

**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: DECEMBER 21, 2015

RE: **MEETING NOTICE**

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The next scheduled meeting of the Planning Committee of the Common Council will be held on **Thursday, January 7, 2016 at 6:30 pm** in Room A330 in Norwalk City Hall. Please Note the Time and Location.

**PLANNING COMMITTEE OF THE COMMON COUNCIL
REGULAR MEETING
JANUARY 7, 2016
6:30 PM
A G E N D A**

CALL TO ORDER

ROLL CALL

PUBLIC PARTICIPATION

- I. APPROVAL OF MINUTES
 - A. December 3, 2015 Regular Meeting
- II. BUSINESS
 - A. **RESPONSIBLE DEVELOPMENT AND TOD GRANT**
 - 1. Authorize submission of grant application for TOD Housing Pilot Program
 - B. **TRANSIT ORIENTED DEVELOPMENT**
 - 1. Overview of TOD Plan by the Cecil Group
 - C. **COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM**
 - 1. Presentation of CDBG Applications for Program Year 42
- III. OLD BUSINESS
- IV. NEW BUSINESS

ADJOURNMENT

**CITY OF NORWALK
PLANNING COMMITTEE
REGULAR MEETING
DECEMBER 3, 2015**

ATTENDANCE: John Kydes, Chair: John Igneri, Tom Livingston, Faye Bowman ,
Shannon O'Toole-Giandurco, Travis Simms

STAFF: Timothy Sheehan Redevelopment; Tammy
Strauss, Director of Community Development Planning

OTHERS: Council Member Bruce Kimmel, Atty. Larry Cafero, GGP
Attorney; Steven Cecil, Cecil Group; Charles Tapa, GGP;
Bob Gerry, GGP; Rob Gachukic, GGP; Debora Goldstein

CALL TO ORDER.

Mr. Kydes called the meeting to order at 7:09 p.m.

ROLL CALL.

Mr. Kydes called the roll. A quorum was present.

I. APPROVAL OF MINUTES

A. October 1, 2015 Regular Meeting

**** MS. O'TOOLE-GIANDURCO MOVED THE MINUTES OF THE OCTOBER
1, 2015 REGULAR MEETING.**

**** THE MOTION PASSED UNANIMOUSLY.**

B. October 5, 2015 Special Joint Meeting

**** MR. IGNERI MOVED THE MINUTES OF THE OCTOBER 5, 2015 SPECIAL
JOINT MEETING.**

**** THE MOTION PASSED UNANIMOUSLY.**

II. BUSINESS

A. REED PUTNAM URBAN RENEWAL PLAN

1. Review approved Concept Master Site Plan for SoNo Collection, related
conditions and implementation

Atty. Cafero said that there had been a number of events since the last meeting on October 27th . Since then, GGP has been working the City in the area of design review. There were a number of conditions that were put forward by the Council and the team has worked on making progress on those conditions. Atty. Cafero said that they had made good progress on those conditions. He said that a number of items had been met, others can not be completed until the construction is completed, such as the planting of trees and exterior landscaping. There were concerns about the slip ramp and that it was crucial to the design to prevent traffic back up onto West Avenue. Both anchor stores, Bloomingdales and Nordstrom's, have strong concerns about the slip ramp. Bloomingdales has stated that they wished to have the traffic able to go to their door. Atty. Cafero said that GGP and the Cecil Group are very committed to this and are very aware of public safety and all the other concerns also.

Atty. Cafero then gave a brief verbal overview of the proposal mall, including the public realm spaces, the active streetscape and the parking. He said that the group is very optimistic about reaching their goals.

Mr. Kimmel asked if there could be a presentation about how the Cecil Group views the slip ramp. He also asked about progress on the public realm spaces. Mr. Sheehan said that there had been some progress and that some ideas had been presented to the City that seemed very favorable.

Mr. Sheehan said that he would like to ask Mr. Steven Cecil to present their view on the slip ramp. He added that he also agreed with Atty. Cafero's assessment that the overall tone of the meetings were very cooperative and positive

Mr. Livingston asked what the Next key deadline was. Mr. Sheehan said that the developer would like to file with Zoning in January and completed that by March. He went on to outline the upcoming steps (15:00)

Atty. Cafero said that GGP does have an ambitious goal in terms of Zoning and would like to have some special meetings so that they could have a grand opening in October of 2018. Everyone has been working very hard to move the project forward.

Mr. Kimmel asked if the word aggressive was being used in reference to the project. Mr. Sheehan said that GGP was attempting to move as quickly as possible, but also pointed out that GGP does have statutory deadlines to meet, also.

Mr. Steve Cecil came forward to speak about the project. He said that the tone of the discussion has been very collaborative. He said that when they discuss the public realm, it is focused on meeting the goals. he said that it was important to have a visual connection between the inside and outside. There were some concerns about the areas near the I-95 ramps were was going well. He said that the discussions about the slip ramp and the overhead parking have been moving forward. He said that it would be

important to connect the dots and continue to serve as a City street. There were some alternative solutions that are being explored. The team is aware that they need to have a structure where pedestrians can move, along with the traffic and the normal vehicles. He said that he was looking forward to having an opportunity to update the Committee, but said that they did not have a firm solution yet.

Mr. Kimmel asked if there was the possibility for having a computer simulated program showing how the slip ramp would work and potential problems. Mr. Cecil said that the design team was working on a 3-D model. He said that having a simulated program shouldn't be a problem. Mr. Sheehan said that it was a misnomer to say that the slip ramp was there to service Bloomingdales, but that became apparent when Mr. Cecil displayed design for the back of the garage. He added that while it was nice to have the attorneys presenting, the designers had a fundamental understanding that the lawyers did not.

Mr. Simms had several suggestions about the different options regarding the Crescent Street. Atty. Cafero said that a number of options were being considered. Atty. Cafero said that he agreed that the lawyers didn't have the understanding that the designers. He pointed out that if the mall was not a welcoming place and one that people wanted to return to, the businesses would be the first to suffer.

B. ADMINISTRATIVE

A. Adoption of the Schedule of Meetings for calendar year 2016.

B. CDBG

Mr. Kydes said that the next meeting on the schedule was on January 7th and the meeting would be starting earlier because there were 22 CDBG grant applicants that would be presenting.

Mr. Kimmel asked if the material would be provided earlier. Ms. Strauss said that the binders will be sent out earlier this year to give the Committee more time before the May deadline. She then went on to give an overview of the process and the various categories. She said that she had requested the applicants to indicate what portions of their program would go forward if their funding was cut in half. Discussion followed about the concept of new organizations that had not received funding in the past years. Mr. Livingston asked if performance metrics had been analyzed. Ms. Strauss said that HUD requires that on a yearly basis. Mr. Kimmel asked if the Open Door Shelter had submitted their application before they found out that they were one of the two recipients of the Mayor's Ball. Ms. Strauss said that the Open Door Shelter had just submitted an application earlier in the week.

**** MR. IGNERI MOVED TO APPROVE THE SCHEDULE OF MEETINGS FOR CALENDAR YEAR 2016.**

**** THE MOTION PASSED UNANIMOUSLY.**

Discussion continued about the CDBG applications, the decision making process, the matching funds requirement, and evidence of financial managements along with the details.

Ms. Strauss distributed copies of the Conflict of Interest Forms. She also announced that there had been an item added to the upcoming Council Meeting for Council Members to announce their potential conflicts. Ms. Strauss explained that the Redevelopment Agency has to submit a letter to HUD when there is a conflict of interest and received their approval for a waiver.

III. OLD BUSINESS.

There was no old business to consider at this time.

IV. NEW BUSINESS

Mr. Sheehan congratulated everyone on their election or re-election. He said that the Council Member should feel free to contact the staff if they need information or have questions.

PUBLIC PARTICIPATION

Ms. Debora Goldstein, of Osborne Avenue, said that she was going to make observations about the mall. She said that Atty. Cafero said that the slip ramp could cause some traffic back up on West Avenue. There hasn't been a traffic study, so there is no base line to judge whether the statement is true.

Ms. Goldstein said that the Cecil Group was brought in before the Mayor's Task Force and was appointed to review all the zoning regulations for the City a few months ago. She said that she was not able to obtain copies of the minutes to see what the Cecil Group was brought in to discuss, but was concerned that this might be a myopic opinion about the project.

On the issue of the aggressive zoning by going in during January and completing it by March, she pointed out this is very questionable since there are private residents who can not get through them through them that fast. The project is very large and will have a major impact on the City. Zoning's ability to limit activity around the project is very different from the Planning Committee's ability.

Ms. Goldstein asked why Public Participation was at the end of the meeting. Customarily, the Council Committees have had Public Participation in the beginning. She respectfully requested that it be moved to the beginning of the meeting. Mr. Sheehan stated that the previous chairman had requested that public participation be moved to the end of the

meeting. Ms. O'Toole Giandurco explained that this was done because of the large number of presentations. By putting the public participation at the end, it allowed everyone to hear the new information and then ask questions or comment. Ms. Goldstein said that there was nothing to prevent having Public Comment at both ends of the meeting.

