

**These design guidelines described below are organized as follows:**

I. Site Design Specifications

Guidelines for site design that apply to all development proposals within the Wall Street-West Avenue plan area. These specifications address building orientation, site access, parking, green infrastructure, sidewalks, street furniture, landscaping, open space, lighting and signage. These guidelines also apply to public infrastructure projects within the Redevelopment Area.

II. Building/Architectural Design Specifications

Guidelines for building/architectural design that apply to renovation of existing structures and construction of new buildings within the Wall Street-West Avenue plan area. These specifications address building massing, facades and roofs, as well as rehabilitation of historic structures and compatibility of new development with historic structures.

III. Application to Corridor Typologies

This section describes the applicability of the site design specifications and building/architectural design specifications to primary (commercial) and secondary (connecting) corridors within the neighborhood, as follows:

Commercial Corridors-

- West Avenue
- Wall Street
- Belden Avenue
- Route 1 (Cross Street, Belden Avenue, North Street)

Connecting Corridors-

- Maple Street
- Knight Street
- High Street
- Commerce Street
- Harbor Avenue

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**I. Site Design**

<p><b><u>A. Building Orientation</u></b></p> <p>Buildings should be sited to create a strong relationship with the street, conceal parking and loading areas, and frame open space.</p> <p><b>(For setback, height and density requirements see Norwalk Zoning Code)</b></p>	<ul style="list-style-type: none"> <li>• Front facades and primary building entrances should face public streets.</li> <li>• Buildings should be uniformly located at the edge of the sidewalk to create an uninterrupted street wall and a sense of enclosure of the space of the street. <i>Are there any exceptions to consider?</i></li> </ul>
<p><b><u>B. Site access, parking and loading</u></b></p> <p>Clear and legible routes connecting all modes of transportation to the site must be provided, including pedestrians, bicycles, transit, on-demand transportation, and owner-occupied vehicles.</p> <p><b><u>(See Norwalk Zoning Code and City of Norwalk Roadway Standards)</u></b></p> <p><i>Note: The City of Norwalk is currently undertaking a city-wide parking study to create policies for effective parking provision and management throughout the city. Parking issues most crucial to resolve in the Wall Street-West Avenue</i></p>	<ul style="list-style-type: none"> <li>• The number and width of vehicular access points should be minimized.</li> <li>• Pedestrian crossings should be marked and differentiated with variations in paving materials. (See City of Norwalk Roadway Standards)</li> <li>• Sidewalks are required:             <ul style="list-style-type: none"> <li>○ Along all perimeter street frontages.</li> <li>○ Linking public frontage streets to all building entries.</li> </ul> </li> <li>• Off-street parking and loading zones to serve delivery needs should be located behind buildings and should not be located between the sidewalk and the building frontage.             <ul style="list-style-type: none"> <li>○ In cases where the Redevelopment Agency deems this is infeasible, parking should be located to the side of the building and should be limited in length and well screened.</li> <li>○ For existing parking areas located within the front yard setback, they should be screened with low landscaped berms, landscape beds, and/or low decorative fences or stone walls, and softened with additional planting internal to the parking area.</li> <li>○ Large parking areas should be broken into smaller areas with landscaped islands containing low plantings and trees.</li> </ul> </li> <li>• Loading zones for on-demand transportation services (i.e. Uber, Lyft, etc.) should be</li> </ul>

