

**THE PLANNING COMMITTEE
OF THE COMMON COUNCIL**

**125 East Avenue
P.O. Box 5125
Norwalk, CT 06856**

TO: MEMBERS, PLANNING COMMITTEE OF THE COMMON COUNCIL

FROM: JOHN KYDES, CHAIRMAN

DATE: AUGUST 24, 2016

RE: MEETING NOTICE

.....
The next scheduled meeting of the Planning Committee of the Common Council will be held on **Thursday, September 1, 2016 at 7:00 pm** in Room 231 in Norwalk City Hall. Please Note the Time and Location.

**PLANNING COMMITTEE OF THE COMMON COUNCIL
REGULAR MEETING
SEPTEMBER 1, 2016
7:00 PM**

CALL TO ORDER

ROLL CALL

PUBLIC PARTICIPATION

I. APPROVAL OF MINUTES

- A. August 4, 2016 Regular Meeting

II. BUSINESS

A. WALL STREET REDEVELOPMENT PLAN AREA

1. Review Head of Harbor North project

B. URBAN CORE

1. Approve advancing to the Common Council the approval of the re-approval of the Wall Street Redevelopment Plan, West Avenue Corridor Redevelopment Plan and Washington-South Main Redevelopment Plan for a period of 18 months, subject to a public hearing and approval by the Redevelopment Agency.

C. COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

1. Approval to advance the PY41 CAPER to the Common Council with authorization for the Mayor to sign all forwarding documentation required by HUD

D. TRANSIT ORIENTED DEVELOPMENT (TOD)

1. Committee Discussion

III. OLD BUSINESS

IV. NEW BUSINESS

ADJOURNMENT

**CITY OF NORWALK
PLANNING COMMITTEE OF THE COMMON COUNCIL
REGULAR MEETING
AUGUST 4, 2016**

ATTENDANCE: John Kydes, Chair; Shannon O'Toole-Giandurco, John Igneri, Faye Bowman (7:06 p.m.)

STAFF: Hunter Arton, Community Outreach Administrator; Timothy Sheehan, Redevelopment Director (7:07 p.m.); Tami Strauss, Director of Community Development Planning (7:07 p.m.)

OTHERS: Bruce Kimmel, Council President; Council Member Eloisa Melendez; Matt Storch, Peter Bondi, Richard Brescia, Parking Authority Chairman; Michael Harden, Parking Authority Vice Chairman

CALL TO ORDER

Mr. Kydes called the meeting to order at 7:03 p.m. A quorum was not present.

PUBLIC HEARING

Review CDBG Program Performance for Program Year 41 (July 1, 2015 – June 30, 2016).

Mr. Kydes opened the Public Hearing on the CDBG Program Performance for Program Year 41 (July 1, 2015 – June 30, 2016) at 7:04 p.m. He asked if there was anyone present who wished to address the Committee regarding the CDBG Program Performance for Program Year 41. He repeated the question. Hearing none, Mr. Kydes closed the Public Hearing on the CDBG Program Performance at 7:05 p.m.

ROLL CALL

Mr. Kydes called the roll. A quorum was not present.

PUBLIC PARTICIPATION

Mr. Matt Storch came forward to address the Committee.

Ms. Bowman joined the meeting at 7:06 p.m. A quorum was now present.

Mr. Storch said that he was present to talk about the parking rate increase and the parking in Norwalk and South Norwalk. The restaurant business needs to stay competitive in

parking. He said that Norwalk has been on the lower side of the competitive rates. He said that at night the attractiveness of Saugatuck and Westport as a destination has been increasing and the available parking inventory in Norwalk has been increasing because of this. He said that the price increase of \$1.50 an hour may discourage people from coming to South Norwalk.

Mr. Sheehan and Ms. Strauss joined the meeting at 7:07 p.m.

Mr. Storch said that he noticed that when the parking deck changed over to the license plate system at the Haviland deck, there has been a bit of difficulty for some of the customers. There are a group of merchants that were considering parking validations. There wasn't a consistent level of enforcement with the issuance of parking tickets. Right now, the parking staff is more aggressive and the customers have become annoyed and don't come back.

The new owner of one of the restaurants then came forward and spoke about the fact that the merchants just found out that the parking rates were going up. The back lot rate increased from \$7.00 to \$10.00 and the patrons get angry when they get a ticket. In the summertime in Norwalk, the businesses slow down. He suggested that the merchants work with the City to find a solution.

Mr. Peter Bondi, the owner of the Bondi Reality Group, said that he often sits in on many of the SoNo meetings. He said that while he often suggests to people that they use the Maritime Garage, many people are afraid to walk to the garage from Washington Street. He said that the Parking Authority was considering putting in more lighting. However, the restaurant employees often can't use the garage because it closes at 2 a.m., but the employees aren't finished with their work. He pointed out that when something like this hits social media, it can kill a business.

Ms. Arton left the meeting at 7:10 p.m.

APPROVAL OF MINUTES.

July 7, 2016 Regular Meeting

**** MR. IGNERI MOVED THE MINUTES OF THE JULY 7, 2016 REGULAR MEETING.**

**** THE MOTION PASSED WITH TWO IN FAVOR (IGNERI AND KYDES) AND TWO ABSTENTIONS (BOWMAN AND O'TOOLE-GIANDURCO)**

BUSINESS

A, Discussion of Parking Authority's Rate Adjustment

Mr. Kydes thanked Mr. Brescia, the Parking Authority Chair, for attending. Mr. Brescia introduced Mr. Harden, who is the Parking Authority Vice Chair. Mr. Brescia said that he was happy to hear that the restaurants were getting together to talk about creating energy and would be open to meeting with them in the future.

Mr. Brescia then spoke about the rationale of the rate changes in SoNo. He explained that before he joined the Parking Authority in 2014, he was not even aware there was a Parking Authority in Norwalk.

The rationale for the rate increases was designed to create an atmosphere for the customers who were coming down to SoNo for the restaurants. When the parking study was done, it revealed that the parking spaces nearest the restaurants were the most valuable spaces, so the increase in rates was done to encourage the business employees to park in the garages. This would give the restaurant customers more street spaces. He said that the Authority had sent out staff to various businesses and restaurants to explain that the garages offer a cheaper rate than the on street parking.

Mr. Kydes said that he had been asked about the change of times from 6 p.m. to 12 midnight. Mr. Brescia said that the Desman study was not set in stone and their staff had interviewed many businesses. Furthermore, the Authority did not agree with all of the specifics included in the study recommendations.

Ms. Bowman said that she felt that the times should be kept more consistent and there should not be arbitrary time changes. She also pointed out that the \$1.50 rate was more expensive than what the City of Boston charges. She suggested that the meters have a two hour limit. The residents around the train station are complaining, along with many other people. Even though Ms. Bowman lives in South Norwalk, she felt that she would be less likely to go check out a new business or restaurant because of the high cost of parking.

Ms. O'Toole-Giandurco asked if the Authority knew the percentage of people that use the parking app. Mr. Brescia said that the number of people using it is climbing every day. He said that it is very easy to use, but that people don't know about it. Mr. Harden said that when this first started a few months ago, the Authority staff told the businesses to let their customers know about the app.

Mr. Igneri commented that the concept of using the garage was excellent but said that there have been times when the Council Members have gone out for dinner after a meeting and the idea of having to walk back to the garage is bothersome. He suggested that perhaps it might be a good idea to have a valet service. There were also concerns about safety.

Mr. Brescia said that the businesses would have to discuss valet parking among themselves. He said that the Authority was talking about adding more lighting

particularly by the railroad underpass on Water Street. He also mentioned that there was a blue light system that could be installed so people will feel safer. Ms. Bowman asked if the problem was a perception of danger or if there were actually crimes that had happened in that area. Mr. Brescia said that it was more of a perception than actual fact. Mr. Sheehan said that adding some additional lighting into an area that is dark may be a positive change.

Mr. Kimmel said that he did not remember if there was any increase in the parking rates when the budget was being done. He said that if he had had the rates in front of him when the vote was taken, he was not sure he would have voted in favor of it.

Mr. Kimmel said that he was aware that they wanted to increase the foot traffic in South Norwalk. However, he pointed out that if the same movie was playing on Westport Avenue and at the SoNo cinema, he would choose to go to Westport Avenue because parking was free versus having to pay for parking in SoNo.

Mr. Kimmel then laid out the actual cost of commuting from South Norwalk, which he said was about \$13,000 annually just to get from South Norwalk to the City. He pointed out that the Desman study said that because demand is high, let's do it. However, he was not sure that would be a healthy situation for Norwalk.

Mr. Kimmel said that his larger concern was figuring out how to bring the Mayor and the Council into the negotiation. Many people believe that the Council has a role in setting the rates. Mr. Brescia said that he had commuted into the City and then walked from Grand Central to his job. He said that the personal impact of raising the rates in SoNo was an additional \$78.00 a year.

Mr. Brescia said that the Desman study was right when they said that there was a supply and demand issue in South Norwalk and there is a commuter parking space wait list of 2 years. In East Norwalk, there is a wait list of a year and a half for a commuter parking space.

Mr. Brescia said that he agreed that there should be some way to bring the Council into the Parking Authority's work. It is important for everyone to be involved in planning for the City's future. The Parking Authority is trying to engage people in a collaborative effort to start focusing on the future challenges for the City. He added that he was looking forward to hearing the Council Members' suggestions.

Mr. Kydes said that it would be important to advertise the meetings, particularly when these types of actions might be taken. Discussion followed about how to improve communications with the business owners and with the Council Members.

Ms. Melendez said that the Council Members often are blamed for things, but it is hard to deal with when the Council Members are not aware of what is going on. She said that

she was upset when she got a ticket for on street parking and was now more inclined to go to Stamford rather than SoNo. She said that she felt that charging for on street parking until 12 midnight was wrong. She asked if they were planning on changing the hours.

Mr. Brescia said that all the rates would be reviewed after six months and the Authority would try to compare the activity on a month by month basis. This should give the Authority a clear idea of what the impact is. Discussion followed.

Mr. Igneri asked what would happen if the parking rates study showed that the businesses lost customers. Mr. Brescia said that they would reconsider the issue.

Ms. Bowman said that Stamford charges \$97.50 for a monthly parking pass, which is only .50¢ higher than Norwalk. However, Stamford only charges \$1.00 an hour for various places and the parking is free after 7 p.m.

Ms. O'Toole-Giandurco said that some of her friends were on the wait list for commuter parking lot and she suggested that there was a very high demand for those spaces. When a friend recently was assigned a commuter parking space, Ms. O'Toole-Giandurco said her friend felt like she had won the lottery. She suggested that they work on finding spaces for those on the waiting lists.

Mr. Brescia said that they were doing a six month comparison from year to year and they will be considering this.

Mr. Kimmel stated that the Authority was financially independent and they cannot run deficits. However, there are times when independent entities must run a deficit. Previously there was not a good rapport between the parking authority and the public. Mr. Kimmel said that he was in SoNo and there were cars parked all over the area but the restaurants were not filled. Something is not right with that scenario.