ADJOURNMENT

**** MR. LIVINGSTON MOVED TO ADJOURN.**

**** THE MOTION PASSED UNANIMOUSLY.**

The meeting adjourned at 8:05 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**

TO: MEMBERS, PLANNING COMMITTEE OF THE COMMON COUNCIL

FROM: SUSAN SWEITZER, SENIOR PROJECT MANAGER

RE: OPM RESPONSIBLE GROWTH & TRANSIT-ORIENTED
DEVELOPMENT GRANT PROGRAM APPLICATION
RESOLUTION:
SOUTH NORWALK HOME OWNERSHIP GRANT PROGRAM

DATE: DECEMBER 29, 2015

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The CT Office of Policy & Management (OPM) Responsible Growth and TOD Grant Program is seeking proposals from municipalities for construction projects that expand on previous state investments in TOD and/or demonstrate responsible growth consistent with the Conservation & Preservation Policies of the Plan for Connecticut 2013-2018. Eligible projects include projects within locally approved TOD Master Plans, infill reuse of existing structures in urban TOD neighborhoods and create workforce housing projects. The City of Norwalk would like to apply for a \$2 M grant to continue funding for the South Norwalk Homeownership Program.

Briefly, the South Norwalk Homeownership Program was initially funded in 2012 with a \$48,000 grant from a private foundation collaborative, the One Region Funders Group, to explore the feasibility of a program which could satisfy the public goals of (a) preserving the historic architecture of South Norwalk small multi-family worker housing stock and (b) maintaining neighborhood affordability within the TOD District. The proposed strategy for achieving these goals would be to acquire, renovate to preserve and resell existing two to four family houses in the South Norwalk TOD District. The foundation grant funded the *South Norwalk Two to Four Family Housing Market Study* which provided validation of market demand and developed the financial pro formas indicating the program parameters within which such a pilot program could work primarily establishing the required levels of public investment.

The Pilot Program has since received \$600,000 in CHFA funding (as a model program for CT urban housing preservation), \$500,000 in Norwalk CDBG funding to assist with rehabilitation and \$875,000 Choice Neighborhood funding resulting in the acquisition of two properties to date: 68 Lexington Avenue in the final phases of rehabilitation and scheduled for resale (to a first time homeowner with a deed-restricted affordable tenant unit) in second quarter 2016 and acquisition of 24 Haviland Street currently in rehab

design. The Pilot Program has become the *South Norwalk TOD Homeownership Program*, for which the City proposes to submit an application for an *OPM Responsible Growth and Transit-Oriented Development Grant* to continue to provide infill rehabilitation of existing structures that provide workforce housing in urban centers while preserving the traditional workforce housing vernacular architecture. The grant application package requires the Certified Resolution of the municipal legislative body authorizing the submission of the grant application.

ACTION REQUESTED: **Advance the attached *OPM Responsible Growth and Transit-Oriented Development Grant Program* Certified Resolution to the Common Council for review and adoption**

Certified Resolution of the Norwalk Common Council

Responsible Growth and Transit-Oriented Development (TOD) Grant Program
Office of Policy and Management
State of Connecticut

The Legislative Body of the City of Norwalk, CT met on January 12, 2015 and adopted a resolution by the vote of _____ to _____ which:

- (1) authorizes submission of the South Norwalk TOD Housing Renovation Program application in accordance with the Responsible Growth and Transit-Oriented Development (TOD) Grant Request for Applications; and
- (2) authorizes Harry W. Rilling, Mayor or his successor(s) to sign the grant application and to sign any other documents associated with administering the grant, if awarded, including any amendments thereto. Such grant application is attached to and made part of this record.

Attested to by:

Name: _____
Donna King

Title: _____
Norwalk City Clerk

Date: _____

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: SUSAN SWEITZER, SENIOR PROJECT MANAGER

RE: TOD DISTRICT MASTER PLAN RECOMMENDATIONS
PRESENTATION OF THE CECIL GROUP

DATE: December 29, 2015

.....

In October 2011, the Common Council adopted the South Norwalk Railroad Station Area Transit-Oriented Development Strategy Master Plan. The Plan identified challenges and opportunities presented in the Plan area; evaluated the potential of the neighborhood based on goals and objectives identified in the planning process; and produced a series of recommendations for incorporation into a TOD District Redevelopment Plan to support and address these findings; **(See attached TOD Master Plan Executive Summary)**

Identify zoning changes that support TOD neighborhoods encouraging moderate scale, mixed use, mixed-income development; expanding housing opportunities; fostering a “park once” district

Design Guidelines to provide guidance to developers in proposing new projects and/or building renovations and to assist the Agency’s design review

Circulation and transportation to focus on improving pedestrian corridors and streetscaping, supporting bicycle use and improving vehicular circulation;

The Plan Implementation recommended adoption of a TOD District Redevelopment Plan which consolidated the existing South Norwalk Redevelopment/Urban Renewal Plan areas (*South Norwalk Improvement Area I* and the *South Main Corridor Urban Renewal Plan*) into a single TOD District Plan with uniform District zoning.

In March 2013, the Norwalk Common Council authorized advancing the implementation of recommendations stated in the TOD Master Plan for this Plan consolidation and to advance the recommended zoning regulations for a uniform TOD District Zone.

The Agency engaged the services of the Cecil Group in 2014 to commence the implementation of the Plan consolidation as well as proposed Zoning amendments. Zoning recommendations were submitted to the Mayor’s Zoning Task Force for review in July 2015. As part of the Mayor’s Zoning Task Force review, the thoughts and comments of P&Z staff were sought both in person and in writing regarding the proposed

Zoning modifications. The Redevelopment Agency and The Cecil Group also met independently with Planning & Zoning staff to work through areas of concern. The concerns raised by P&Z staff and The Cecil Group's responses are attached. (Attachment 1). Adam Blank, Chairman of the Zoning Task Force and the Zoning Commission, provided the attached communication to Mayor Rilling in October 2015 as notice that the Task Force had completed its review of the TOD Zoning recommendations (Attachment 2). Additionally, the proposed TOD District Redevelopment Plan was advanced to the Planning Commission for its statutorily required comment in July 2015 (Attachment 3), but was subsequently withdrawn in September 2015 (Attachment 4) based on Planning & Zoning staff comments indicating that the document was not in compliance with the Master Plan of Conservation & Development (MPCD). On September 15, 2015 the Agency followed up in writing requesting the Planning Commission identify the specific compliance concerns (Attachment 5). No response to that request has been provided by the Planning Commission or its staff outlining any MPCD compliance related concerns nor can any review or discussion of such concerns be found in the Planning Commission meeting Minutes before or following September 2015.

The Cecil Group will be making a brief summary presentation to the Planning Committee at the January 7, 2016 meeting in preparation for a more thorough review of the recommendations in February.

This information is for your review only and does not require Planning Committee action at this time.



SOUTH NORWALK RAILROAD STATION AREA TRANSIT ORIENTED DEVELOPMENT STRATEGY FINAL REPORT



Prepared for:
The City of Norwalk

Prepared by:
The Cecil Group, Inc.

October 2011

Executive Summary

This initiative has been undertaken to unlock the next steps in the economic revitalization and redevelopment of portions of South Norwalk that are within easy walking distance of the South Norwalk Railroad Station (Rail Station). In an era of economic recession and real estate reversals, excellent regional access by commuter rail to and from jobs and homes in Norwalk is a fundamental competitive advantage. This planning process has identified specific pragmatic strategies that the City can apply to enhance private sector redevelopment that will – incrementally – result in many positive changes.

This final report describes actions the City can take to attract coordinated development and convert a neighborhood that is an “underperforming asset” which has persisted as a patchwork pattern of deteriorated and underused buildings and land. Norwalk will directly benefit from a more complete, compact neighborhood that draws new residents and businesses within a socially and economically diverse district. Attracting coordinated private investment will bring jobs, enhance real estate values, and improve the quality of life for the entire community.

Due to the access benefits associated with proximity to a rail station and transit center, this type of real estate investment is called Transit-Oriented Development (TOD). TOD refers to land uses and activities that have an economic advantage because they are very close to transit hubs. Their benefit is directly associated with excellent access to a much larger region. For commuter rail stations like South Norwalk’s, TOD normally emerges within about a ½ mile radius. This walking distance provides valued commuting options for residents and employees for whom transit connections are more convenient, fast, or affordable than using an automobile. TOD is associated with the ability to reach the station along a safe, convenient and attractive path, bikeway or by using a direct shuttle service. Developers are increasingly seeking sites and undertaking TOD projects – if the municipality is supportive, and if the conditions of the neighborhood and its network of sidewalks, bikeways and shuttles are appropriate.

Process

The Norwalk Redevelopment Agency has undertaken this initiative to evaluate the potential for TOD to help meet City and neighborhood goals. A consultant team has provided planning, development and economic advice, and transportation recommendations. The process has included the participation and advice of a Steering Committee composed of community members, residents, property owners and business leaders. Interviews and briefings were undertaken with key stakeholders in the area. City and Transit District staff participated in a municipal Coordination Committee to provide additional input. Several public workshops were held, in concert with outreach and multi-lingual invitations to Latino and Haitian residents. This final report represents the summary and culmination of these efforts. Additional documentation that occurred through this planning process is found as appendices to this document.

