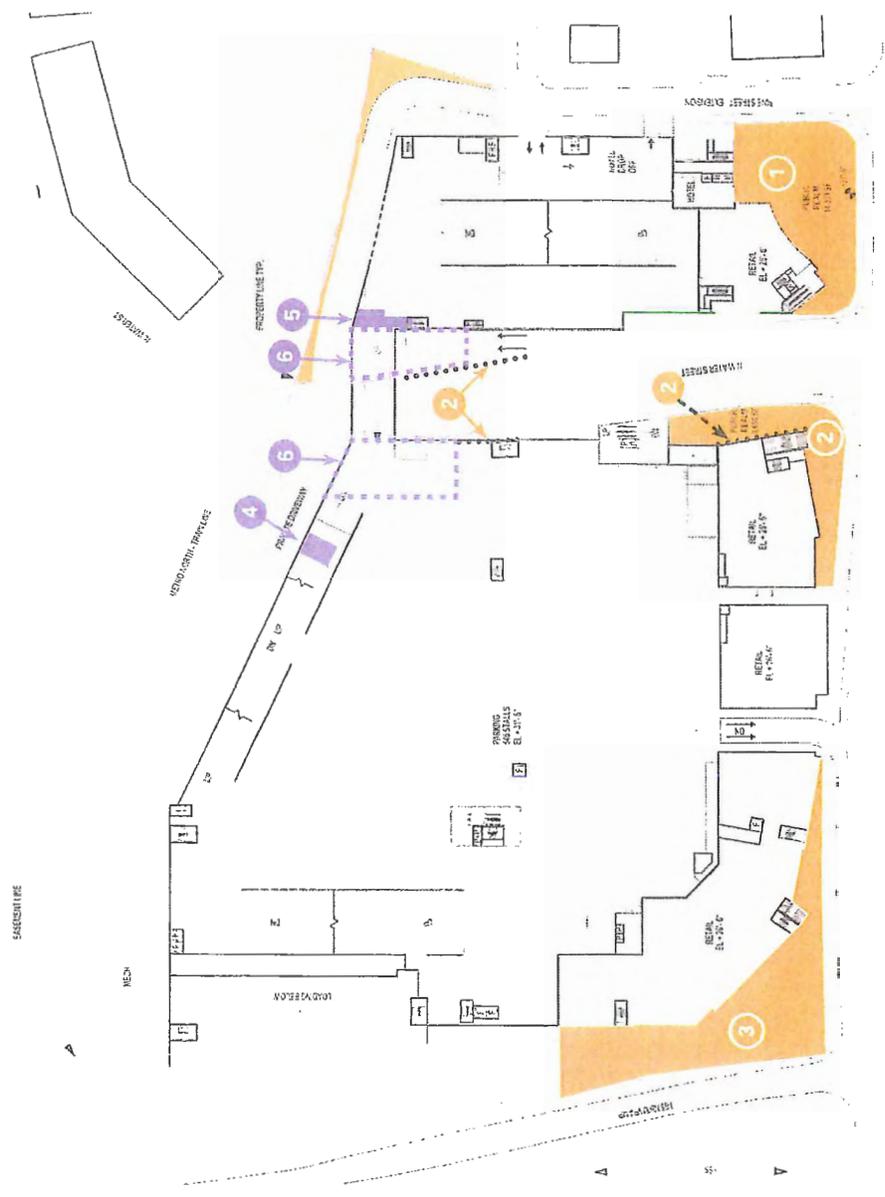
- 2 Central Plaza | 8,690 SF**  
Upgraded Pedestrian Amenities + Seating  
Green Wall  
Bicycle Facilities  
Public Art

- 3 NW Plaza | 20,333 SF**  
Upgraded Pedestrian Amenities + Seating  
Farmers Markets  
Athletics + Health Events  
Bicycle Facilities  
Film + Sports Screenings  
Youth Activities  
Public Art