Mr. Sheehan said that the Parking Authority was set up as an enterprise account of the City. In 2002, the Maritime Garage was coming on line and the City did not want to have that debt in their budget because it would severely affect the bond rating. That was when the Parking Authority was set up. Since then, the Parking Authority has been working on a break even or better premise, which has caused problems. Most of the expense has been borne by the businesses and the visitors to South Norwalk. Discussion about the details followed.

Mr. Harden said that the Authority felt that they had been reaching out to the business owners. One of the things that drives the Authority are the finances. He said that the Authority wants to work for the businesses to have a strong South Norwalk and Norwalk. The Authority needs the support not only of the Council but also the businesses.

Ms. Bowman said that there had been complaints about the parking rate when it was at a dollar an hour. Mr. Harden said that one of the reasons they had raised the rates was to get the cars to turn over more frequently. Discussion followed.

Mr. Brescia said that one of the things that they had hoped to do was to establish a fund to help the local businesses. He said that he had started reaching out to the various businesses in 2014.

Mr. Igneri asked if there was any possibility of adding another level to the Haviland parking deck. Mr. Sheehan said that he did not think it could structurally support another level. He added that he did not want the Council Members to think that the Parking Authority was a cash cow. Their net reserves have been fairly miniscule.

Mr. Kydes thanked Mr. Brescia and Mr. Harden for their input.

B. Wall Street Redevelopment Plan Area

Update regarding Wall Street Theater Construction.

Ms. Strauss reported that a building permit has been issued for the theater. She indicated that there were copies of some photos included in the backup information packet. Mr. Sheehan said that it was beautiful.

Update regarding underwriting of Agency's anticipated \$1,666,000 HUD Section 108 loan to the Wall Street Theater Company, Inc.

The Redevelopment Agency was approved as an underwriter for the HUD loan. Contact has been made with High Impact Analysis, a firm in Albany, NY, regarding a comprehensive credit analysis for the theater. Their final report will be presented to the Committee for review and advancement to the full Council.

Mr. Sheehan said that insomuch as the agency is signing up for the \$1.6 million, the market analysis will be done on the Agency side of the equation. The underwriter has been asking very in depth questions that have not been previously asked of the developers. Mr. Sheehan said that the Agency was assuming the risk and the marketing analysis will help with this.

Ms. Bowman asked if the Council Members could edit and amend the contract. Mr. Sheehan reviewed the details of how the loan agreement was structured. Ms. Bowman said that she was looking to see if there were some provisions in case a school wanted to use it for a play. Ms. Strauss said that because there were Federal funds, there is a public use aspect in the loan agreement.

Update regarding the Master Plan for Freese Park

Ms. Strauss reported that the RFP has been sent out. Five responses were received and three responses will be meeting with the Interview Committee. The Committee will consist of Agency staff members, the Director of Recreation and Parks, the Chairman or designer of the Recreation and Parks Committee and local property owners. Ms. Strauss said that she believed that the Agency could present a recommended consultant at the September 2016 meeting.

Mr. Kimmel asked if there were any discussions about the tax abatement for Washington Village and the blight finding for the area. Mr. Sheehan said that he did not think that Atty. Beltz-Jacobson was aware that there was a blight finding. A brief discussion followed about the details.

ADJOURNMENT

**** MR.IGNERI MOVED TO ADJOURN.**

**** THE MOTION PASSED UNANIMOUSLY.**

The meeting adjourned at 8:43 p.m.

Respectfully submitted,

S. L. Soltes
Telesco Secretarial Services

THE PLANNING COMMITTEE OF THE COMMON COUNCIL

**125 East Avenue
P.O. Box 5125
Norwalk, CT 06856**

MEMORANDUM

TO: MEMBERS OF THE PLANNING COMMITTEE
FROM: TIM SHEEHAN, STAFF
DATE: AUGUST 26, 2016
RE: HEAD OF THE HARBOR NORTH

M. F. DiScala & Company remains the City's Preferred Developer for Parcel #3 as recognized in the Wall Street Redevelopment Plan. This parcel contains two specific land areas; one waterfront area along Smith Street and one to the north that contains the Main and High Street 91 space surface public parking lot which is currently managed by the Norwalk Parking Authority.

The 2004 the Wall Street Redevelopment Plan sought to have both the northern and southern portions of Parcel #3 considered as a unified development site for zoning purposes. This would have allowed ancillary parking from the southern parcel to be accommodated by the northern parcel. Such parking would have been available to the public during the business day and the secondary residential parking spaces during the evening hours, thus precluding the need for as much surface parking on the southern waterfront site. The merger of the two sites would essentially accommodate what is commonly known in other cities' zoning as a transfer of development rights between two parcels. This approach was unacceptable to zoning at the time. Therefore, the southern development project which is currently in construction has met its zoning requirements on that parcel and is providing for significantly more surface parking on that site than was originally intended by the Redevelopment Plan being that the plan did not envision parking as the highest and best use of waterfront property.

The determination by zoning not to consider Parcel #3 as a unified site fundamentally changed the development approach to the northern parcel by reducing the anticipated public/private parking to be provided on the northern parcel allowing for a greater degree of development potential on that site than what the Redevelopment Plan originally anticipated. To that end, M. F. DiScala & Company and their development partner EDG Properties has brought forth a concept development plan for the Planning Committee of the Common Council to consider.

The proposed project has three development components. There is a decked parking structure with approximately 200 parking spaces, a two story 8,000 square foot retail building along Main Street and finally a five story 81,000 square foot residential structure containing approximately 80 residential units. The project schematic renderings and site plan are attached.

The development team further addresses a variety of anticipated public improvements and incentives that the City could or should consider as part of a potential development agreement between the City and the Developer for the project.

ACTION

There is no action being requested of the Committee at this time. This presentation is intended to be an introduction of the proposed project to the Planning Committee.

**HEAD OF THE HARBOR NORTH
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1. CONCEPTUAL PROJECT PLAN

2. PARKING AND TEMPORARY PARKING PLAN

3. ELIMINATION OF BLIGHT

4. FOOT TRAFFIC ARTICLE

5. ZONING HISTORY AND CONSIDERATIONS

6. FREESE PARK PLANS

****BUILDING PLANS TO BE PROVIDED UNDER SEPARATE COVER**

HEAD OF THE HARBOR PARCEL 3, NORTH PARCEL AREA CONCEPTUAL PROJECT PLAN

Overview

The City of Norwalk and the Norwalk Redevelopment Agency have initiated the steps required to unlock the economic and civic potential for the historic center of our city. M.F. DiScala & Company, the Designated Developer for Parcel 3, along with EDG Properties proposes a project to redevelop the Parcel 3 “North Parcel” area and fulfill the community’s vision. That vision will be achieved through a fully coordinated and extensive mixed-use redevelopment project. M.F. DiScala & Company and EDG Properties redevelopment project will add a variety of new structures and public spaces that will promote the revitalization of historic buildings and improved open spaces. Our goal matches the City’s – to reassemble the dense and diverse urban fabric in the historic center for the benefit of all. Our approach fully leverages the City’s goals and urban redevelopment commitment to recapture the long-lost vitality and importance of the historic center - a district that has struggled from the disadvantages of awkward parcels, underutilized land, inadequate parking and unsafe circulation patterns.

M.F. DiScala & Company and EDG Properties bring to this project our own long-standing commitment to the success of Norwalk and a deep appreciation of the historic and cultural context that should frame the future. The Parcel 3 Area, which has been the long-term home to our business headquarters, is a special place. As the developers and owners of the award-winning Trolley Barn building, as well as the under construction Head Of The Harbor South redevelopment project, we have established the model for the mixed use character and economic success that distinguish redevelopment efforts. We will continue to couple our many years of assembled real estate and development skills with our civic and business commitment to deliver a project that will be a central piece of the on-going historic center revitalization.

The proposal consists of a mixed-use redevelopment project that combines new construction and historic restoration to create a diverse mix of uses including housing, restaurants, retail establishments and office space. In keeping with the important need to support the diversity of our community, the housing component will consist of market units and affordable units. Ultimately, the goal is to contribute to the creation of a rejuvenated and unique lifestyle neighborhood that enjoys public riverfront access, a pedestrian friendly urban scale and a lively public/private dynamic for all residents, visitors and businesses. The historic center will be alive again for the citizens of Norwalk.

Putting the Pieces Together

Our project will redevelop the Parcel 3 “North Parcel” area and serve as a central point among a distinctive collection of historic buildings and open spaces that are central to this historic stretch. The site challenges will be turned into opportunities by enhancing an

area where narrow streets and alleys converge from many angles and front along the Norwalk River as it empties into the harbor. This project will take advantage of the steep hillsides and tightly-constrained parcels that contribute variety and interest to the architecture and open spaces of the area. And, by concealing practical and necessary contemporary parking requirements behind and below new buildings, the project will allow the district to recapture the dense historical urban character that can only be achieved through significant high value investment in new uses.

The New Construction Components

The Parcel 3 “North Parcel” area is located at the convergence of Wall Street, Main Street and High Street where there currently exists an odd shaped and severely sloping municipal parking lot with 91 spaces. The projects new construction components consist of two buildings with a total of 89,150 square feet and 200 parking spaces.

-Building #1: The first building is a 2 story contextual building along Main Street that has 8,000 square feet of retail and office space. This buildings intent is to create a continuous scale and streetscape along Main Street where none currently exists and provide a pedestrian connection along the streetscape.

-Building #2: The second building is a 5 story building atop structured parking fronting on High Street and has approximately 81,000 square feet and 80 apartments. The base of the building consists of a contextual 200 space parking facility. The 200 space facility includes 100 spaces open to the public with direct ingress and egress from Main Street. The other 100 spaces fulfill the zoning resolution parking requirements for the new construction elements contemplated in the project.

See the schematic plans and architectural renderings attached for more detailed graphic representation.

Additional Project Components

As part of the overall development, additional components are contemplated (and required for the success of the project) that contribute to the successful execution of the city’s redevelopment goals for the historic center / Parcel 3 Area. The additional components are integral to the creation of a pedestrian/user friendly, well planned and diverse urban redevelopment area. Those components are as follows:

-St. John’s Place: Currently under construction is the Head Of The Harbor South redevelopment project at the intersection of Wall Street, Smith Street and the Norwalk River. This project consists of 60 residential units, 5,000 square feet of office space and public amenities along the Norwalk riverfront. Included in these amenities are a large public piazza space which is connected to a 400’ long riverfront walkway, a riverfront pergola and a new stairway off the piazza that connects the riverfront to Mill Hill Park. All of these amenities are pedestrian level amenities for the residents of Norwalk. The intersection (Wall Street/Smith Street) where access to all of these new public amenities

and the riverfront is located is also known as St. John's Place. St. John's Place is a large pedestrian piazza type space that is currently all asphalt, but is the gateway to the historic center area, the riverfront and is the organizational point from which the historic district emanates. St. John's Place also fronts the Parcel 3 North Parcel Area where our project is located. As such, St. John's Place becomes even more important as a pedestrian center which connects the waterfront, the historic center, the North Parcel project and the redeveloped Wall Street area. There has been in place, for many years, a city sponsored plan for the repair and redevelopment of St. John's Place and it is critical that it is implemented simultaneous to the North Parcel project.