Planning Area

The area of focus (TOD Study Area) consists of key blocks and streets near the station where pivotal changes could be made through redevelopment and infrastructure changes – assisted by specific City actions – that will reposition and improve the neighborhood using TOD as a catalyst. The TOD Study Area generally extends along the blocks that lie between the Rail Station and the Norwalk River, and extends northwards around the perimeter of the Webster Street Block.



Aerial image of the South Norwalk Railroad Station Area highlighting the Study Area in white and the South Norwalk Railroad Station with a star.

Goals and Objectives

The planning process identified the challenges and opportunities presented by the TOD Study Area and evaluated the potential of the neighborhood based upon a set of community goals and objectives identified through the planning process. This process and technical analysis of the existing conditions in terms of economic market, circulation, connectivity, urban design and development potential produced a series of strategic recommendations.

Among the challenges that were identified through this planning process were lower housing quality and lower income levels as compared to the City and region resulting in less housing choice. Over time, the TOD Study Area has become a patchwork of buildings, parking lots and vacancies resulting from patterns of use and disinvestment. Community fabric and public safety has contributed to a perception that the area is unsafe and unattractive, as have poor connections to the Rail Station for pedestrians. Commuter parking for the Rail Station removes cars from the street, but at a high cost and without otherwise benefiting the surrounding neighborhood.

Among the opportunities that were identified through this planning process were the strategic location advantages of the Rail Station and service and the benefits of access and connectivity that it offers. Historic buildings and the neighborhood fabric are well-suited to adaptive reuse. An active and interesting Norwalk River Waterfront is a major asset for public access and development opportunities in the area. A diverse community and long-term residents contribute to a vibrant and lively neighborhood community. The potential for significant reinvestment in Washington Village through the Choice Neighborhoods program that is currently underway has the potential to transform portions of the neighborhood. Redeveloping underutilized City-owned land can unlock change and serve as a catalyst for reinvestment and development.

Recommendations

The strategic recommendations that support TOD address the challenges, opportunities and goals of the TOD Study Area. Land use recommendations identify zoning changes that support TOD neighborhoods. Design Guidelines provide guidance for developers and the City in proposing and evaluating those projects. Circulation and transportation recommendations focus on improving pedestrian corridors and streetscaping, supporting bicycle use and improving circulation at the Rail Station for vehicular traffic. Parking recommendations suggest additional commuter parking near the Rail Station, the integration of new parking with on-street parking to support development, and fostering a “park once” district. Redevelopment recommendations identify moderate scale, mixed use development of key sites relatively close to the Rail Station. Housing and residential quality of life recommendations emphasize expanding housing opportunities for market rate units, and promoting a mixed-income, diverse neighborhood with adequate amenities, public safety programs and open space.

Land Use Plan

[illegible]

Circulation and Transportation

South Norwalk Railroad Station Area: Transit Oriented Development Strategy

and bus and transit shuttle connections are also key components in extending the value of regional access that the rail system provides.

Vehicular traffic and congestion associated with large transit centers can conflict with other modes and detract from the quality of the neighborhoods that surround the station. For these reasons, the TOD Strategy recommendations include improvements to circulation around the Rail Station and improved access for pedestrians and bicycles throughout the TOD Study Area.

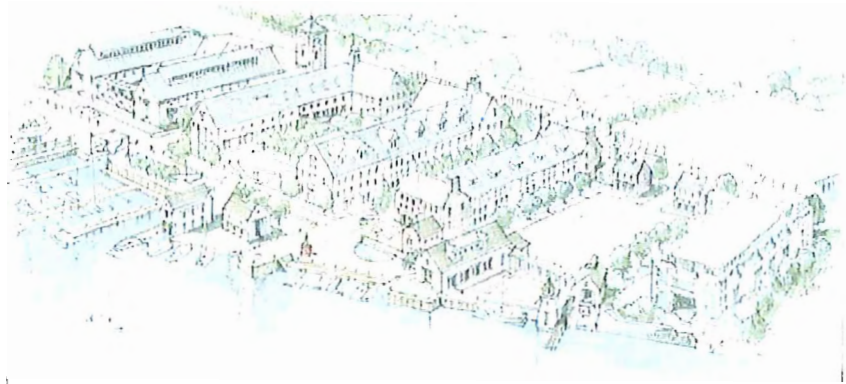
Design Guidelines

Design guidelines have been included in this report to highlight the components of redevelopment that are important to unlocking the benefits of TOD in the neighborhood. These Design Guidelines illustrate improvements and development associated with economic revitalization and redevelopment within the South Norwalk TOD Zoning Area and are to be followed by developers, property owners, architects, landscape architects, and others working with the City when advancing new projects in the TOD Zoning Area and will be used by the Norwalk Redevelopment Agency in the process of project review and approval.

Economic Development Strategy

This plan includes a review of the real estate market potential for uses that could benefit directly from proximity to the Rail Station or otherwise contribute to the revitalization of the area. Several specific redevelopment and reinvestment sites in the TOD Study Area have been identified as critical to the economic development strategy. The five target areas include the Railroad Station Area, Infill Development at Monroe, Hanford Place and other streets, Waterfront Redevelopment, the Webster Street Block and Washington Village.

- The Railroad Station Area development, parking and access could be unlocked by a public/private initiative that could transform underutilized parcels very near to the Rail Station along Chestnut Street.
- The Infill Development at Monroe, Hanford Place and other streets would include historic rehabilitation and/or new construction along street segments throughout the TOD Study Area.
- Waterfront Development is likely to be reconstructed with housing that accompanies some remaining water-dependent and commercial uses.
- The Webster Street Block could be adapted to provide an attractive border of low-scale, townhouse-type housing along the Dr. Martin Luther King, Jr. Drive (MLK Drive) to support a more continuous, pleasant and valuable district.
- The Norwalk Housing Authority is sponsoring a planning study that may lead to the significant improvements and redevelopment of the Washington Village public housing site.



Waterfront Redevelopment Concept (illustration by Beinfield Architecture)

Fiscal Impact Analysis

The Norwalk Redevelopment Agency requested a fiscal impact analysis of potential development of four of the five target sites to determine the likely impact of development on the municipal budget. The analysis demonstrated that the redevelopment of the Railroad Station Area, the Waterfront Area and Webster Street Block and the infill development at Monroe and Hanford Place, according to the assumptions made in the analysis, could provide net revenue to the City of \$24 million over thirty years. The Waterfront Development was the key factor in this revenue stream, but the other developments are necessary to provide an incentive for the private funding that would be necessary to complete the Waterfront Development project. Other benefits to the City as a result of the successful completion of these developments include

- Per Capita Reduction in Property Taxes
- Increase in Private Investment
- Increased Quality of Life
- Increase in Federal Funding

The Choice Neighborhoods program, which was not factored into the fiscal impact analysis scenarios, if supported by the City could provide significant investment in the neighborhood from federal grants, estimated at about \$30 million.

Implementation

Implementation for the strategic recommendations and targeted reinvestment sites is discussed for each of the recommendations and include discussion of an action plan, schedule and funding strategy for improvements to the TOD Study Area. The action plan presents private and public actions and a suggested sequence of events that would likely result in the most positive impact to the neighborhood in taking advantage of the opportunities provided by the Rail Station.

Prepared for:

Norwalk Redevelopment Agency

Prepared by:

The Cecil Group – Planning, urban design and community participation

TR Advisors – Market review and TOD development feasibility

Milone & MacBroom – Transportation and circulation planning

Beinfield Architecture – Urban redevelopment concepts and renderings

Language Link Consortium – Language translation and community participation



ATTACHMENT 1

SUMMARY OF CHANGES

Summary of Changes

This section provides a summary of the changes made in the text of the zoning language to address the concerns raised by The Mayor's Task Force and Mr. Greene.

TOD-Waterfront

Question or Concern	Resolution
Is public access requirement of 25' width along the waterfront still required (allows connection to the Harbor walk)?	Yes – Section 118-541D(1)
Will water-dependent uses and water-dependent industrial uses still be a priority?	Yes. The purpose and intent of the TOD-Waterfront District (Section 118-541.A) states the following "It is the purpose of this district to protect Norwalk's highest concentration of marine industries by fulfilling the purposes of the Marine Commercial Zone and by encouraging strong linkages between the waterfront and the TOD-Core District. The provision of public access along the water's edge and the development of complimentary uses and activities along the waterfront will serve to integrate the area with the TOD-Core District, the Washington Street Historic District, the Maritime Aquarium and adjacent residential neighborhoods." The majority of allowable uses in this district are industrial. We moved Hotels to a special permit use to further address concerns about the working waterfront.
Will area become so gentrified that it drives out the boatyards?	The southern boundary of TOD-Waterfront has been moved northward. (See maps in the next section.) This change now excludes the Rex Marine Center the South Norwalk Boat Club, and Total Marine-Norwalk Inc. Services, from the TOD-Waterfront District – those properties would remain Marine Commercial. The revised boundary for TOD-Waterfront is consistent with the goals of the <i>TOD Strategy</i> and proposed development in adjacent areas.
Has setback been retained and are ramps, steps, and plazas allowed in the setback?	Yes – the front setback minimum is 0 feet and the maximum is 15 feet (Commercial and Industrial Schedule Limiting the Height and Bulk of Buildings). This setback is consistent with existing setbacks on Water Street, and with the purpose of creating an active, pedestrian-friendly street. The zoning language has been amended under 118-541.D(2) to clarify what is allowable within the setback.