<p><i>neighborhood are management of on-street parking and provision of off-street parking spaces to support local businesses. The parking study's recommendations for addressing these issues will be incorporated into this neighborhood plan when that study has been completed.</i></p>	<p>incorporated into site design.</p> <ul style="list-style-type: none"> <li>• Curb cuts to parking areas and service areas should come, wherever possible, from secondary streets or alleys.</li> </ul>
<p><b><u>C. Green Infrastructure</u></b></p>	<ul style="list-style-type: none"> <li>• Green infrastructure, such as bio-swales, rain gardens, porous pavements, and street tree trenches absorb run off within parking lots and along the street, beautify the street and provide shade and should be included in all parking lot design and streetscape improvement projects.</li> <li>• Along streets and within parking areas, the width of paved areas should be minimized and a continuous planting zone should be provided to maximize infiltration and reduce heating of paved surfaces.</li> </ul>
<p><b><u>D. Sidewalks, street furniture and landscaping</u></b></p> <p>Elements that should be incorporated into the streetscapes in the Wall Street-West Avenue neighborhood as part of development projects or as capital infrastructure investments by the City of Norwalk include sidewalks, crosswalks, signage, lighting, street furniture, landscaping and public art.</p> <p><b>(See City of Norwalk Roadway Standards – Urban Area)</b></p> <p><u>Sidewalks</u></p> <p><b>(See City of Norwalk Roadway Standards – Urban Area)</b></p>	<ul style="list-style-type: none"> <li>• Materials and species utilized should be lasting, sustainable and relatively low maintenance. Specifically, amenities should be:             <ul style="list-style-type: none"> <li>○ Composed of durable, long lasting materials</li> <li>○ Unique to Norwalk, reinforcing sense of place</li> <li>○ Simple and comfortable</li> <li>○ Visible, safe and accessible</li> </ul> </li> <li>• Where possible, vehicle lanes should be narrowed to extend curbs and reclaim more width for sidewalk activation.             <ul style="list-style-type: none"> <li>○ While traffic flow has traditionally been emphasized along these corridors, in planning for the future, a complete streets approach should be taken that balances the needs of all users, including pedestrians and bicyclists.</li> </ul> </li> <li>• Sidewalk widths should have space to accommodate 2-way pedestrian traffic,</li> </ul>



<p><b>(See City of Norwalk Roadway Standards – Complete Streets)</b></p>	<ul style="list-style-type: none"> <li>○ Where a commercially zoned property abuts a residentially zoned property, buffering elements should be provided to screen the property along the adjoining property line</li> <li>○ Landscape buffers should be at least three-season and of lushly planted vegetation, averaging 4-5 feet tall</li> </ul>
<p><b><u>E. Open space and Parklets</u></b></p> <p>As redevelopment occurs in the neighborhood, the creation of new public open spaces should be emphasized. This can be achieved by encouraging, requiring or incentivizing the creation of green, public spaces as part of new development projects as well as through the creation of Parklets within public rights of way.</p> <p><b>(See City of Norwalk Roadway Standards)</b></p>	<p>The following categories of open space should be incorporated into new development proposals, as appropriate:</p> <ul style="list-style-type: none"> <li>● <b>Public open space:</b> Whether created by a private developer or by a public entity, some public open space should be provided as part of any new development.</li> <li>● <b>Open space linkages:</b> Open space created as part of a new development should link to existing or proposed trails or pathways adjacent or near to the property to create a network of connected open spaces and walking routes</li> <li>● <b>Parklets:</b> Small open space within the public right of way that are typically installed within parking lanes</li> </ul>
<p><b><u>F. Lighting</u></b></p> <p>An integrated lighting plan should be provided as part of all development applications, addressing both on site and directly adjacent off-site needs for pedestrians, vehicles, building entries and parking areas and should be considerate of neighboring properties</p> <p><b>(See City of Norwalk Roadway Standards)</b></p>	<ul style="list-style-type: none"> <li>● Highlight key areas and attractive features of the site</li> <li>● Scaled appropriately to use and historic design</li> <li>● Pedestrian height lighting in non-vehicular areas</li> <li>● Lighting with various height must have similar design and fixtures.</li> <li>● Minimize glare and spillage and not trespass onto the street or neighboring properties</li> <li>● All fixtures shall contain energy efficient light sources</li> <li>● Comply with City of Norwalk Roadway Standards</li> </ul>

<p><b><u>G. Signage</u></b></p> <p>Signage for business/commercial uses should comply with the City of Norwalk’s signage regulations and communicate a positive and clear identity for the establishment.</p> <p><b>(See Norwalk Zoning Code)</b></p>	<ul style="list-style-type: none"> <li>• Must be a part of the building and façade design</li> <li>• Design and placement should harmonize with the building’s architectural features</li> <li>• Materials must be durable, low maintenance, and compatible with building materials and design</li> <li>• Scale must be appropriate for its intended use and location on the building or site</li> <li>• Buildings with more than one sign should be compatible with one another in terms of materials, color, lettering, style, and logo use</li> <li>• Comply with Norwalk Zoning Code re: Signage</li> </ul>
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**II. Building/Architectural Design**