Wall Street Retail Enhancements: Another component located at St. John's Place and Wall Street is the existing strip shopping center. This strip shopping center is a one story curving building that wraps from High Street to Main Street along Wall Street and currently is not of an aesthetic or scale similar to the rest of the historic district streetscape. The aesthetic detracts significantly from the rest of the area. This strip shopping center finds itself at the heart of the most important area of the historic district undergoing revitalization efforts. With frontage on St. John's Place, Wall Street and Main Street – the scale, aesthetic, and connection to the district are of the utmost importance in creating this new and revitalized urban pedestrian area with connections to the riverfront. The renovation of the façade of this strip center, as well as the building to the north on Main Street, is crucial to the execution of the redevelopment of this area. These improvements will restore or recapture the historic character of the dense development that has typified this area of our city – tightly clustered buildings between the street and the Norwalk River below.

Open Space: Parks, Piazzas, Squares and the Riverfront Walkway

The Head Of The Harbor South project, which is underway, calls for extensive amenities, piazzas and river access at Smith Street and Wall Street and connects the riverfront to Mill Hill Park. These open spaces are crucial to a healthy pedestrian oriented district. The City's involvement in creating the central feature of the area, which will be St. John's Place, will convert the broad areas of asphalt between the restored "walls" of Wall Street into an attractive piazza that favors the pedestrian. Special paving, lighting, street trees, kiosks, seating and other features are to be provided along broadened sidewalks in plans already developed and ready for implementation. Improved sidewalks will lead up High Street and along Main Street, with trees, special paving and landscaping. The entire historic district will become a pedestrian friendly urban space. Pro active steps will be taken to attract a mix of retail, restaurant and service uses that will enhance the entire area and provide broad appeal to all of Norwalk's citizens.

Head Of The Harbor North Parcel Redevelopment And The City Of Norwalk

The Head Of The Harbor North Parcel Redevelopment project will be the most important recent project undertaken in terms of its importance to the vision of revitalization/redevelopment of the historic district that the Redevelopment Agency and the City of Norwalk have envisioned. M.F. DiScala & Company and EDG Properties take

on this task with the utmost sincerity, gratitude and responsibility. We are committed to the revitalization of the historic center and stress the need for a coordinated and comprehensive effort from all parties. As such, we are requesting that the City of Norwalk, as part of the private/public partnership to the future of Norwalk, agree to the following:

A. Existing Shopping Center: Wall Street, High Street and Main Street

As stated previously, the renovation of the existing aesthetically unpleasing strip shopping center at Wall Street and Main Street is a tremendously important component of the project. Numerous attempts to purchase this shopping center have proven futile. Eminent domain is no longer an option. Our attempts toward a mutual and coordinated effort with the owners have fallen on deaf ears. Our proposal calls for the City to reintroduce the Façade Improvement Program and we recommend that \$250,000 be funded now to design and install a new façade on this shopping center, with the approval of the existing owners. This would eliminate the eyesore we feel necessary to enhance the redevelopment and scale of this area. Our architect has begun the design process and our renderings show what the renovated façade might look like.

B. St. John's Place:

St. John's Place, the importance of which was described in detail above, needs to be funded by the City and realized simultaneously to the project as part of the Master Plan.

C. Seven Year Tax Phase-In:

Similar to an Enterprise Zone tax incentive, it is essential to relieve the immediate effect of the increased tax burden and increase the economic feasibility of this investment/project.

D. Approvals:

We ask that the City streamline and fast track the approval process taking into account the above described concept and the importance the project plays in the transformation of the historic district.

Existing Parking And Temporary Parking Plan

The existing parking lot at Main, High, and Wall Streets is difficult to use in its existing form, mainly because of the topography. The severe pitch of the lot makes it hard to maneuver around and more importantly, makes it difficult to get in and out of a vehicle. In the winter, the pitch is dangerous because cars lose traction on the incline and have difficulty traversing the topography without incident.

The new parking structure we propose will be flat, covered, well lit, secure and have a state of the art surveillance system. So, in addition to just giving back 92 parking places, we will also be providing a new modern parking facility that will be safe, free from the elements, easily maneuverable and solely available to the public.

Interim parking during the development of the project will be provided at existing nearby underutilized municipal parking locations. The Mechanic Street lot, located off Wall Street, is just 250 feet to the west of the site. This lot contains 90 parking spaces, the overwhelming majority of which are vacant in the evening hours. The Yankee Doodle garage is located 550 feet to the west of the site and contains 410 parking spaces. There has been much press and debate in past recent history regarding the fact that Yankee Doodle is extremely underutilized. Recent publicized public hearings of the Norwalk Parking Authority suggest there are over 150 spaces available at Yankee Doodle at any given time with even more in the evening hours. Both of these lots are within a short walking distance to the site and a minor inconvenience to use an alternative. In the evening hours on Friday and Saturday nights, for the benefit of the existing restaurants in close proximity of the site, we suggest a valet parking service with the cost to be shared between ourselves and the restaurants. Additionally, an affiliate of M.F. DiScala owns 22 High Street, which has 15 parking spaces that could be made available in the evening hours for valet parking accommodations.. Mill Hill and Head of the Harbor South may also be sources of additional temporary parking or valet usage.

ELIMINATION OF BLIGHT

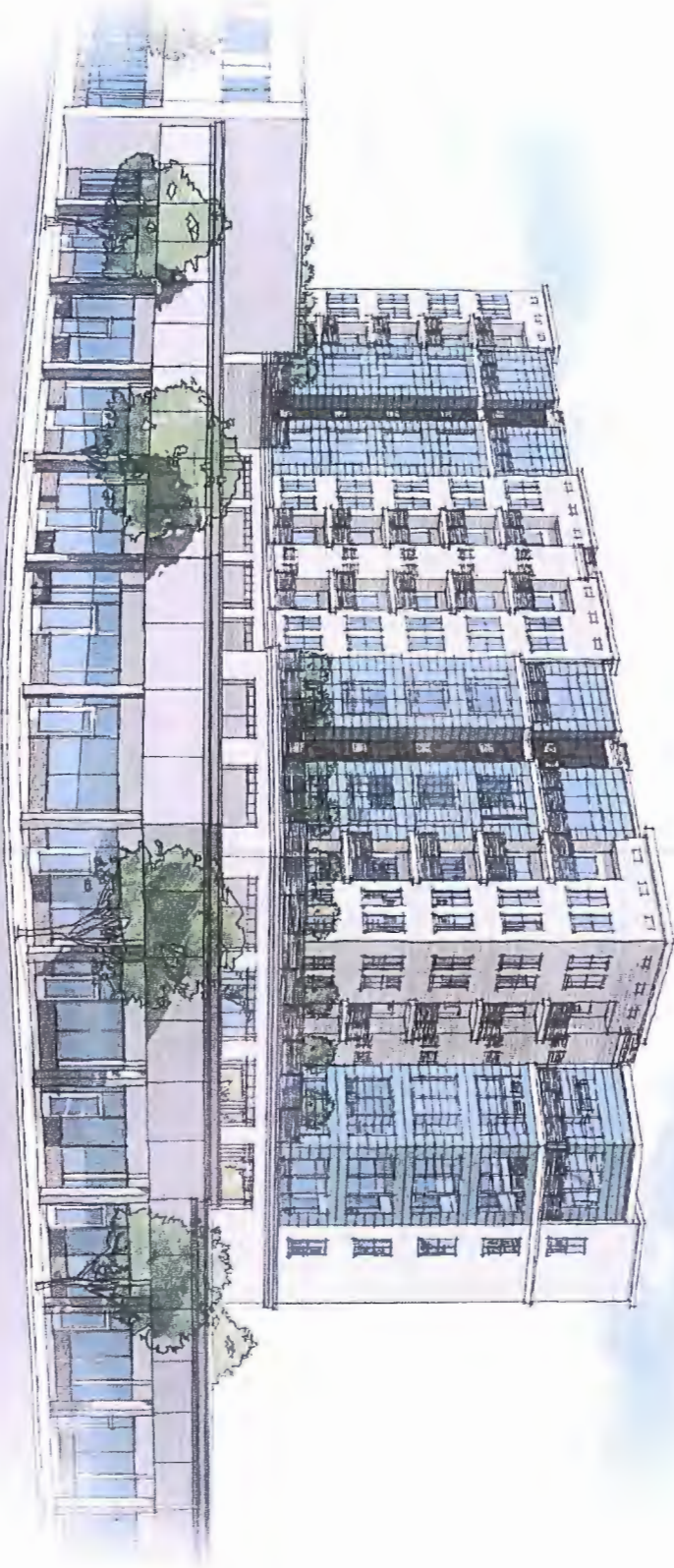
The Wall Street area is currently in a state of partial urban blight.. It needs to be improved via the redevelopment of the area. The corner of Wall, High, and Main Streets (North Parcel 3) contains a contemporary structure whose architecture does not fit the area. Our plan calls for a new façade for that shopping center which will blend with the master plan.

Our plan calls for the City to implement the street improvements that have been preliminarily designed that will tie the South, Central, and North Parcels together into a cohesive look.

The Norwalk Redevelopment Agency has requested a proposal to develop Freese Park. We encourage this and to that extent, WE ARE DONATING AT NO COST TO THE CITY, our plans and specifications for our vision of Freese Park that were created by the Cecil Group. Our vision calls for enhancing the arts building a permanent stage for music and other entertainment. Copies of the plans are enclosed.

There are approximately 31 vacant stores in the Greater Wall Street Area, many of which have been vacant for years. It is through redevelopment and adding 80 units, along with Head of the Harbor South and PoKo's project that will have the greatest impact filling these vacancies. Foot traffic is the answer to these vacancies. Enclosed is an article regarding enhanced foot traffic in Stamford and how it has positively affected the retail and restaurants in the areas around the new apartments there.