SUMMARY OF CHANGES

Question or Concern	Resolution
	For parking structures, the front setback is a minimum of 10 feet and stops, stairs, and terraces are allowed within this setback. See Section 118-541.E(4)(c).
Marine Commercial has design guidelines.	All existing guidelines will be reviewed as part of the process for developing the design guidelines for the redevelopment plan.
Mid-Harbor Plan suggested view corridors from existing streets to the harbor and a 75' setback from MHW for non-water dependent uses.	We will review the suggested view corridors and part of the process for developing the design guidelines for the redevelopment plan. The current rear yard setback where the rear yard is adjacent to coastal waters for Marine Commercial and the original proposed setback for TOD-Waterfront is 10 feet per story or 20 feet, whichever is greater. We have changed the minimum setback along coastal waters to 10 feet per story or 30 feet from Men High Water (MHW), which would accommodate the required public walkway (see <i>Schedule Limiting Height and Bulk of Building (Commercial and Industrial)</i>). The waiver in Section 118-541(D)3 remains – this waiver allows the commission to address the specific needs of water-dependent uses for a lesser setback for functional or safety reasons. Note that the side yard setbacks have been changed to None as the revised TOD-Waterfront does not abut a residential district.

Historic Buildings

Question or Concern	Resolution
Can there be a provision for protection of the historic façades?	Alterations to the façade of a building listed on, or eligible for, the Norwalk Historical Resources Inventory are required to conform to the design guidelines in the South Norwalk TOD Redevelopment Plan. We would expect these design guidelines to refer to the Connecticut Historical Commission - Secretary of the Interior's Standards for Rehabilitation. This is consistent with the requirements in the Washington Street Design District, although those requirements offer a density bonus.
Incorporate historic building inventory into design guidelines (note that this inventory needs to be updated).	This will be addressed in the design guidelines for the redevelopment plan.
Can transfer of development rights be used to protect historic buildings?	This topic would require further discussion.

SUMMARY OF CHANGES

Question or Concern	Resolution
Is compensation for preserving historic buildings available?	Zoning regulations do not provide compensation for preserving historic buildings.

Height, Density, and Scale

Question or Concern	Resolution
Increased height allowance may have a negative effect on single-family homes on Chestnut, Concord and Hanford Streets.	To protect single-family homes on Chestnut and Concord Streets, we propose that the maximum height limit be stepped down to 3 ½ feet along South Main Street south of the centerline of Henry Street. See 118-540.C(3). This allows the height of the buildings to step down from the 5 stories/65 feet allowance in the more dense areas to the 2 ½ stories/35 feet in the more residential areas. For Hanford Place, no change is necessary. This street is mostly established, with one proposed new development. The other parcels appear less susceptible to change at this time.
South Main Street is only 40' wide; a lower height limit may be more appropriate.	We agree and have modified the height limit as noted above. In addition, we have suggested that the buildings along South Main Street and south of Henry Street have a front yard setback that meets the historic development pattern. See 118-540.C(3).
Two different measurements were used: 1/500 sf residential lot area vs. 1/500 sf building area. Residential lot area should be the measurement.	Change made to Section 118-1050 under TOD-Core District.

SUMMARY OF CHANGES

Parking

Question or Concern	Resolution
Justify the reduction in the parking requirements.	The proposed parking requirements for the existing zoning districts and for TOD-Core and TOD-Waterfront are summarized in the table following this one. We have modified the proposed residential minimum of 1.30 spaces per dwelling unit to match the recently approved Marine Village TOD amendment and revised the industrial parking requirement from 1/1,000 to 1/750 square feet, in recognition that boutique manufacturing contains a retail use. The requirements for restaurant and theater/auditorium use are consistent with the existing requirements for the SoNo Station Design District. The requirements for a minimum 1 space per 750 square feet of active commercial and retail use area result of the analysis done in the <i>TOD Strategy</i> and reflect the reduced need for parking in an area that is transitioning to a walkable district. We would expect that for certain developments, the developers will request more spaces than the minimum requirements in the zoning – this is particularly true while the area is still in transition and the market demand may require additional space.
Parking management program is needed for projects in TOD-Core and TOD-Waterfront.	Added to both Sections 118-540.D(5)(b) and 1180-541.E(7)(b).
Remove parking requirements for compact cars.	Removed references to compact cars and stall dimensions.
Review City's calculations for reducing shared parking.	We retained the parking reduction schedule developed by the Town, but added language clarifying that it is appropriate for more than two uses in a single development.
Review lease and/or proof-of-parking requirements.	The lease requirement has been removed, but a revised provisions within the proposed zoning address the need for a developer to provide proof-of-parking. Section 118-540.D(5)(b) and Section 118-541.E.(7)(b) require a parking management plan for off-premises parking sites that must be approved by the Commission and the Zoning Inspector and changes to the plan must be approved by the Zoning Inspector.

SUMMARY OF CHANGES

Question or Concern	Resolution
Can we provide a parking incentive to combine renovation of historic buildings and new development?	Removing a minimum parking requirement for the historic building already provides a parking incentive to retain that building. If the Commission decides not to keep that proposed solution, then a parking incentive for renovating and reusing historic buildings should be considered.
Does the lack of a minimum parking requirement work for all historic buildings or just the smaller ones?	This is not a problem in TOD-Waterfront, which only has one building that might be considered historic. In the TOD-Core, there are about 128 buildings that were built prior to 1930. Of these, 67 (about 52%) are single-family, two-family, three-family, or four-family. A further 5 properties (4%) are Church-owned. These parcels, about 56% of the total, are likely to either not change in use or would potentially be assembled and fully redeveloped, in which case the parking would be based on the requirements of the new development. Some of the other older buildings are apartment complexes which are likely to either be stable or completely change and be subject to the new requirements. We do not have information on which of the pre-1930 buildings as listed in the assessors database fall into the smaller subset of those that are listed on the Historic Inventory or are eligible for it, as required by the zoning. The set of eligible buildings may be smaller than the set of pre-1930 buildings.
Can we require the use of shared parking?	Zoning can require or encourage a developer to provide shared parking for a mix of uses within that development. However, zoning cannot require a developer to provide additional parking for adjacent or nearby unrelated properties. The Commission could consider a bonus structure that would provide an incentive for the provision of parking for unrelated properties.
Can we allow the use of Zip Car/shared vehicles programs?	Yes – Sections 118-540.D(5)(d) and 118-541.E(7)(d) have language that allows both valet, vehicle stacking, and car sharing services, subject to an approved Parking Management Plan.
Can we allow valet parking and stacking in parking structures?	

SUMMARY OF CHANGES

Comparison of Current and Proposed Parking Requirements

Existing District	Residential	Commercial/Retail	Restaurant	Industrial	Other
§§ 118-1210	1.5 or 2.0/studio 2.0/two-bedroom+	Retail 1/200 sf	1/45 sf	1/300 sf	1/5 seats for theaters and auditoriums
Neighborhood Business	as required by §§ 118-1220				
South Norwalk Business District					
Washington Street Design District					
Marine Commercial					
Industrial No. 1					
Maritime Village TOD amendment	1/studio 1/one-bedroom 2/two-bedroom+ Max. 1.3/du	1/500 sf (office) 1/1,000 sf (retail, banks, child day-care)	1/200 sf		1/5 seats for theaters and auditoriums (100% by rail station parking)
SoNo Station Design District	1/studio 1.25/one-bedroom 1.5/two-bedroom+ 4.0% by rail station parking				
TOD-Core and TOD-Waterfront	1.30/du				
		1/750 sf	1/200 sf	1/750 sf	1/5 seats for theaters and auditoriums (100% by rail station parking)

SUMMARY OF CHANGES

Uses

Question or Concern	Resolution
Bank Drive-In <i>Is this appropriate for the area?</i>	Only allowed by Special Permit in the TOD-Core; no change to proposed language. Design guidelines in redevelopment plan will address design concerns.
TOD-Neighborhood <i>Is this necessary if area is stable?</i>	TOD-Neighborhood and related zoning changes have been removed from the proposed zoning. The Proposed language had removed some uses from Residence C and Residence D that we considered incompatible, but if the Task Force is confident that the neighborhood is unlikely to change then there may be no need for new language.
Industrial Uses <i>Preservation of land for industrial uses in I-1 was a priority for POCD</i>	Much of this land is used as contractor's yards rather than industrial; boutique manufacturing is an allowed use in both TOD-Core and TOD-Waterfront
Review flex use – does boutique manufacturing cover most of this? Should boutique manufacturing be modified instead of adding new flex use?	Removed Flex Use from proposed modification to Definitions and also removed as an allowable use in both TOD-Core and TOD-Waterfront.

