NORWALK, IOWA

SUB AREA 1 MASTER PLAN

SEPTEMBER 2016

CONFLUENCE

ACKNOWLEDGEMENTS

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INTRODUCTION

BACKGROUND

Norwalk, Iowa is a rapidly growing municipality with a current population of approximately 10,500 residents. The city is located just south of the Des Moines International Airport and is part of the Des Moines - West Des Moines Statistical Area. The City of Norwalk offers a distinct identity with a family-friendly and economically strong community. Named "Best Affordable Suburb" in Iowa by Bloomberg Business Week, Norwalk offers small-town charm with easy access to big-city amenities.

NORWALK'S 2013 COMPREHENSIVE PLAN

The Comprehensive Plan created for Norwalk in 2013 was designed to promote orderly growth and development for the community, as well as providing policy guidelines to enable citizens and elected officials to make informed decisions about the future of the community. The overarching purpose and oomponents of the plan are listed below:

THE PURPOSE OF THE PLAN:

- Guide Future Development
- Encourage a Strong Economic Base
- Serve as an Information / Management Tool
- Analyze Existing Conditions
- Evolve as the Community Changes
- Establish Goals
- Guide with Recommendations
- Encourage Community Engagement
- Identify and Build Upon Community Character

COMPONENTS OF THE PLAN:

- Introduction
- Public Participation and Collaboration
- Natural Resources
- Community Character and Redevelopment
- Land Use
- Transportation
- Housing
- Economic Development
- Hazard
- Demographics
- Community Facilities
- Implementation

The 2013 Comprehensive Plan also identifies three sub areas within the community that require further study, including the creation of a detailed master plan.

SUB AREA 1 MASTER PLAN

Sub Area 1, located in the Northeast region of Norwalk, has been identified as a quickly growing section of the City's planning area demonstrating strong potential for development. In addition, the area's capacity and demand for continued growth serve as key opportunities to create and build upon a cohesive community vision. The community has a desire to plan for and accommodate growth while retaining Norwalk's small-town atmosphere that makes it an attractive place to live, work and play.

As the population has continued to grow, the city has seen an increased demand for diversity within the transportation network.

The City of Norwalk has received a grant from the Greater Des Moines Metro Planning Organization (DMAMPO) to create a plan for Sub Area 1 as a viable and recognizable urban development node. In the Fall of 2015, the City of Norwalk began the process to develop a detailed master plan for the area identified on the Future Land Use Plan as Sub Area 1 with the goal of creating a vibrant and walkable urban center for the community that provides a diverse range of options for housing, retail, recreation, and employment. The Sub Area 1 Master Plan is intended to promote new urbanism concepts and focus on the following:

1. Land Use
   - Natural Resources and Parks
   - Zoning
2. Building Form
3. Transportation (including complete streets principles)
4. Utilities
5. Implementation

Public input for the master plan was sought directly from individual property owners as well as the residents of Norwalk. Included in the Appendix is a summary of the polling and visual preference questions asked during a public input session.

NORWALK, IOWA
2013 COMPREHENSIVE PLAN

CONTEXT

REGIONAL CONTEXT

As shown below, the area identified as Sub Area 1 is located in central Iowa, in the City of Norwalk. Norwalk is located just south of Des Moines and is part of the Des Moines Metropolitan area. Within close proximity to neighboring cities, Norwalk has several as a desirable place for families and businesses to reside, a trait that has contributed to the recent growth within Sub Area 1. The study area is located in the southeast region of Norwalk, a strategically located and quickly growing area with strong potential for expansion and community development. In order to capitalize on the natural qualities and maximize the potential of this area, the City of Norwalk hopes to preserve natural elements such as tree cover and promote a regional approach to watershed management.