<p><b><u>A. Building massing</u></b></p> <p>Buildings should be designed to harmonize with existing structures with respect to design, scale and materials.</p> <p><b>(See Norwalk Zoning Code)</b></p>	<ul style="list-style-type: none"> <li>• Structures should be designed to reduce their perceived height and bulk by dividing the building mass into smaller-scale components.</li> <li>• Where new construction is permitted above five stories, buildings must step back at the fifth story</li> <li>• Sites located at a prominent corner, intersection, or recognized gateway should have building features and orientation that recognize the corner or gateway and respond to it with a suitable building form             <ul style="list-style-type: none"> <li>○ Examples of prominent building features include tower or cupola elements, corner detailing, additional building height, or other building forms that provide a visual anchor</li> </ul> </li> <li>• Sustainable design principles and practices should be employed in the design of buildings</li> </ul>
<p><b><u>B. Rooflines</u></b></p>	<ul style="list-style-type: none"> <li>• On larger buildings, should follow the variation in massing so as to appear as a series of side-by-side buildings</li> <li>• Can be emphasized with gabled or other pitched roof forms, parapets, balustrades, and/or cornices</li> </ul>
<p><b><u>C. Building facades</u></b></p>	<ul style="list-style-type: none"> <li>• Broken into vertical and horizontal parts that reinforce a rhythm and pattern</li> <li>• Designed to be activated with at least 75% of the ground floor of street-facing facades composed of transparent materials</li> <li>• Rendered with texture and depth</li> </ul>

	<ul style="list-style-type: none"> <li>• Differentiated at intervals of not less than 50 feet by a change in material, a variation in the plane of the wall, decorative components, or functional element such as entryway or portico</li> <li>• Should not over-prioritize franchise features or identity. The building form, roof form and façade design should not be overly specific to a franchise or brand.</li> </ul>
<p><b><u>D. Historic structures</u></b></p> <p>New development should complement existing historic structures and additions to existing historic buildings should be compatible with the architectural style of such buildings.</p> <p><b>(See State Historic Preservation Standards)</b></p>	<ul style="list-style-type: none"> <li>• Existing historic structures should be integrated into any proposed development plan</li> <li>• New buildings and additions should complement and reflect the structure and style of historic structures</li> <li>• Historic structures should be considered for restoration, sensitive rehabilitation, preservation or adaptive reuse as may be appropriate to the historic structure and nature of its reuse</li> <li>• Rehabilitation and reuse of historic properties must comply with all relevant local, state and federal requirements</li> </ul>
<p><b><u>E. Sustainability/Green Infrastructure</u></b></p> <p>New development or rehabilitation of existing structures should include green infrastructure such as solar panels, green roofs, green walls and recycled materials.</p>	<ul style="list-style-type: none"> <li>• Green infrastructure should be exempt from zoning bulk and height requirements.</li> <li>• Historic structures should also consider these measures where possible.</li> </ul>

### III. Application to Corridor Typologies

West Avenue and Wall Street are the primary commercial corridors that define the Wall Street-West Avenue neighborhood. Connected to them is a network of secondary commercial streets that extend outward to the neighborhood’s boundaries. The overall objective for streetscape and building design along these corridors is to create a lively pedestrian experience that encourages activity, creates a sense of place and fosters a sense of community within the neighborhood. The following section elaborates on the design guidelines described above with respect to where specific elements should be emphasized within the Wall Street-West Avenue neighborhood.

#### A. West Avenue

West Avenue is the main commercial corridor in the neighborhood. It features a wide variety of uses ranging from walkable, urban scale to suburban commercial. The roadway is relatively wide and has four traffic lanes in most locations as well as on-street parking. Consistent with Norwalk’s 2012 Connectivity Master Plan, West Avenue should be redesigned as a complete street that emphasizes not only vehicular flow, but also walkability and bikeability.