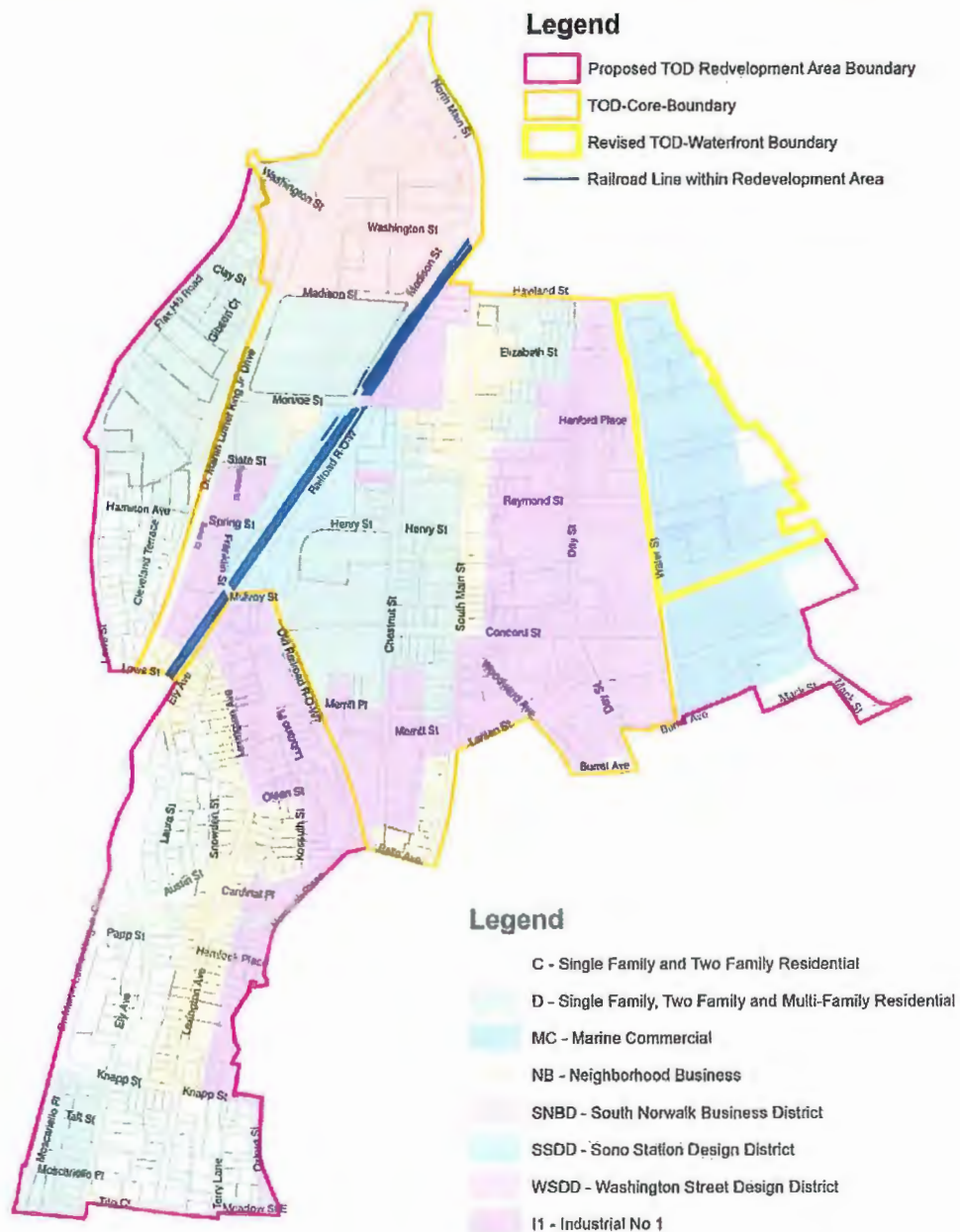
Other

Question or Concern	Resolution
What is the impact on traffic from these changes?	Further research required.
Which school districts would be impacted? Will South Norwalk need an elementary school? The Board of Education is conducting a ten-year study.	Further research required.
Zoning Commission can also sent a building line.	Added note to <i>Schedule Limiting Height and Bulk of Building (Residential and Commercial and Industrial)</i> .

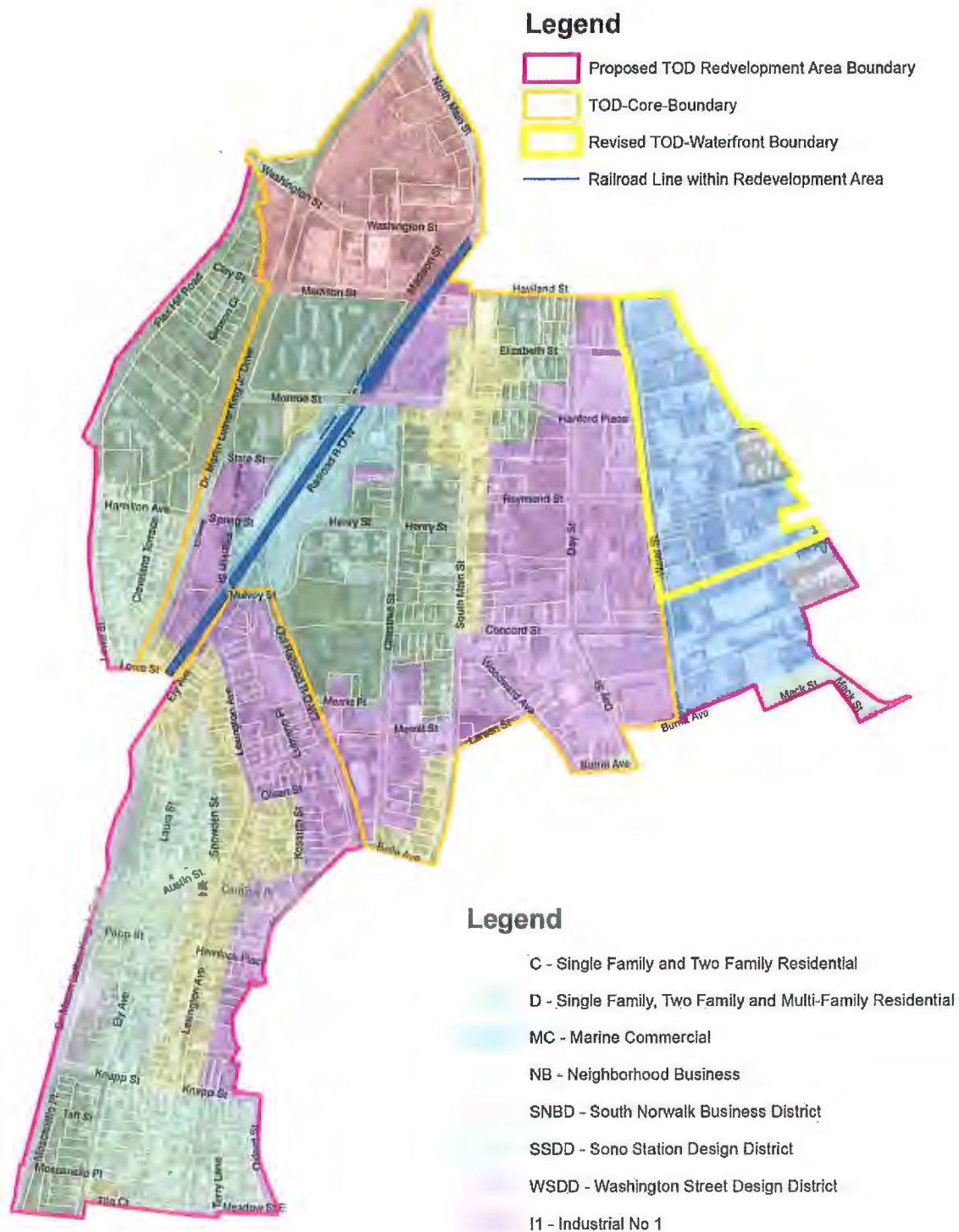
REVISED MAPS

The following maps shows the proposed zoning boundaries over the existing zoning districts, over an aerial of the proposed redevelopment area, and the TOD-Core and TOD-Waterfront Districts by themselves, and then the proposed districts by themselves.

Proposed TOD-Core and TOD-Waterfront (revised) Districts and Existing Zoning



Proposed TOD-Core and TOD-Waterfront (revised) Districts and Existing Zoning (Aerial)



Proposed TOD-Core and TOD-Waterfront (revised) Districts and Existing Zoning (Aerial)



CHANGES IN ALLOWABLE USES

The following tables show the origin of the proposed land uses by the existing district being replaced and where the proposed uses do not match the current zoning.