VIEW LOOKING NORTH-EAST FROM MAIN & WALL STREETS



P-1	Architect The Architectural Group 1226 Post Road, Fairfield, Connecticut 06424 ph: (203) 254-8660 fx: (203) 254-8563	Client HEAD OF THE HARBOR - NORTH NORWALK, CONNECTICUT	Project HEAD OF THE HARBOR - NORTH NORWALK, CONNECTICUT	Drawing Title CONCEPTUAL RENDERING	Revisions
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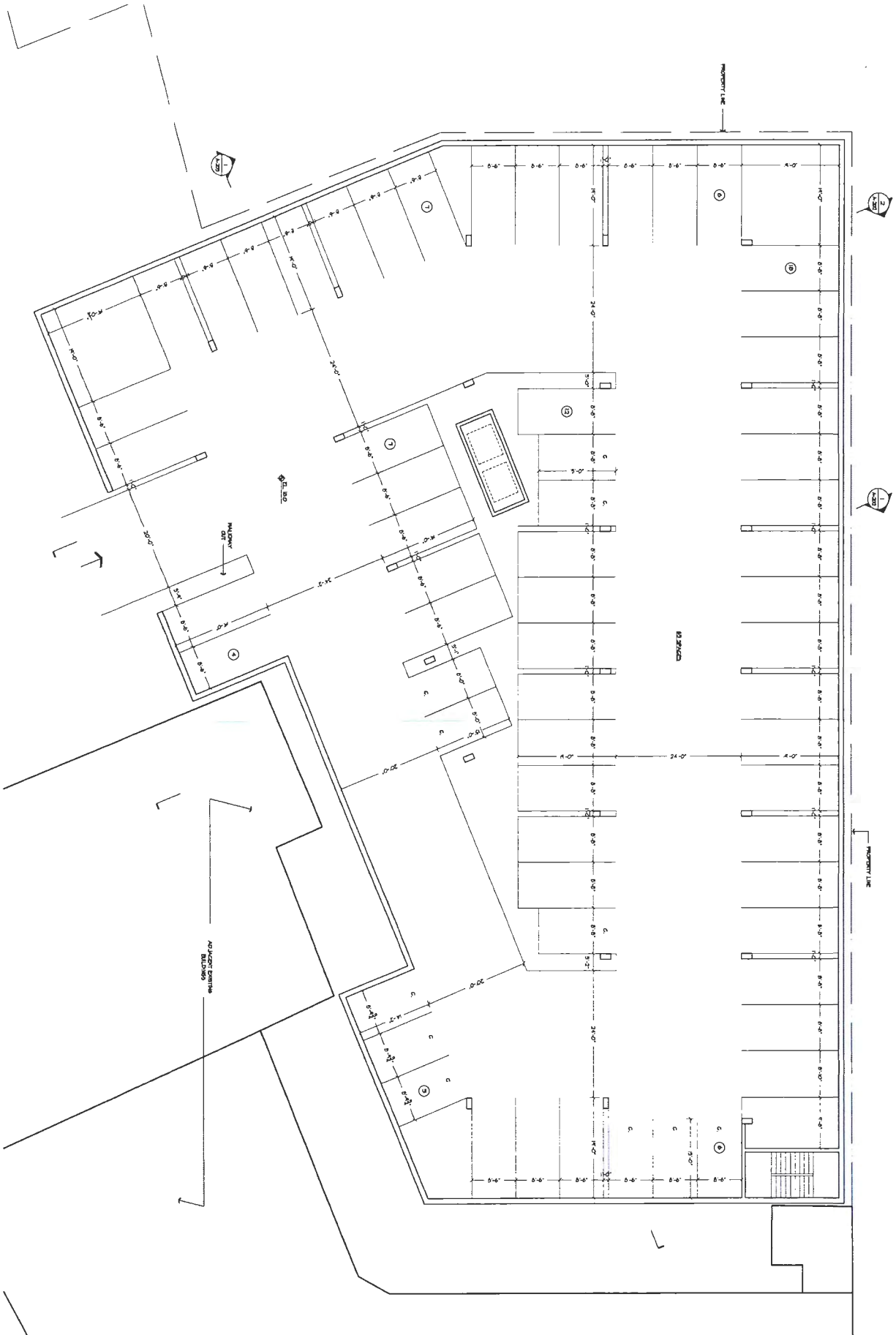


VIEW LOOKING NORTH-WEST FROM HIGH & WALL STREETS

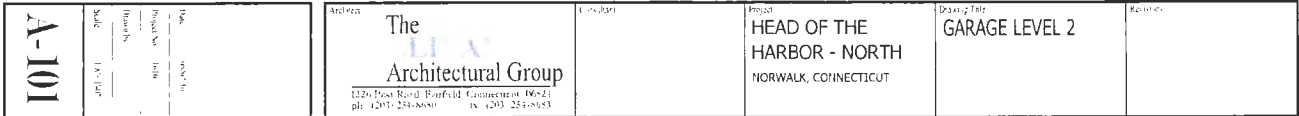
P-2	Architect The Z Architectural Group 1225 Post Road, Fairfield, Connecticut 06424 ph (203) 254-8090 fx (203) 254-8093	Consultant	Project HEAD OF THE HARBOR - NORTH NORWALK, CONNECTICUT	Drawing Title CONCEPTUAL RENDERING	Revisions
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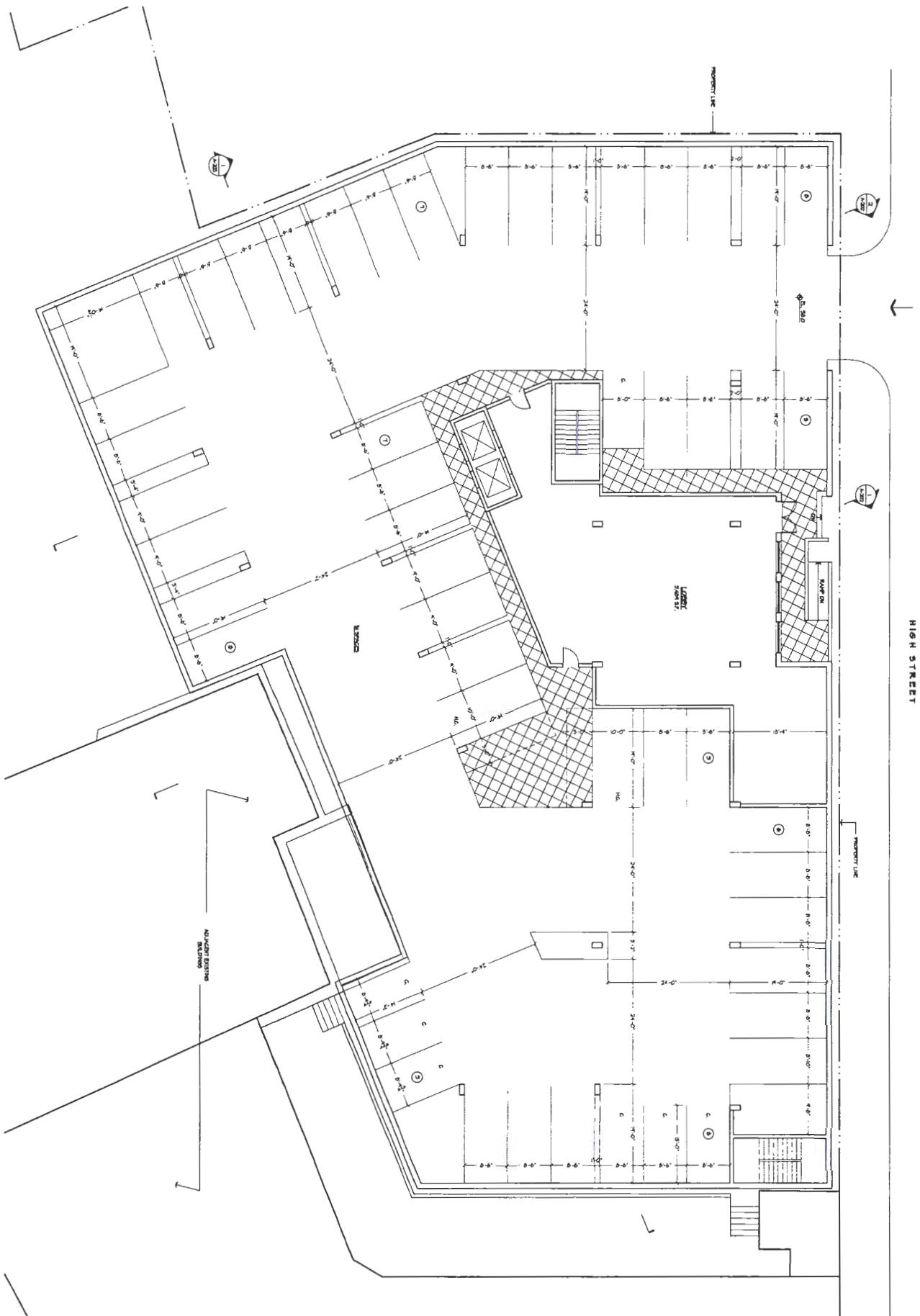


CONCEPTUAL SITE PLAN
HEAD OF THE HARBOR NORTH

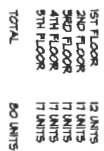


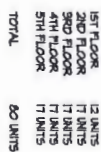
A-100 Date: 05/08/10 Project No.: 1010 Drawn by: [blank] Scale: 1/8" = 1'-0"	Architect: The SULLIVAN Architectural Group 1220 Post Road, Fairfield, Connecticut 06424 Tel: (203) 254-8686 Fax: (203) 254-8683	Consultant: Project: HEAD OF THE HARBOR - NORTH NORWALK, CONNECTICUT	Drawing Title: GARAGE LEVEL 1	Revision: 1. 05/08/10
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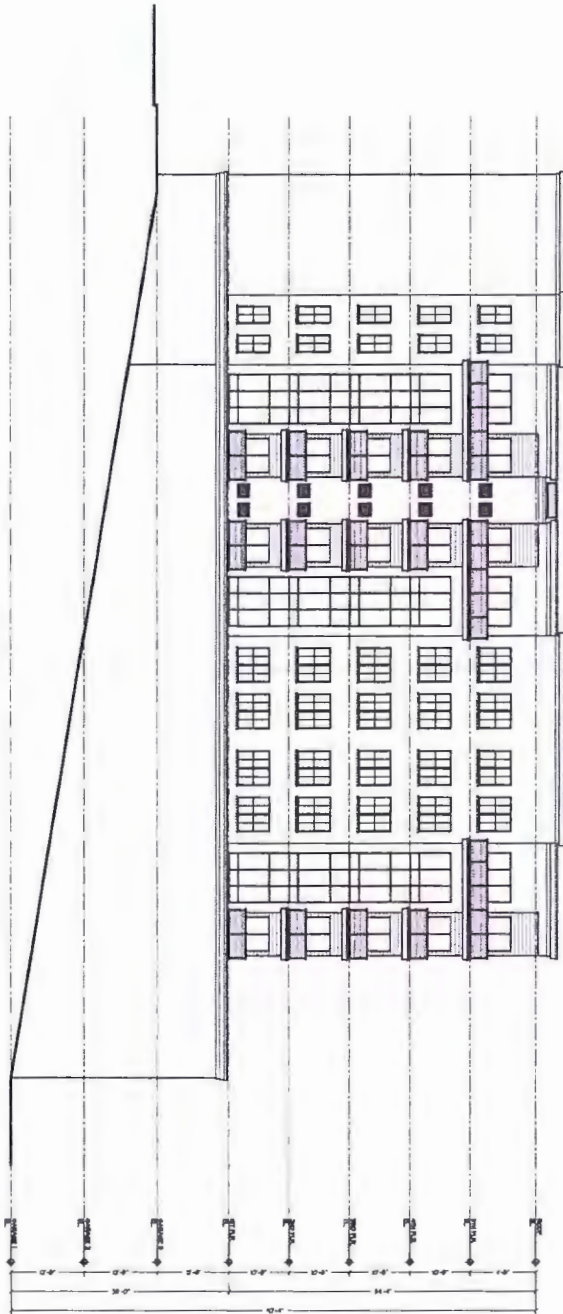