- 4 Level B2 | 555 SF**  
Bicycle Facilities  
Police Substation

- 5 Level B2 | 334 SF**  
Bicycle Facilities  
Police Substation

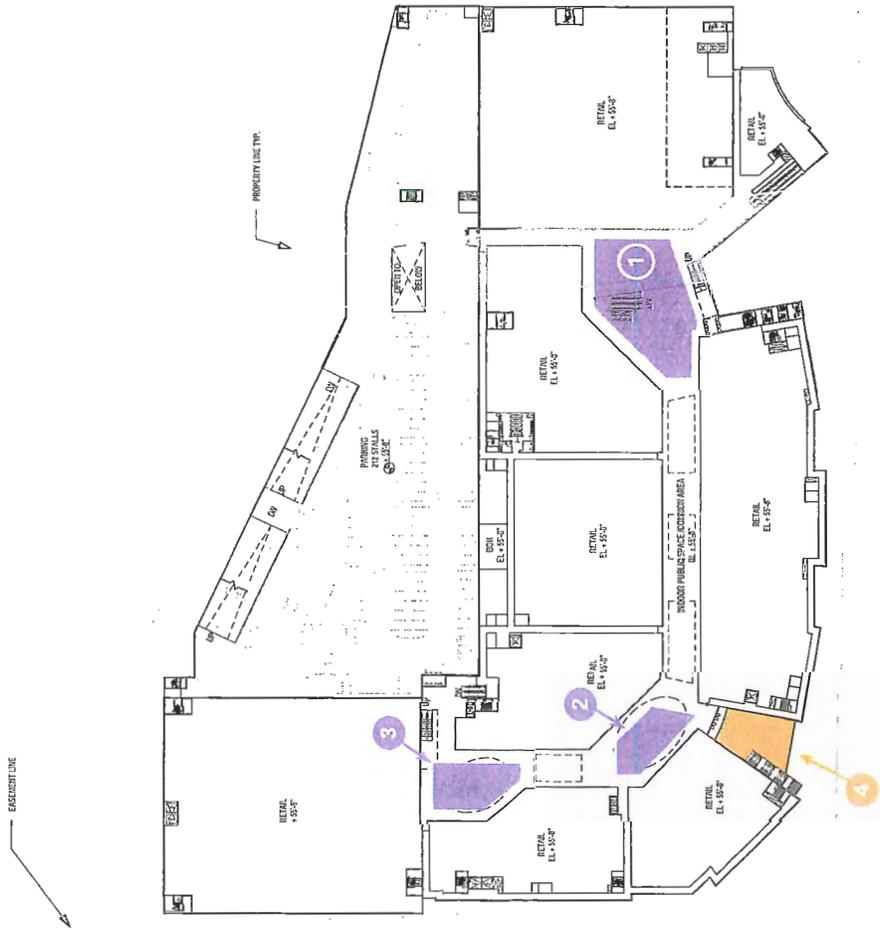
- 6 Retail/ Public Realm | 9,488 SF**  
- NCC Public Space  
- Museum Space  
- Art Space



CONCEPTS FOR PUBLIC REALM PROGRAMMING



- 1 Center Court | 7,901 SF**  
 Charity Functions  
 Local Non-Profit Displays  
 Cultural Presentations  
 Sporting Events  
 Concerts  
 Holiday Activities  
 Public Art
- 2 NW Court | 2,513 SF**  
 Charity Functions  
 Local Non-Profit Displays  
 Cultural Presentations  
 Sporting Events  
 Concerts  
 Holiday Activities  
 Public Art
- 3 Anchor Court | 2,942 SF**  
 Charity Functions  
 Youth Dance Recitals  
 Local Non-Profit Displays  
 Cultural Presentations  
 Concerts  
 Holiday Activities  
 Public Art
- 4 NW Terrace | 2,666 SF**  
 Upgraded Pedestrian Amenities + Seating  
 Sculpture Garden  
 Athletics + Health Events  
 Youth Activities



CONCEPTS FOR PUBLIC REALM PROGRAMMING



AN ARCADIS COMPANY