TOD-Core District

Allowable Uses: TOD-Core

Use	Original Zoning District	Inconsistency With Existing Zoning
a. Rail Station and commuter facilities	SoNo Station Design District	South Norwalk Business District C and D Residence Industrial No. 1 Neighborhood Business Washington Street Design District
b. Dwellings, when located above any principal or Special Permit use	Washington Street Design District	
c. Child day care centers	C Residence (special permit) D Residence SoNo Station Design District	South Norwalk Business District C and D Residence Industrial No. 1 Neighborhood Business Washington Street Design District
d. Mixed-use development		SoNo Station Design District C and D Residence Neighborhood Business Washington Street Design District
e. Offices, including medical offices	Washington Street Design District SoNo Station Design District Neighborhood Business (under 8,000 square feet, over 8,000 square feet by special permit)	South Norwalk Business District (over 8,000 sf) SoNo Station Design District (over 8,000 sf) C and D Residence Industrial No. 1 (over 8,000 sf) Washington Street Design District (over 8,000 sf)

CHANGES IN ALLOWABLE USES

Use	Original Zoning District	Inconsistency With Existing Zoning
f. Banks and financial institutions, excluding drive-ins	Washington Street Design District SoNo Station Design District Neighborhood Business (no drive-in restriction)	C and D Residence Industrial No. 1 Washington Street Design District
g. Retail stores and personal and business establishments	Washington Street Design District SoNo Station Design District Neighborhood Business (under 8,000 square feet, over 8,000 square feet by special permit)	South Norwalk Business District (over 8,000 sf) SoNo Station Design District (over 8,000 sf) C and D Residence Industrial No. 1 (over 8,000 sf) Washington Street Design District (over 8,000 sf)
h. Health clubs	SoNo Station Design District	South Norwalk Business District C and D Residence Industrial No. 1 Neighborhood Business Washington Street Design District
i. Restaurants and taverns, excluding drive-in facilities, less than 2,500 square feet	SoNo Station Design District (no restriction on size) Neighborhood Business (no drive-in restriction)	C and D Residence Washington Street Design District
j. Research and development facilities		South Norwalk Business District SoNo Station Design District C and D Residence Neighborhood Business Washington Street Design District
k. Places of worship, churches, and church buildings	Neighborhood Business	South Norwalk Business District SoNo Station Design District Industrial No. 1 Washington Street Design District

CHANGES IN ALLOWABLE USES

Use	Original Zoning District	Inconsistency With Existing Zoning
l. Theaters and auditoriums	Washington Street Design District SoNo Station Design District	C and D Residence Neighborhood Business
m. Museums, libraries and meeting halls	Washington Street Design District (museums only) SoNo Station Design District Neighborhood Business(museums and libraries)	Industrial No. 1
n. Parks, playgrounds and open space	C and D Residence SoNo Station Design District Neighborhood Business	Industrial No. 1 Washington Street Design District
o. Hotels	Washington Street Design District (special permit)	SoNo Station Design District
p. Off-street parking facilities	Washington Street Design District SoNo Station Design District Neighborhood Business	C and D Residence Industrial No. 1
q. Printing establishments		SoNo Station Design District C and D Residence Washington Street Design District
r. Multifamily dwellings not less than 12 units	D Residence Neighborhood Business (special permit)	South Norwalk Business District C and D Residence Industrial No. 1 Neighborhood Business
s. Boutique manufacturing	Washington Street Design District (special permit) Neighborhood Business	South Norwalk Business District SoNo Station Design District C and D Residence

CHANGES IN ALLOWABLE USES

Original Zoning District		Inconsistency With Existing Zoning
Use		Industrial No. 1 Washington Street Design District

Special Permit Uses: TOD-Core

Use	Original District	Inconsistent With
a. Public utility supply or storage facilities	C Residence D Residence SoNo Station Design District	South Norwalk Business District SoNo Station Design District C and D Residence Industrial No. 1 Neighborhood Business
b. Bank drive-in facilities	SoNo Station Design District	South Norwalk Business District C and D Residence Industrial No. 1 Neighborhood Business
c. Restaurants and taverns having a gross floor area of 2,500 square feet or more	Neighborhood Business	South Norwalk Business District SoNo Station Design District C and D Residence Industrial No. 1 Neighborhood Business
d. Gasoline stations and the service of motor vehicles	Neighborhood Business	C Residence D Residence SoNo Station Design District Washington Street Design District
e. Electric power generation		SoNo Station Design District

CHANGES IN ALLOWABLE USES

Use	Original District	Inconsistent With
		C and D Residence Industrial No. 1 Neighborhood Business

TOD-Waterfront District

Allowable Uses: TOD-Waterfront

	Use	Original Zoning District	Inconsistency with Existing Zoning
a.	Marinas, water-based recreational uses, docks and port facilities.	Marine Commercial	None
b.	Recreational and commercial fishing and boating facilities	Marine Commercial	None
c.	Finfish and shellfish processing plants	Marine Commercial	None
d.	Shipyards, boat building and sales and marine repair facilities.	Marine Commercial	None
e.	Industrial, processing and storage facilities dependent on waterborne transportation for the supply of product	Marine Commercial	None
f.	Waterfront clubs	Marine Commercial	None
g.	Marine research labs and related facilities	Marine Commercial	None
h.	Parks, open space, and public recreational facilities	Marine Commercial	None
i.	Marine police, harbor master and other marine enforcement agencies	Marine Commercial	None
j.	Other water-dependent uses which require direct access to or location in marine or tidal	Marine Commercial	None

CHANGES IN ALLOWABLE USES

	Use	Original Zoning District	Inconsistency with Existing Zoning
	waters and which cannot reasonably be located inland		
k.	Restaurants and taverns, excluding drive-in facilities	SoNo Station Design District Neighborhood Business (no drive-in restriction) Marine Commercial (special permit)	None – previously a special permit use
l.	Offices, including medical offices	Marine Commercial (special permit)	None – previously a special permit use
m.	Retail establishments and personal and business service establishments	Marine Commercial (special permit)	None – previously a special permit use

Special Permits: TOD-Waterfront

	Use	Original Zoning District	Inconsistent With Existing Zoning
a.	Multifamily dwellings	Marine Commercial	None
b.	Public utility supply or storage facilities	Marine Commercial	None
c.	The expansion of an existing manufacturing use	Marine Commercial	None
d.	Terminals for freight or passengers arriving or departing by ship, including ferry boats, excursion boats and boat rental facilities	Marine Commercial	None
e.	Hotels	Marine Commercial	None

RESPONSES

Responses

This section provides our responses to the additional concerns raised by Mr. Greene.

TOD-General

Question or Concern	Resolution
Marine Commercial Zone is not included so no need to comment on that proposal.	No response necessary. The proposed TOD-Waterfront zoning is on hold pending review by and discussions with the property owners.
The proposed regs include the South Norwalk Bus Zone. We are in the process of engaging a consultant to update the existing plan for that zone so it should be removed from this plan at this time.	This comments suggests removing the South Norwalk Business Zone from the TOD-Core. To do so would defeat the purpose of creating a single zoning district for this area.
There does not appear to be an analysis of nonconformities that would be created or the impact of doing so.	At Mr. Greene's request at our meeting of June 3, the changes in allowable uses were detailed in a memorandum dated June 24, 2015 that accompanied the revised zoning. Existing buildings are considered to be in conformance, subject to the provisions of Section 118-370.C.7 (page 8) and Section 118-540.C.1(a)-(c) (page 14) of the proposed zoning.
There does not appear to be a traffic analysis of the increased development potential. Combining this with the lack of a traffic study for the proposed mall the City would have no idea of the potential problems in an area where there is very limited opportunity for infrastructure improvement.	A traffic analysis of increased development potential was not in our scope of work. A build-out study for a specific level of development was not performed as no specific projects are contemplated within the <i>South Norwalk TOD Redevelopment Plan</i> .

RESPONSES

Question or Concern	Resolution
There does not appear to be any empirical data regarding the actual parking demand <i>in the City of Norwalk</i> for various uses that could be analyzed when considering changing the Zoning requirements.	We have reviewed the <i>Norwalk Parking Masterplan</i> (December 2012) by Fitzgerald & Halliday, Inc. On page 6 of this study, it states that there is a parking surplus in Norwalk's business areas, including South Norwalk, which it identifies as Downtown on the map on page 7.
There does not appear to be an analysis of the # and location of parking resources in the TOD area. Both are necessary to understand the implications of parking in the real built environment or how to best create a parking management plan.	See above. The map on page 7 and the analysis of potential development on page 13 both address the TOD-Core area.
There does not appear to be an analysis of the existing building and the pressure put on parking resources if those buildings are occupied with uses requiring parking beyond the current uses approved for those buildings.	See above and statement on page 14: "Given that public parking is generally underutilized in the Downtown, the amount of new parking necessary to support Norwalk's redevelopment efforts could, in part, be satisfied by available existing supply."
Attached are some thoughts for consideration when looking at a parking strategy in Norwalk's urban centers (see attachment).	These thoughts would be appropriate in devising a scope of work for a parking study.
The proposed regs seem to encourage the consolidation of parcels to increase development potential without providing	Small-scale residential units are considered conforming and, if a historic building, do have some protections. However, there is a larger policy question as to the level of density that is appropriate for area centered on the South Norwalk Rail Road Station. Over time, these regulations would encourage mixed-use development that is denser than the existing mix of residential and business uses.