A-103 Scale: 1/8" = 1'-0" North Arrow Date: 10/2/01 Project No.: 1001 Sheet No.: 1001	The Architectural Group 1220 First Street, Suite 100, New York, NY 10013 Tel: (212) 251-0500 Fax: (212) 251-0501	Project: HEAD OF THE HARBOR - NORTH NORWALK, CONNECTICUT	Drawing No.: GARAGE LEVEL 3	Revision:
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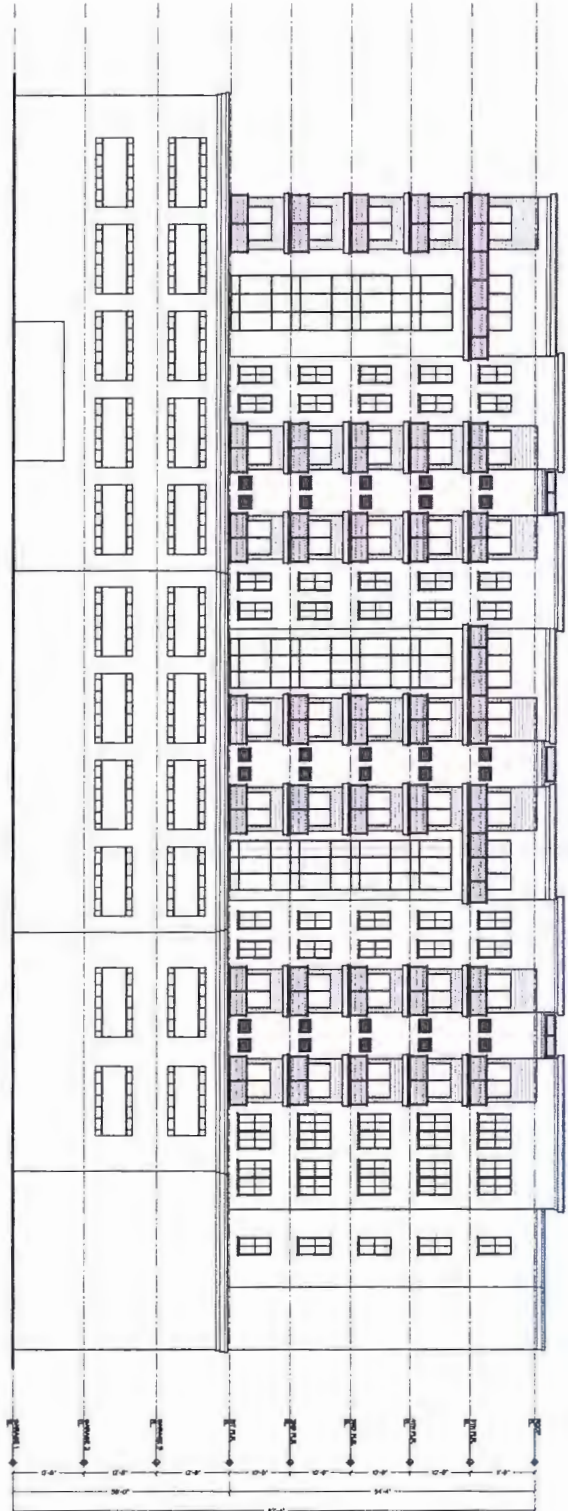




NORTH ELEVATION
SCALE: 1/8" = 1'-0"



WEST ELEVATION
SCALE: 1/8" = 1'-0"



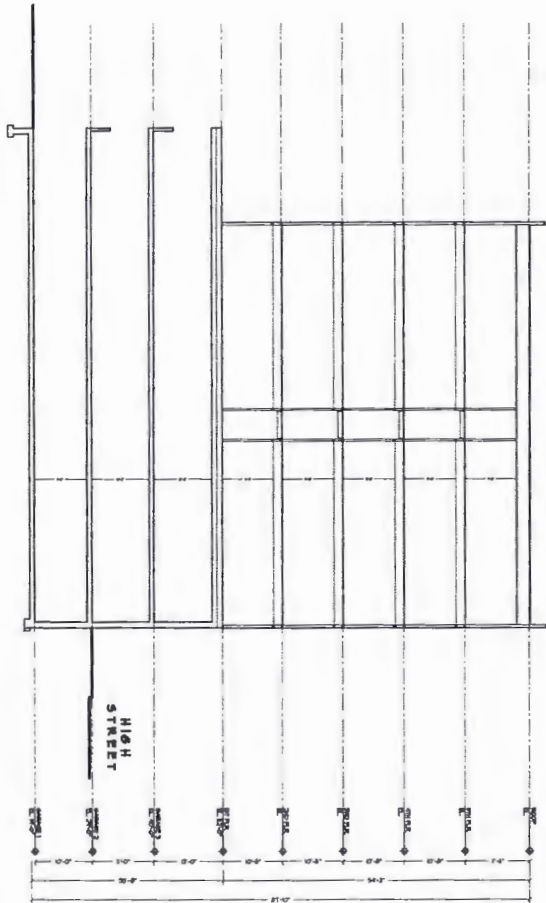
A-200	Architect The Architectural Group 1225 Post Road Fairfield Connecticut 06424 ph. (203) 254-0600 fx. (203) 253-0605	Client/Owner	Project	Drawing Title ELEVATIONS	Revisions
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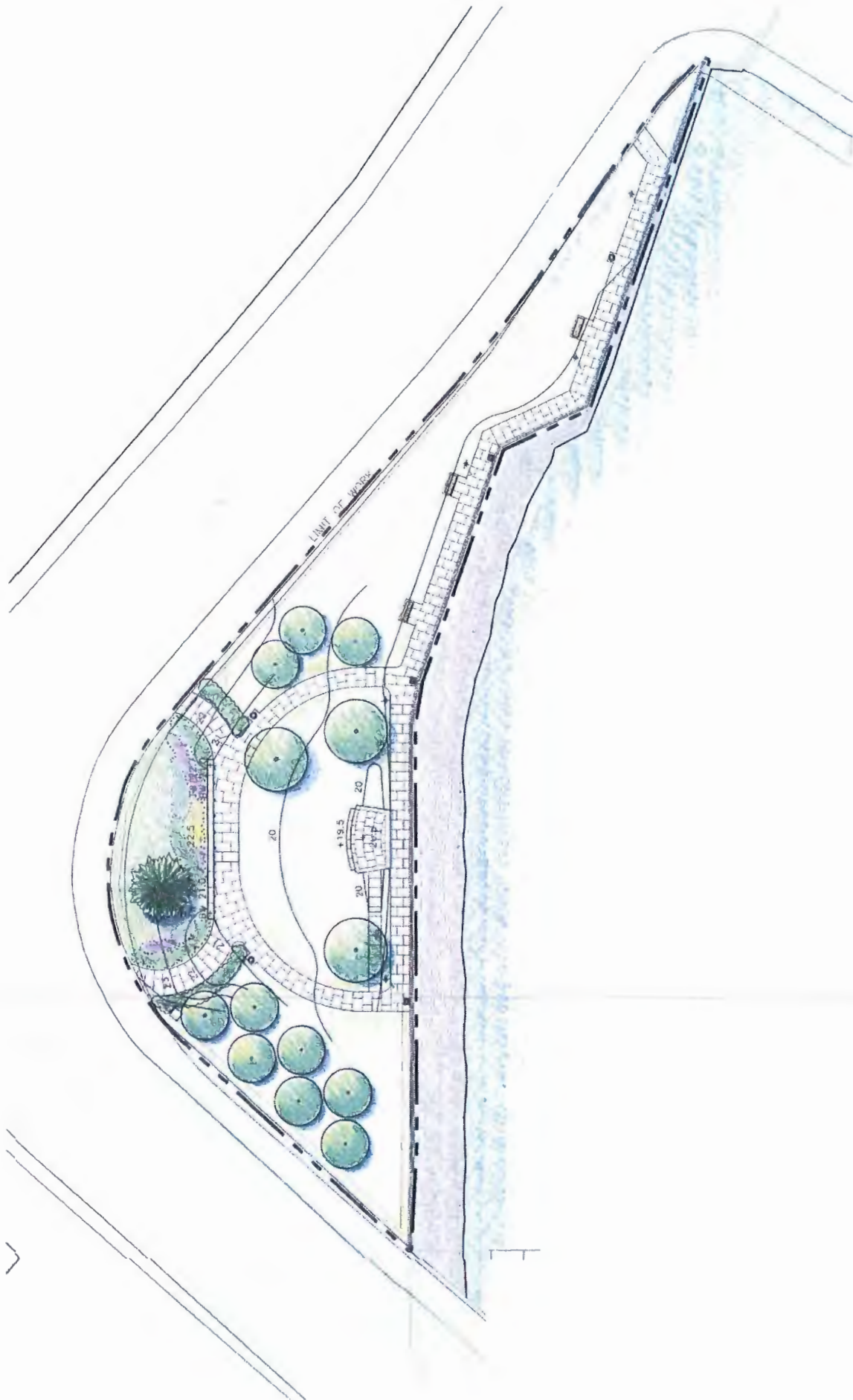
EAST ELEVATION
SCALE 1/8"



SOUTH ELEVATION
SCALE 1/8"



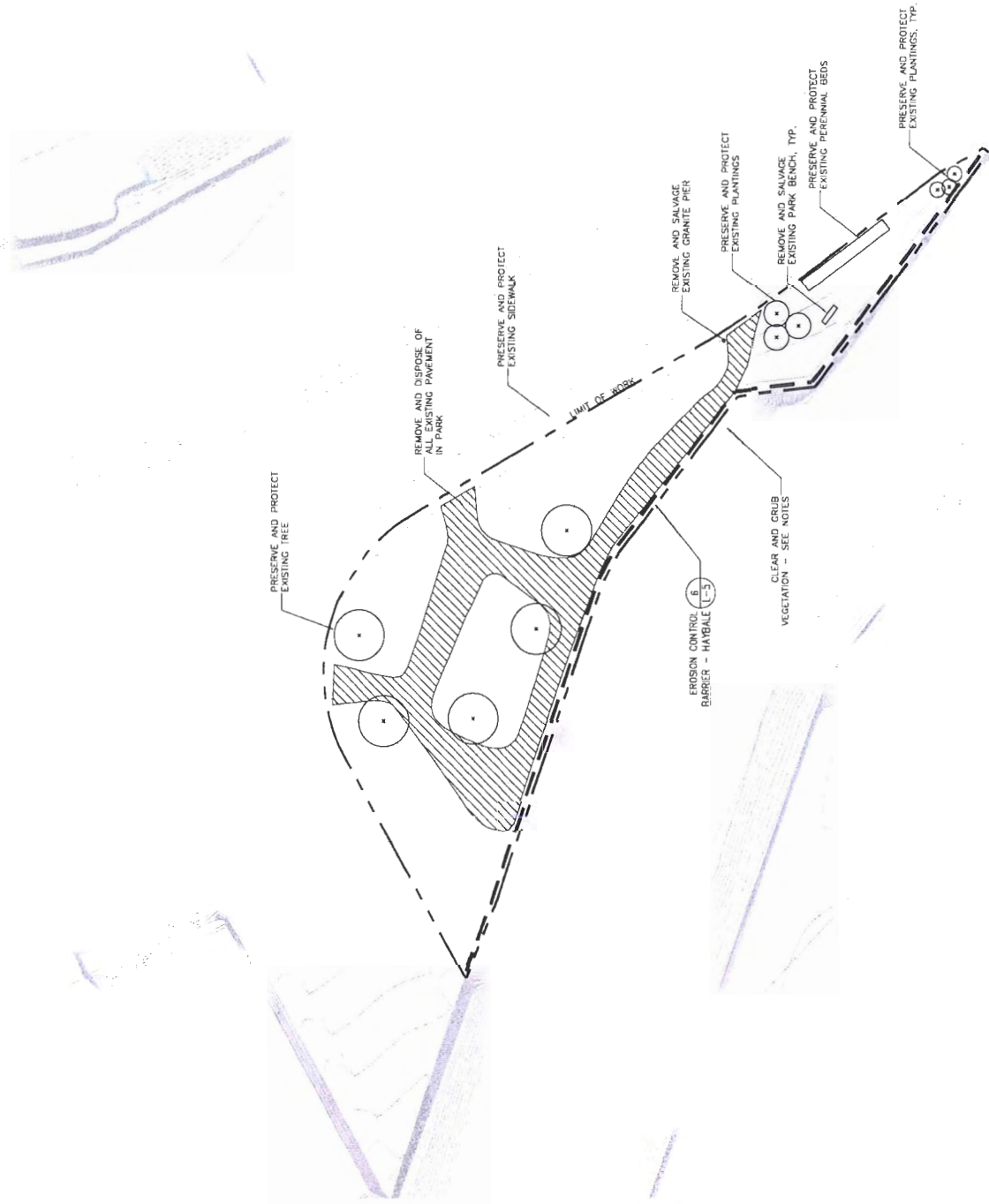
A-201	Architect The Architectural Group 1226 Post Road Fairfield Connecticut 06424 ph (203) 254-4600 fax (203) 254-9605	Consultant	Project	Drawing Title ELEVATIONS & SECTION	Revisions
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SITE PREPARATION LEGEND