<p><u>Buildings</u></p> <p>As sites fronting on or adjacent to West Avenue are redeveloped, emphasis should be placed on creating street frontage that prioritizes the pedestrian experience.</p> <p><b>(See Norwalk Zoning Code)</b></p>	<ul style="list-style-type: none"> <li>• Building facades should be consistent with the existing street wall and height and setbacks should conform with Norwalk Zoning code.</li> <li>• First floors should be occupied by uses that generate pedestrian activity at different hours throughout the day</li> <li>• At least 75% of the ground floor of street-facing facades should be composed of transparent materials</li> </ul>
<p><u>Streetscape</u></p> <p>Given the width of the roadway, there is ample space to accommodate multiple modes and shift the emphasis from cars to people. Such a shift would not only enliven the streetscape along the West Avenue corridor, but it would also help to establish a more seamless relationship between West Avenue and Wall Street.</p> <p>Currently, sidewalks along West Avenue are in relatively good condition and include an attractive brick paving detail. There is pedestrian</p>	<p>Sites that may be redeveloped in the future should incorporate:</p> <ul style="list-style-type: none"> <li>• Pedestrian scale lighting</li> <li>• Landscaping</li> <li>• Street trees</li> <li>• Street furniture</li> <li>• Parklets (where feasible)</li> </ul>

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<p>scale lighting along the corridor. Street trees are planted in front of recent development sites and existing urban scale buildings but are lacking along stretches of West Avenue that are occupied by older suburban scale development sites.</p>	
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**B. Wall Street**

The historic character and scale of Wall Street is one of its most important assets. The streetscape features commercial and mixed-use buildings that range from 1-5 stories. Brick and stone are the predominant façade material. Sidewalks are narrow, constrained by two to three vehicle lanes and on-street parking. There are decorative sidewalk treatments along most of Wall Street and some street furniture, including planters, benches and trash receptacles. While there are some street trees around the intersection of Wall Street and Belden Avenue and around the intersection of Wall and River Streets, street trees are sparse throughout the corridor. Cobra head fixtures light the corridor; there is no pedestrian scale lighting along Wall Street sidewalks.

<p><u>Buildings</u></p> <p>Renovation of existing structures and new development on Wall Street should respect and reflect the historic character of the neighborhood. Activation of the streetscape is critical to creating an attractive and vibrant urban environment in this corridor.</p> <p><b>(See Norwalk Zoning Code)</b></p>	<ul style="list-style-type: none"> <li>• Building facades should be consistent with the existing street wall and height and setbacks should conform with Norwalk Zoning code.</li> <li>• First floors should be occupied by uses that generate pedestrian activity at different hours throughout the day</li> <li>• At least 75% of the ground floor of street-facing facades should be composed of transparent materials.</li> </ul>
<p><u>Streetscape</u></p> <p>Improving pedestrian comfort is an essential building block for supporting existing businesses and attracting new businesses to the area that are seeking a lively, urban environment and pedestrian activity. A complete streets approach should be taken along the length of Wall Street, including the introduction of sharrows or bike</p>	<p>Sites that may be redeveloped in the future should incorporate:</p> <ul style="list-style-type: none"> <li>• Pedestrian scale lighting</li> <li>• Landscaping</li> <li>• Street trees</li> <li>• Street furniture</li> </ul>

lanes where feasible. Permanent public art and temporary installations should be introduced along the corridor to strengthen sense of place and celebrate the local arts community.	
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### C. Connecting Corridors

Connecting corridors provide critical links between the neighborhood's internal blocks and its main commercial thoroughfares and include:

- Maple Street
- Knight Street
- High Street
- Cross Street
- Commerce Street
- Harbor Avenue

Along these corridors emphasis should be placed on enhancing pedestrian comfort and improving mobility for vehicles and cyclists. The following elements should be included as part of any site development application for properties along connecting corridors. A full description of these elements is provided in Section I above.

- Sidewalks
- Street trees
- Street furniture
- Pedestrian-scale lighting
- Loading zones

Consistent with Norwalk's 2012 Connectivity Master Plan, Commerce Street and Harbor Avenue should be designated as a shared-lane bicycle route. In addition, a truck route should be designated along a connecting corridor(s) to connect the waterfront to I-95 and Route 7.