RESPONSES

Question or Concern	Resolution
realistic protections to the many existing small scale residential units in the neighborhoods.	
There does not appear to be any review of the school children created with the shift to residential uses.	A build-out study for a specific level of development was not performed as no specific projects are contemplated within the <i>South Norwalk TOD Redevelopment Plan</i> .
There is no comparison of the goals of this plan with the POCD goals and policies.	The goals of the redevelopment plan are consistent with the goals and strategies of the POCD. Please see Section 1.5 of the draft <i>South Norwalk TOD Redevelopment Plan</i> (July 2015).

TOD-Neighborhood

Question or Concern	Resolution
This area is a stable neighborhood with moderate density. The plan proposes to change some areas from a single/two family to a multifamily zone.	Multifamily dwelling containing less than 12 dwelling units is currently allowed by right in Residence D. Under TOD-Neighborhood, the use would be allowed by special permit. For the area currently in Residence C, this is a more permissive change; for Residence D, it is a more restrictive change.
The plan proposes to increase the lot coverage by up to 100% of the existing as an incentive to change the development of the area -- is this what the City wants in this area along Flax Hill Rd?	The existing lot coverage for Residence C and D is 35% for the first 6,000 square feet with reductions in the amount of coverage allowed for square footage above 6,000 square feet. The building coverage requirement for TOD-Neighborhood is 50% for single and two-family dwellings with a requirement for 30% landscaped open space. That equals a total lot coverage of 70% which is twice the requirement for a 6,000 square foot lot. However, the average lot size in TOD-Neighborhood for single or two-family homes is about 5,250 square feet. The assessors' data does not include the building footprint, but some very rough calculations suggest that many of the existing building are already over the lot coverage limits. This may be confirmable by a GIS analysis.

RESPONSES

Question or Concern	Resolution
PRD regs suggested for this area do not seem to make sense in that those regs would require a minimum of 3 acres and are set up to create a more suburban style multifamily development.	The PRD regulations currently apply to this area – in existing Section 118-350.B(2)(n) and Section 118-360.B(2)(n). If these regulations are inappropriate, they should be removed from the proposed zoning for TOD-Neighborhood.
The removal of the special permit uses from this area should be looked at closely. Those uses are allowed in all the other B and C residential zones and at least some would provide needed services. Some may be required by statute in that zone.	Any uses required by state statute then those uses should be added back to the zoning. A cluster of uses in both Residence C and Residence D were added effective 6-12-1987. Are these the ones to which Mr. Greene was referring?

TOD-Core

Question or Concern	Resolution
The limit of 3 ½ stories on S Main will minimize impact on nearby residential streets. At that point the regs should also require that the buildings be built at the front property line to move them away from the adjoining residences.	From our conversation with Mr. Greene on June 3, the homes he is concerned about are the homes along Chestnut Street between Henry Street and Concord Street and the homes along Concord Street between Chestnut Street and South Main Street. A requirement that new buildings along South Main Street south of Henry Street be built at the front property line would move them away from the residences along Chestnut Street but would disrupt the existing pattern of deeper front yard setbacks along that section of South Main. The existing lots along South Main Street are quite deep relative to those on Chestnut Street and the seven houses on Chestnut Street range from two stories (1), two-and-a-half (5), and three stories (1). On the north side of Concord Street, the three houses are two-and-a-half. On the south side of Concord Street, the stories are three-and-a half (1), three (1), two-and-a-half (4) and a church with two-and-a-half tall stories – probably equivalent to three or even three-and-a-half stories.

RESPONSES

Question or Concern	Resolution
The ½ acre minimum to allow greater height and bulk may be an incentive to consolidate parcels including the nicely maintained one and two family homes and then build larger structures. Over time this would put pressure to sell parcels that have been well maintained for years.	This is again a policy question of the type of development that is appropriate for this area. Over time, these regulations would encourage parcel assembly and greater density in this area.
The requirement of retail type uses on the first floor will further that goal but are we sure that there is a market for this retail? That has not been the case further north in the Washington Street/ N Water St area.	Section 2.2 of the draft <i>South Norwalk TOD Redevelopment Plan</i> (July 2015) identifies demand for certain types of retail within the Study Area for this proposed zoning, and indicates that there is demand for adding additional retail in this area.
There needs to be more detailed description of the building options in the flood zones to screen the parking as part of the building. Landscaping is good , but will buildings on stilts with first floor parking and some landscaping really further the City's urban design goals?	The flood zone regulations will apply to buildings on Water street, Day Street, and some on Hanford Place, and Elizabeth, Raymond and Concord Streets. Buildings do not necessarily have to be on stilts – there are other ways of addressing the setback along the street and elevation change, for example, including terraced plazas with outdoor seating. See Section 118-540.D.2.(c) (page 16) which allows both landscaping for screening of parking and architectural features such as stoops, stairs, and terraces in the front setback in flood zones. Design guidelines for TOD-Neighborhood, TOD-Core, and TOD-Waterfront are provided in the draft <i>South Norwalk TOD Redevelopment Plan</i> (July 2015).
The removal of closed window requirement when music is playing would cause additional noise complaints.	We are not aware of a significant number of noise complaints in the area due to live music permitted as an accessory use by the Commission.

RESPONSES

Question or Concern	Resolution
The use of a variety of parking agreements in place of long term leases may work short terms but long term will be an enforcement problem. Without more detail or planning it would lead to many ad hoc decisions by the City that could be challenged as arbitrary. There is a need for an organized, well thought out parking management strategy before these regs are implemented.	Such a parking management study would be a policy decision – it is outside the scope of this project.
The removal of some uses as special permits (such as office) will remove a level of scrutiny by the ZC and the public. The claim that this will add surety to the review process should be balanced with the benefits of public review.	As requested by Mr. Greene at our meeting on June 3, a section on policy decisions was added to the memorandum dated July 24, 2015 that accompanied the proposed zoning. The balance between an allowable use and the special permit process was identified as a policy question to be discussed by the Planning Commission.
There should be language specifically to preserve the housing types that are identified for preservation.	The proposed zoning does not specify types of buildings for preservation although it does provide incentives to rehabilitate historic buildings. The Planning Commission may wish to consider a policy decision that prioritizes certain housing types.

ATTACHMENT 2

October 8, 2015

Mayor Harry Rilling
125 East Ave.
P.O. Box 5125
Norwalk, CT 06856-5125

Dear Mayor Rilling:

I write on behalf of the Mayor's Task Force on Zoning. Over the past several months the Task Force has worked with the Redevelopment Agency to provide input and comments to their South Norwalk TOD District Redevelopment Plan Recommended Zoning Changes ("TOD Zone Changes").

In our review of the TOD Zone Changes, we met with Redevelopment staff and their outside consultants, received input from the Parking Authority, Zoning Commission and the public.

Throughout this process we made various comments and suggestions to Redevelopment. At this time we believe we have fulfilled our role in the process and believe it is time for Redevelopment to bring its TOD Zone Changes to the appropriate bodies for further consideration.

Very truly yours,



Adam J. Blank

cc: Mr. Tim Sheehan
Ms. Julie Burton
Mr. John Kydes
Mr. Rick Redniss
Mr. Jim Murphy
Mr. Joel Zaremby
Mr. Felix Serrano
Ms. Leigh Grant

ATTACHMENT 3

July 30, 2015

Torgny Astrom, Chairman
Norwalk Planning Commission
Norwalk City Hall
P.O 5125
Norwalk, Ct 06856

RE: ***Proposed Transit –Oriented District Redevelopment Plan***

Dear Chairman Astrom;

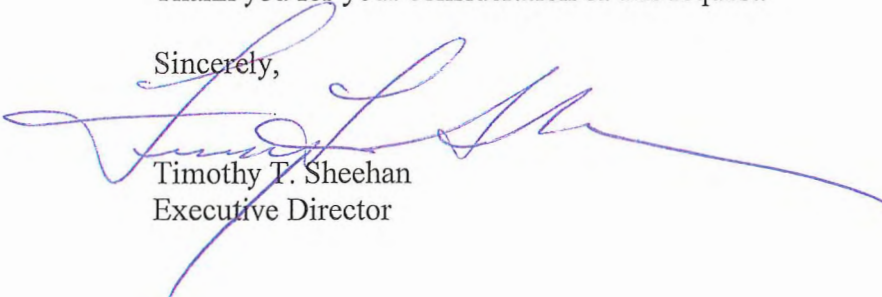
In March 2013, the Norwalk Common Council authorized advancing the implementation of recommendations stated in the *South Norwalk Railroad Station Area Transit-Oriented Development Strategy Master Plan* which included the consolidation of South Norwalk urban renewal areas and current Zoning designations to support and concentrate public resources behind the implementation of the Plan goals and objectives. Consolidation will result in a single TOD District Redevelopment Plan with uniform Zoning criteria that support the Master Plan objectives of encouraging moderate scale, mixed-use, mixed-income neighborhoods with adequate circulation amenities, public safety and open space.