--- LIMIT OF WORK
 --- HAYBALE FENCE

- NOTES**
1. REMOVE AND DISPOSE OF ALL EXISTING PAVEMENT, STRUCTURES AND FOUNDATIONS UNLESS INDICATED OTHERWISE BY ARCHITECT AND AS INDICATED ON THE DRAWINGS
 2. CONTRACTOR TO REMOVE AND SALVAGE HUNTERS' LODGE SCULPTURE FOR RELOCATION TO HERVIE PARK. CONTRACTOR TO COORDINATE WITH THE CITY FOR REMOVAL OF SCULPTURE.
 3. EXISTING VEGETATION GROWING IN RIVER BEDS TO BE COMPLETELY CLEARED, GRUBBED AND REMOVED FROM SITE.
 4. CONTRACTOR TO CLEAR AND REMOVE ALL VEGETATION TO BE REMOVED AS DIRECTED BY ARCHITECT AND AS INDICATED ON THE DRAWINGS.
 5. EXISTING TREES TO REMAIN SHALL BE PROTECTED BY 4" HIGH SNOW FENCE LOCATED AT THE DRIPLINE OF TREE.
 6. CONTRACTOR SHALL REPAIR AT HIS OWN EXPENSE ALL DAMAGE TO UTILITIES, SURFACE TREATMENTS, FIXTURES OR STRUCTURES THAT ARE NOT INDICATED TO BE REMOVED OR RELOCATED AS PART OF THIS PROJECT.
 7. LOCATION OF UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE BASED ON LIMITED SURVEY DATA. CONTRACTOR SHALL VERIFY LOCATION OF EXISTING UTILITIES PRIOR TO COMMENCING ANY EXCAVATION.
 8. ALL EXISTING CASTINGS TO BE SALVAGED AND STOCKPILED FOR REUSE, TYP.



Project: **FREESE PARK**
 NORWALK, CT

Drawing Title: **SITE PREPARATION PLAN**

Project No.: 24023
 Date: 6/9/2005
 Revisions:

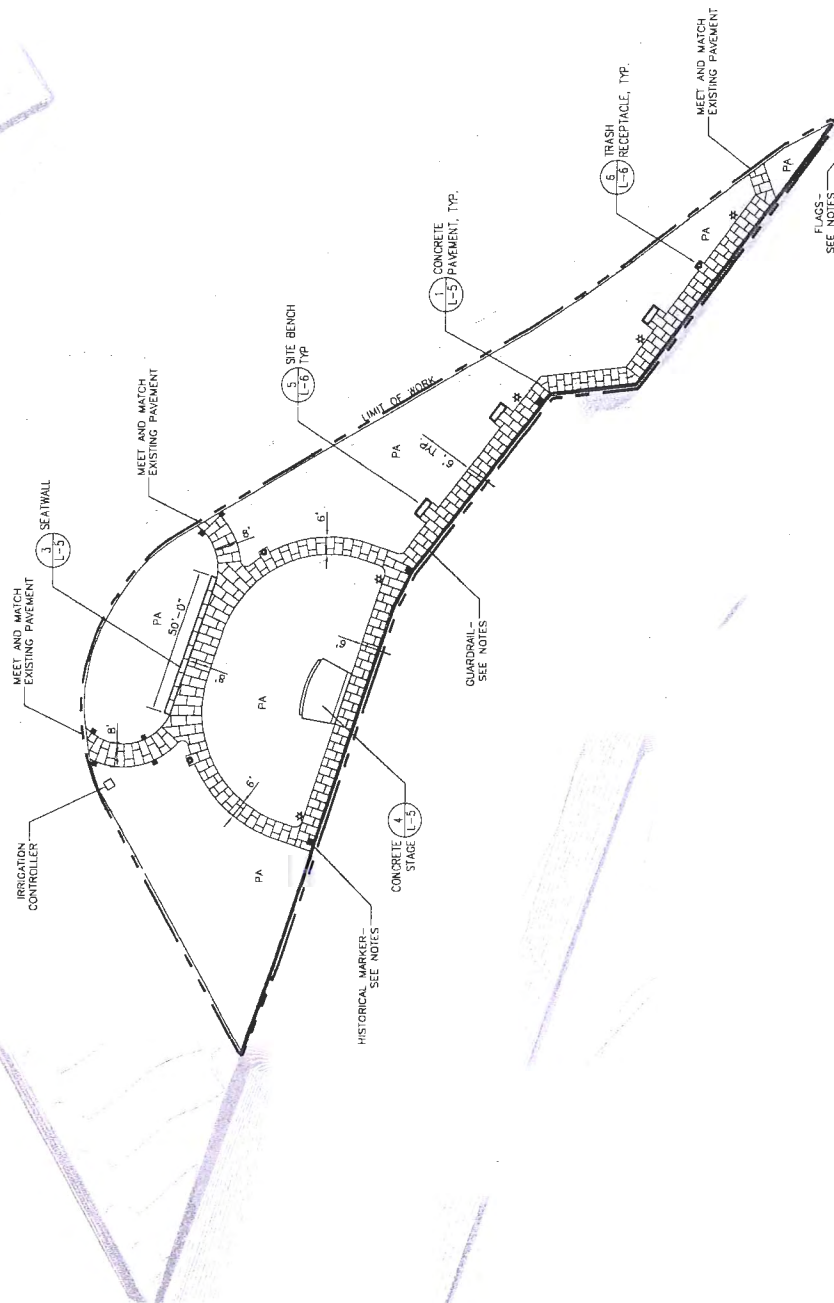
Drawn By: _____
 Checked By: _____
 Scale: 1" = 20'

Dwg. No.: **L-1**

The Cecil Group
 Planning and Design
 31 St. James Avenue
 Boston, MA 02116
 tel 617 426 5040
 fax 617 426 5051

--- LIMIT OF WORK
 ☆ POST MOUNTED WALKWAY LIGHTS
 ■ BOLLARD LIGHTS
 ▭ SITE BENCH
 ○ TRASH RECEPTACLE

- NOTES:
1. WHERE NEW PAVEMENT ADJOINS EXISTING PAVEMENT, MEET AND MATCH IN LINE AND GRADE.
 2. STAGE 2 TO BE PREPARED FOR ELECTRICAL SERVICE SUITABLE FOR FUTURE STAGE 3.
 3. LIGHT LOCATIONS SHOWN ON PLAN, CONTRACTOR RESPONSIBLE FOR DESIGN AND INSTALLATION OF LIGHTS.
 4. CONDUIT BUILD ALL WIRING; CONDUIT SHALL BE EMT-100, 1/2" DIA. PROVIDE ELECTRICAL SERVICE TO STAGE, AND ALL IRRIGATION, CULLIGER, STAGE, AND ALL EXISTING GUARDRAIL TO BE CLEANED.
 5. ALL OF ALL DIRT, RUST AND LOOSE PAINT, PAINTING TO BE PRIMED AND PAINTED TO MATCH EXISTING SURFACES. COLOR TO BE APPROVED BY ARCHITECT.
 6. HISTORICAL MARKERS (3) LOCATED ON MAIN HIGHWAY, MARKERS SUPPLIED BY CITY AND INSTALLED BY CONTRACTOR.
 7. 12' HIGH FLAGPOLES (10) TO BE INSTALLED ALONG WALL STREET BRIDGE WITH FLAGS FROM VARIOUS ETHNIC GROUPS REPRESENTATIVE IN THE CITY POPULATION.



Planning and Design
31 St. James Avenue
Boston, MA 02116
Tel 617 426 5050
Fax 617 426 5051

Project: **FREESE PARK**
NORWALK, CT

Drawing Title

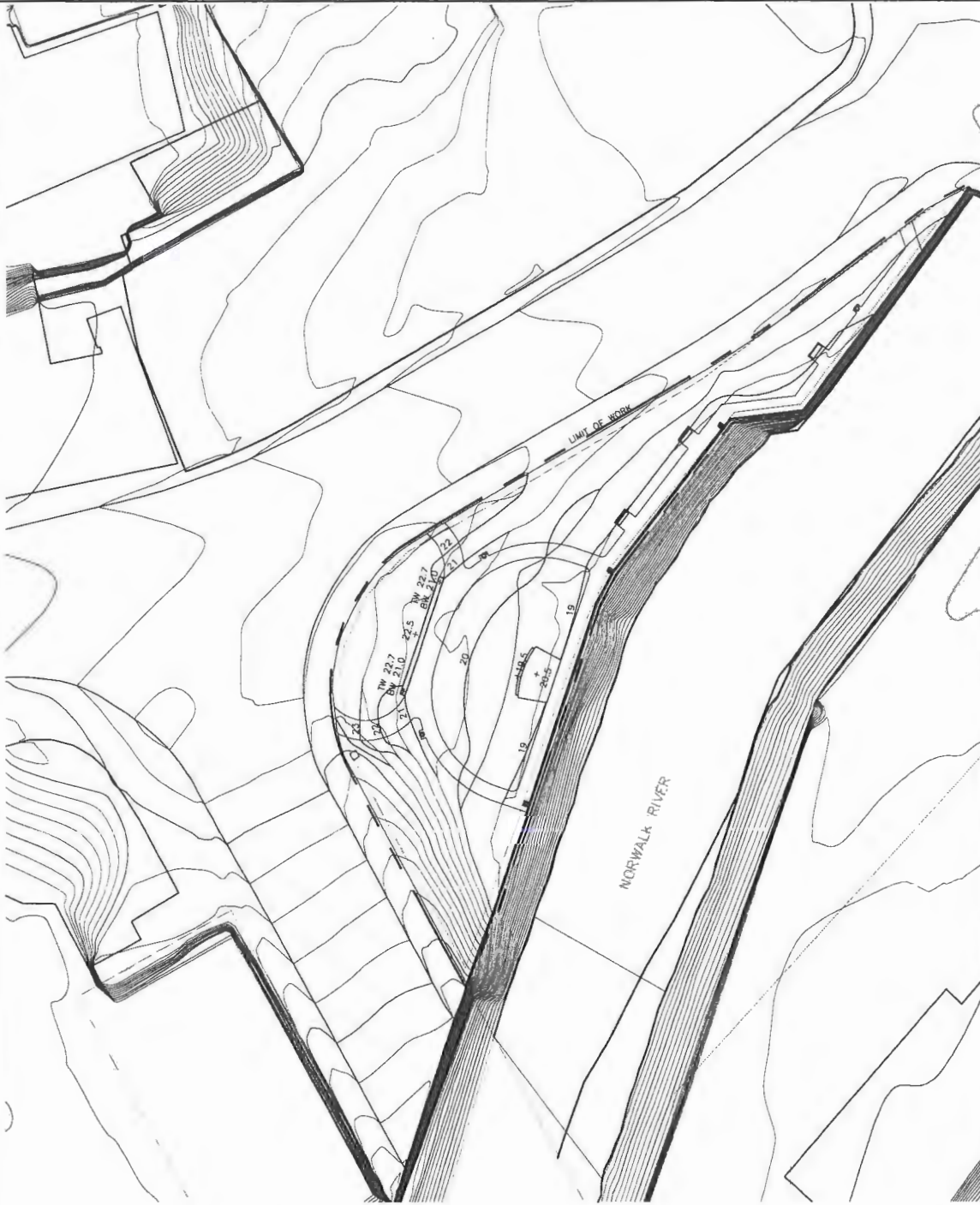
LAYOUT AND MATERIALS PLAN

Drawn By: _____ Project No.: 24023
 Checked By: _____ Date: 6/9/2005
 Scale: 1" = 20' Revision: _____

GRADING LEGEND

--- LIMIT OF WORK
 ---21--- PROPOSED CONTOUR
 +23.0 SPOT ELEVATION
 TW TOP OF WALL
 BW BOTTOM OF WALL

NOTES:
 1. CONTRACTOR TO FILL ANY AND ALL LOW SPOTS AND GRADE ALL AREAS TO HAVE POSITIVE DRAINAGE.
 2. EXISTING DRAINAGE STRUCTURES TO BE MAINTAINED UNLESS OTHERWISE NOTED. DRAINAGE STRUCTURES NOT PROPOSED FOR PARK.
 3. WALKWAY SURFACES ADJACENT TO RETAINING WALL AT RIVER EDGE SHALL BE SET FLUSH TO ALLOW DRAINAGE OVER TOP OF WALL.
 4. LAWN AREAS TO BE TREATED WITH 6" COMPACTED LOAM BORROW.



The Cecil Group
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 31 St. James Avenue
 Boston, MA 02116
 Tel: 617 426-5050
 Fax: 617 426-5051

Project:
FREES PARK
 NORWALK, CT

Drawing Title
GRADING PLAN

Drawn By: _____
 Checked By: _____
 Scale: 1" = 20'
 Project No.: 24023
 Date: 6/9/2005
 Revision: _____
 Dwg. No.: **L-3**

PLANTING LEGEND

--- LIMIT OF WORK

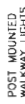


TREE

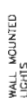


SHRUB

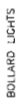
PERENNIALS



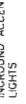
POST MOUNTED
WALKWAY LIGHTS



WALL MOUNTED
LIGHTS



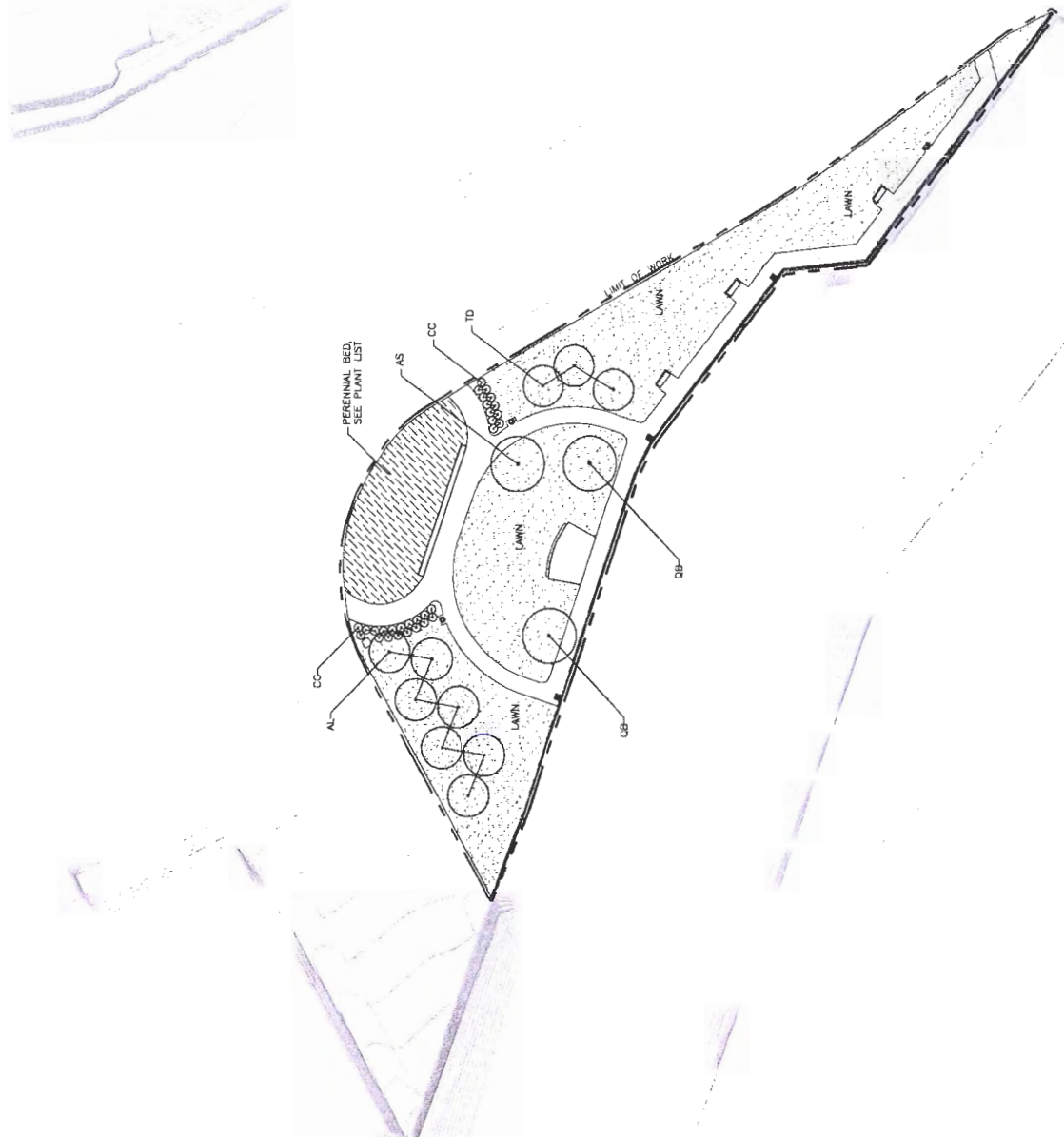
BOLLARD LIGHTS



INGROUND ACCENT
LIGHTS

NOTES:
1. ALL PLANTING AREAS TO BE IRRIGATED. CONTRACTOR TO PROVIDE SUFFICIENT IRRIGATION FULL HEAD TO COVER COVERAGE OF ALL AREAS.
2. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO BEGINNING PLANTING OPERATIONS. REPORT ALL CONFLICTS TO ARCHITECT PRIOR TO PLANTING.
3. NO PLANTS SHALL BE PLANTED BEFORE ACCEPTANCE OF THE CONSTRUCTION OF THE LAWN. PLANTS SHALL BE PLANTED IN THE SAME RELATIONSHIP TO FINISHED GRADE AS TO ORIGINAL GRADE PRIOR TO DIGGING.
4. ALL PLANTED AREAS WITHIN OR OUTSIDE THE LIMIT OF WORK SHALL BE MAINTAINED TO THE SAME STANDARD AS THE ORIGINAL GRADE. PLANTS SHALL BE MAINTAINED TO ORIGINAL GRADE, LOADED AND SEEDED OR MULCHED (INCLUDING PLANTING OPERATIONS) SHALL BE RETURNED TO ORIGINAL GRADE. (AS APPROPRIATE) BY THE CONTRACTOR AT NO ADDITIONAL CHARGE TO THE OWNER.
5. ALL PLANTS SHALL BE SELECTED FROM THE PLANT SCHEDULE. ALL PERENNIALS SHALL BE PLANTED AT 18" O.C. IN CLUMPS OF 5 OR MORE OF ONE SPECIES GROUPED TOGETHER. ALL TREES SHALL BE PLANTED AT 18" O.C. IN CLUMPS OF 5 OR MORE. PLANTS SHALL BE WELL WATERED THROUGHOUT THE FIRST GROWING SEASON.
6. ALL PLANTING BEDS TO BE SURFACED WITH 5" IN. OF BARK MULCH.

PLANT SCHEDULE				
KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	COMMENTS
TREES				
AL	Ambrosia artemisiifolia	Ambrosia Serviceberry	10'-12' NL	B & B
AS	Acer saccharum 'Lacey'	Sugar Maple	4" cal	B & B
DB	Quercus bicolor	White Oak	5" cal	B & B
TD	Taxodium distichum	Bald Cypress	5" cal	B & B
SHRUBS				
CC	Corydalis canadensis	Bluebird	#2 Pd	5" O.C.
PERENNIALS				
	Hamamelis virginica	Witch Ham		18" O.C.
	Helleborus	Helleborus		18" O.C.
	Perovskia atrorubra	Russian Sage		18" O.C.
	Achillea millefolium	Tarweed		18" O.C.
	Coreopsis	Tickweed		18" O.C.
	Echinacea	Echinacea		18" O.C.
	Coreopsis auriculata	Feather Reed Grass		18" O.C.
	Sedum 'Autumn Joy'	Sedum 'Autumn Joy'		18" O.C.