The Agency engaged the services of the Cecil Group to commence the preparation of the TOD District Redevelopment Plan with the recommended zoning regulations. The proposed TOD District Zoning has been advancing through the Mayor's Zoning Task Force in advance of being presented to the Zoning Commission for review. Likewise the TOD District Redevelopment Plan is also advancing to the Redevelopment Agency in accordance with the requirements of Chapter 130 Department of Economic & Community Development of the Connecticut General Statutes which define the procedures for approval of a redevelopment plan. On July 21, 2015, the Redevelopment Commission approved advancing the proposed District Redevelopment Plan draft to the Planning Commission with a request for comment as is required by Chapter 130.

This letter serves as a formal request to the Planning Commission to provide written opinion to the Redevelopment Agency determining whether the Plan is consistent with the Norwalk Plan of Conservation and Development as adopted under section 8-23.

Thank you for your consideration of this request.

Sincerely,



Timothy T. Sheehan
Executive Director

ATTACHMENT 4

NORWALK DEVELOPMENT AGENCY

September 3, 2015

Members, Norwalk Planning Commission

Frances DiMeglio
Joel Zaremby
Steven Ferguson
Torgny Astrom
Victor Cavallo
Walter McLaughlin
William Dunne

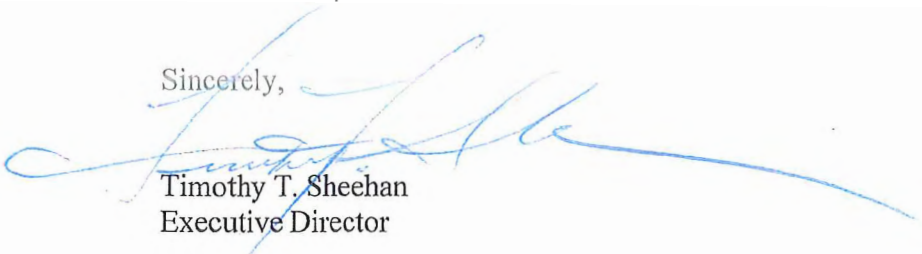
Delivery by hand

RE: South Norwalk TOD District Redevelopment Plan Draft July 2015

Dear Member, Norwalk Planning Commission;

Consistent with the statutory requirements of CGS Chapter 130 Section 8-127, the Redevelopment Commission has submitted a formal request to the Planning Commission to provide written opinion regarding the referenced Plan. Such written opinion was to include a determination as to the Plan's consistency with the Norwalk Plan of Conservation and Development Plan adopted under section 8-23. The Agency withdraws this request effective immediately.

Sincerely,



Timothy T. Sheehan
Executive Director

CC: Mayor Harry W. Rilling
Adam Blank, Chair Mayor's Task Force on Zoning
Felix Serrano, Chair Norwalk Redevelopment Commission

ATTACHMENT 5

Delivered 9/15
11:30 am.

September 15, 2015, 2015

Torgny Astrom, Chairman
Frances DiMeglio
Joel Zaremby
Steven Ferguson
Victor Cavallo
Walter McLaughlin
William Dunne
David Davidson

Delivery By Hand

RE: *Proposed Transit –Oriented District Redevelopment Plan*

Dear Member, Norwalk Planning Commission;

In March 2013, the Norwalk Common Council authorized advancing the implementation of recommendations stated in the *South Norwalk Railroad Station Area Transit-Oriented Development Strategy Master Plan* which included the consolidation of South Norwalk urban renewal areas and current zoning designations to support and concentrate public resources behind the implementation of the Plan goals and objectives. Consolidation will result in a single TOD District Redevelopment Plan with uniform Zoning criteria that support the Master Plan objectives of encouraging moderate scale, mixed-use, mixed-income neighborhoods with adequate circulation amenities, public safety and open space.

The TOD District Redevelopment Plan has advanced to the Redevelopment Agency in accordance with the requirements of Chapter 130 Department of Economic & Community Development of the Connecticut General Statutes which define the procedures for approval of a redevelopment plan. On July 21, 2015, the Redevelopment Commission approved advancing the proposed District Redevelopment Plan draft to the Planning Commission with a request for comment as is required by Chapter 130.

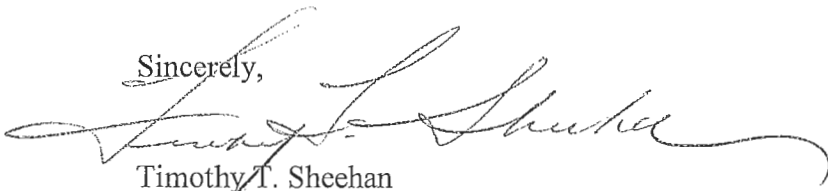
On July 30, 2015, the Agency submitted a formal request to the Planning Commission to provide written opinion to the Agency determining whether the Plan is consistent with the Norwalk Plan of Conservation and Development (POCD) as adopted under section 8-23. At that time the Agency also attached a Plan Summary prepared by The Cecil Group for the Planning Commission addressing the Plan consistency with the Plan of

Conservation and Development. To the Agency's knowledge, Planning & Zoning staff was reviewing the Plan and making requests for additional information. On September 2, 2015 at a meeting called by the Mayor's Economic Development Director, the Agency was informed by Planning & Zoning Staff that the TOD District Redevelopment Plan draft of July 2015 submitted July 30, 2015 contained unspecified multiple inconsistencies and would not be accepted by the Planning Commission. In response to this information, the Agency withdrew the request of July 30, 2015.

At this time, the Agency would like to request that Planning Commission and Planning & Zoning staff make known the specific identified inconsistencies so that the Agency can review and address them as soon as possible.

Thank you for your prompt attention to this request.

Sincerely,



Timothy T. Sheehan
Executive Director

cc. ✓ Mayor Harry W. Rilling
✓ Adam Blank, Chair Mayor's Task Force on Zoning
✓ Felix Serrano, Chair, Norwalk Redevelopment Agency Commission
✓ Planning Committee of the Norwalk Common Council

NORWALK DEVELOPMENT AGENCY

TO: MEMBERS, PLANNING COMMITTEE OF THE NORWALK COMMON COUNCIL
FROM: TAMI STRAUSS, DIRECTOR OF COMMUNITY DEVELOPMENT PLANNING
DATE: DECEMBER 17, 2015
RE: PY42 CDBG APPLICATIONS

ANTICIPATED FUNDING AVAILABLE AND REQUESTED FUNDING

The anticipated funds are based upon HUD's funding category caps and an estimate of what will be allocated to the City of Norwalk by HUD. It is subject to change based on future federal budget decisions. The following is a breakdown of what is anticipated to be available and what is requested by Program Year 42 (2016-2017) applicants.

Funding Category	Anticipated Funds	Funds Requested	# of Applications
Public Service activities	\$123,548	\$223,684	10
Public Facility & Housing activities	\$535,378	\$1,098,500	10
Planning & Administration activities	\$164,731	\$194,731	2
<i>Total</i>	<i>\$823,657</i>	<i>\$1,516,915</i>	<i>22</i>

SUMMARY OF SUBMITTED APPLICATIONS

A total of 22 applications were submitted for the PY42 CDBG program. Applications were received from 21 organizations, 11 of which did not receive CDBG funding in PY41 and 6 which did not receive CDBG funding in the last five years. The Notice of Funding Availability is attached to this memo and accompanying this memo is a binder with a summary spreadsheet and each application.

AVAILABILITY OF APPLICATIONS FOR PUBLIC REVIEW

On December 17, 2015, submitted applications were posted on the City's website: <http://www.norwalkct.org/index.aspx?nid=1412>.

CONFLICTS OF INTEREST AND THE REVIEW PROCESS

Agency staff is working with Corporation Counsel and HUD to secure waivers for the two conflicted Council members and organizations.

APPLICATION PRESENTATIONS

At the Planning Committee meeting on January 7, 2016, organizations submitting an application are invited to make a brief (three minute) presentation to the Planning Committee during the public meeting portion of the Planning Committee meeting.

KEY DATES

- February 4, 2016 – Planning Committee meeting – The Committee is asked to recommend PY42 CDBG applications for funding and advance PY42 Annual Action Plan to Public Comment
- March 3, 2016 – Public Hearing – Held at prior to the Planning Committee meeting to receive public comment on the draft PY42 Annual Action Plan
- April 7, 2016 – Planning Committee meeting – The Committee is asked to forward the draft PY42 Annual Action Plan to the Common Council for approval
- April 12, 2016 – Common Council meeting – The Council is asked to approve the draft PY42 Annual Action Plan for submission to HUD

NO ACTION IS REQUESTED AT THIS TIME.