Project: **FREESE PARK**
NORWALK, CT

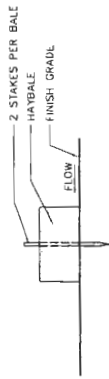
Project No.: 24023
Date: 8/9/2005
Revision:

Drawn By:
Checked By:
Scale: 1" = 20'

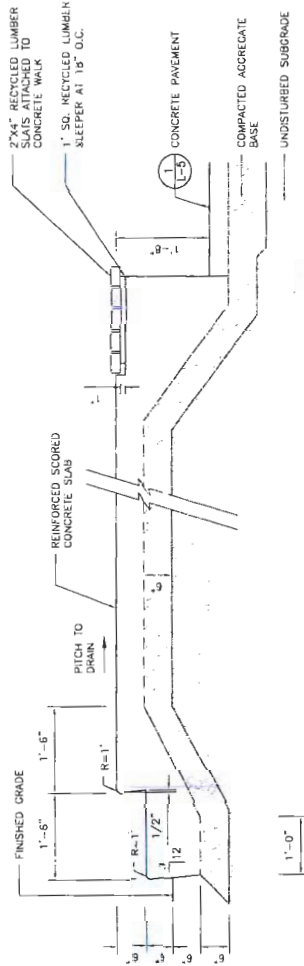
Dwg. No.: **L-4**

Drawing Title
PLANTING PLAN

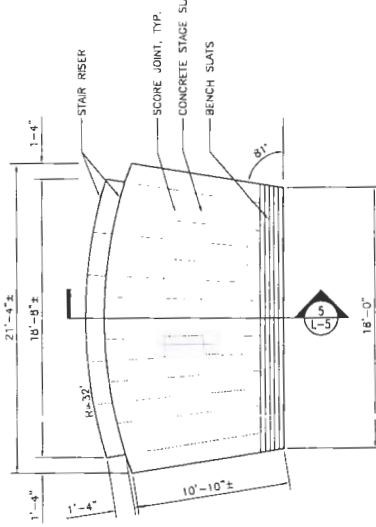
The Cecil Group
Planning and Design
311 St. James Avenue
Norwalk, CT 06854
Tel: 817 426 5050
Fax: 817 426 5051



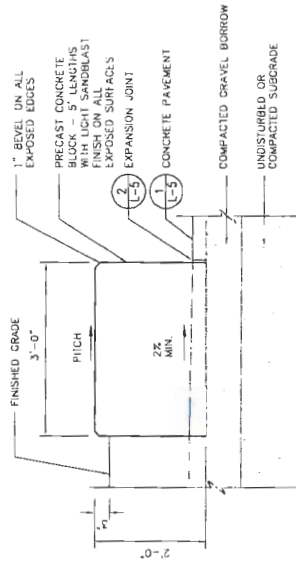
6 EROSION CONTROL BARRIER - HAYBALE
SCALE: 1" = 1'



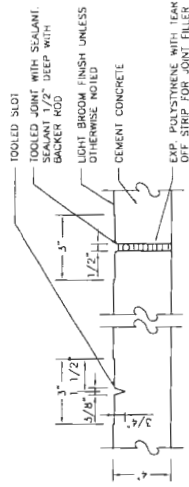
5 CONCRETE STAGE - SECTION
SCALE: 1" = 1'-0"



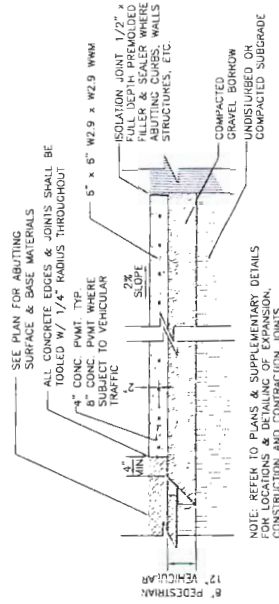
4 CONCRETE STAGE - LAYOUT PLAN
SCALE: 1/4" = 1'-0"



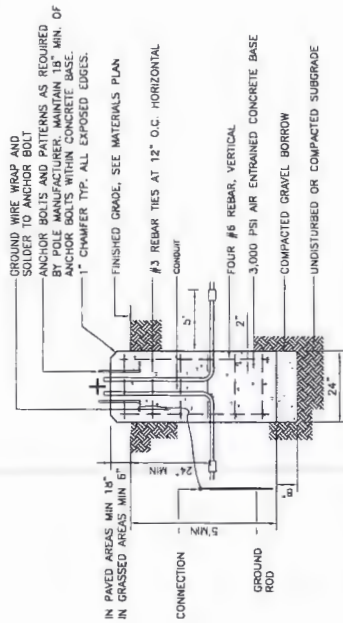
3 SEAT WALL
SCALE: 1" = 1'-0"



2 CONCRETE EXPANSION/CONTROL JOINT
SCALE: 3" = 1'-0"



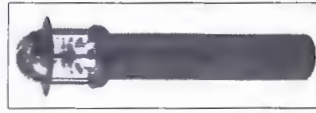
1 CONCRETE PAVEMENT
SCALE: NTS



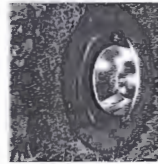
7 LIGHT FOOTING
SCALE: 1" = 1'



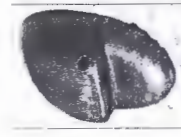
5 SITE BENCH
SCALE: NTS



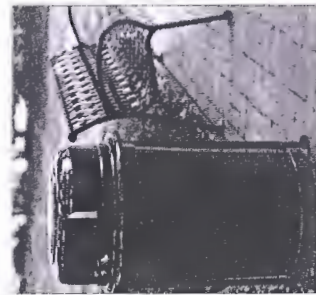
2 BOLLARD LIGHT
SCALE: NTS



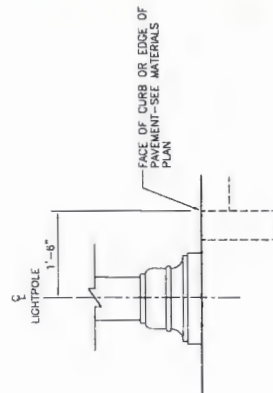
4 IN GROUND ACCENT LIGHT
SCALE: NTS



3 WALL MOUNTED LIGHT
SCALE: NTS



6 TRASH RECEPTACLE
SCALE: NTS



8 LIGHT LAYOUT
SCALE: 1" = 1'



1 POST MOUNTED WALKWAY LIGHT
SCALE: NTS

Drawing Title

LIGHTING AND STREET FURNITURE DETAIL

Project:

FREESE PARK
NORWALK, CT

The Cecil Group

Planning and Design
31 St. James Avenue
Norwalk, CT 06856
Tel: 817 426 5050
Fax: 817 426 5051

Dwg. No.:

L-6

Project No.: 24023

Date: 8/9/2005

Revision:

Drawn By:

Checked By:

Scale:



Remove overgrown vegetation to allow open views from street and within the park. This tree might be causing structural damage to the retaining wall. This condition should be reviewed soon.

Clean litter and debris along river's edge.



Relocate sculpture and base to main entrance of park.
Set sculpture and base in small plaza area with formal landscaping

Consider setting base lower in grade to reduce exposure of lower section of base

Salvage granite slabs for reuse around sculpture or elsewhere in park?



Remove tree

Repair and sandblast existing railing. Paint black.

Maintain spruce tree at entrance to park

Remove shrubs along sidewalk to promote views into park

Salvage existing artifacts and relocate at park entrances

Move bench (or replace) and locate along walk looking out over river

Add pedestrian scale lights along walk to provide a safe and inviting space for day and night activities

Add concrete walk along railing to provide access along river's edge

THE PLANNING COMMITTEE OF THE COMMON COUNCIL

125 East Avenue
P.O. Box 5125
Norwalk, CT 06856

TO: MEMBERS, PLANNING COMMITTEE OF THE COMMON COUNCIL

FROM: TAMI STRAUSS, DIRECTOR OF COMMUNITY DEVELOPMENT PLANNING

RE: RE-APPROVAL OF WEST AVENUE CORRIDOR REDEVELOPMENT PLAN, WALL STREET
REDEVELOPMENT PLAN, WASHINGTON – SOUTH MAIN REDEVELOPMENT PLAN

DATE: JULY 21, 2016

.....

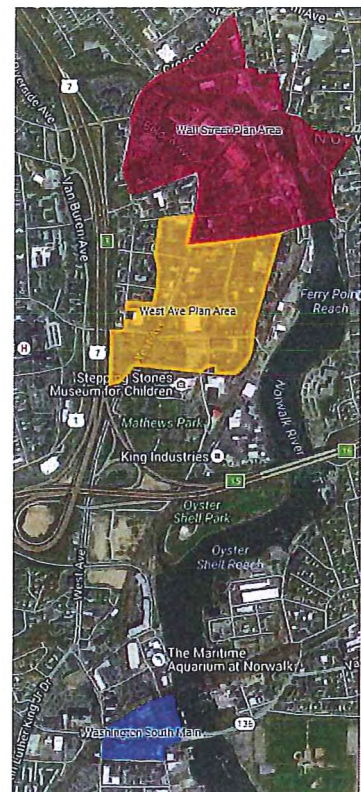
The above referenced plans were adopted in 2006. According to Chapter 130, Section 8-127 of the Connecticut Chapter, a redevelopment plan is effective for a period of 10 years. The legislative body shall review the plan once every ten years after the initial approval, and shall reapprove such plan at least once every ten years after the initial approval for the plan to remain in effect.

At this time, the Redevelopment Agency is requesting a re-approval of the three plans, so that plans may remain in effect for 18 months (until February 2018) while updated and amended redevelopment plans for the areas are being prepared. The amended plans will take into account the significant investment and progress that has been made in these plan areas over the last ten years.

It is critical that the redevelopment plans remain in effect while amended plans are being created, so that the determinations and guiding criteria of the redevelopment plans, including design review, for new developments remain intact.

In accordance with state statute, a public hearing on the re-approval of the plans will be held at the meeting of the Redevelopment Agency on September 13, 2016. The public hearing will be noticed according to state statutes. Any comment will be addressed in the amended plans to be developed.

Action Requested: Approve advancing to the Common Council the approval of the re-approval of the Wall Street Redevelopment Plan, West Avenue Corridor Redevelopment Plan and Washington-South Main Redevelopment Plan for a period of 18 months, subject to a public hearing and approval by the Redevelopment Agency.



**THE PLANNING COMMITTEE
OF THE COMMON COUNCIL**

**125 East Avenue
P.O. Box 5125
Norwalk, CT 06856**

TO: MEMBERS, PLANNING COMMITTEE OF THE COMMON COUNCIL
FROM: HUNTER ARTON, COMMUNITY DEVELOPMENT ADMINISTRATOR
RE: PY41 DRAFT CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT
DATE: AUGUST 18, 2016

.....

Norwalk's Consolidated Annual Performance and Evaluation Report (CAPER) is a review of the CDBG program for Program Year 41 (July 1, 2015-June 30, 2016). In keeping with the City's *Citizen Participation Plan*, the CAPER was made available for public comment for the 15 days between August 2 and August 17, 2016. On August, 4, 2016 the Redevelopment Agency held a public hearing for the CAPER and the members of the Planning Committee. The Agency received no written comments and no members of the public spoke during the public hearing.

Program Beneficiaries

The City made \$1,676,149 in funds available for its PY41 Community Development Block Grant Program. During the PY41 year, 992 people benefited from services provided by the CDBG grants, 6 public facilities were renovated, 12 businesses received technical assistance and the environmental condition of 12 acres of land was assessed. Three funded programs provided a city-wide benefit.

Progress towards achieving ConPlan Objectives and Strategies

In the first year of the 5-year Consolidated Plan period, substantial progress was made towards meeting the five-year objectives of public infrastructure modernization and safety improvements (89%), technical assistance to businesses (60%) and provision of basic social services (34%).

ATTACHMENT: PY41 Draft CAPER - <http://www.norwalkct.org/DocumentCenter/View/9687>

ACTION REQUESTED: Advance the PY41 CAPER to the Common Council in order to authorize the Mayor to sign the Mayoral Certification and approve the advancement of the PY41 CAPER to HUD.