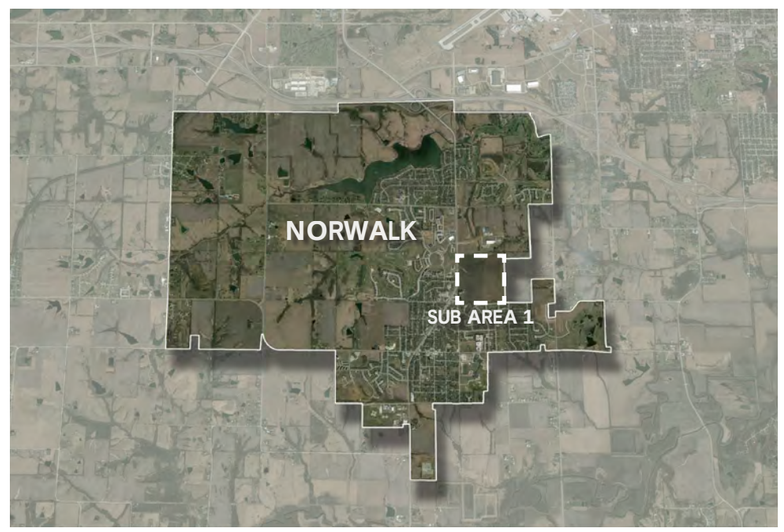
LOCAL CONTEXT

Within the City of Norwalk, Sub Area 1 is located just east of Highway 28, the primary entryway into the city. The location is easily accessible, and will provide opportunities for growth, connectivity, walkability, and sustainable design. Furthermore, this location aims to serve as an urban center, helping Norwalk to establish a local activity center with a strong sense of place.

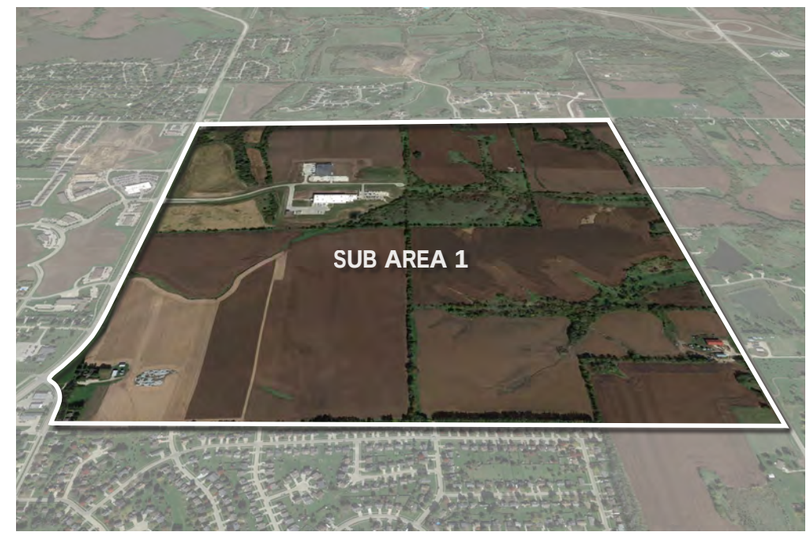
EXISTING SITE AREA

The existing site is approximately 640 acres and has relatively steep topography in areas, as identified in the Existing Conditions section on page 8, as well as illustrated on the drainage districts map on page 45. The area is bounded by Beardsley Street to the North, 80th Avenue to the East, Merle Huff Ave to the South, and Highway 28 to the West. Selected by the City of Norwalk due to its quickly evolving community and projected development, Sub Area 1 serves as a catalyst site for opportunistic growth. Planning within this area will strive to reflect both community character and local values. and provide opportunities for a wide range of housing types and densities, including mixed-use developments.

SUB AREA 1 VICINITY: STATE OF IOWA
(REGIONAL CONTEXT)



SUB AREA 1 VICINITY: CITY OF NORWALK
(LOCAL CONTEXT)



SUB AREA 1
EXISTING SITE AREA

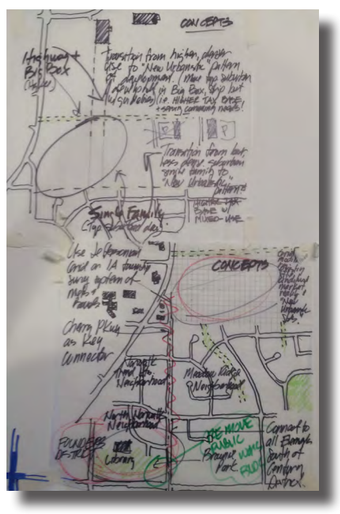
PROXIMITY + CONNECTIVITY

The plan for Sub Area 1 is greatly influenced by its location within the community of Norwalk and the reach of existing neighborhoods and developments along its boundaries.

THE CENTURY DISTRICT

The southwest corner of Sub Area 1 is within a three-quarter mile walk of the downtown, including the public library. This connection to downtown and the original heart of the City, now referred to as the Founders District, provides the context for this area of the master plan. The concept plan reflected for the southwest corner of Sub Area 1 is based on a town square plan where streets are laid out in a grid and block lengths are 260 ft to 900 ft in length, creating a walkable, active urban environment that can support a variety of uses.

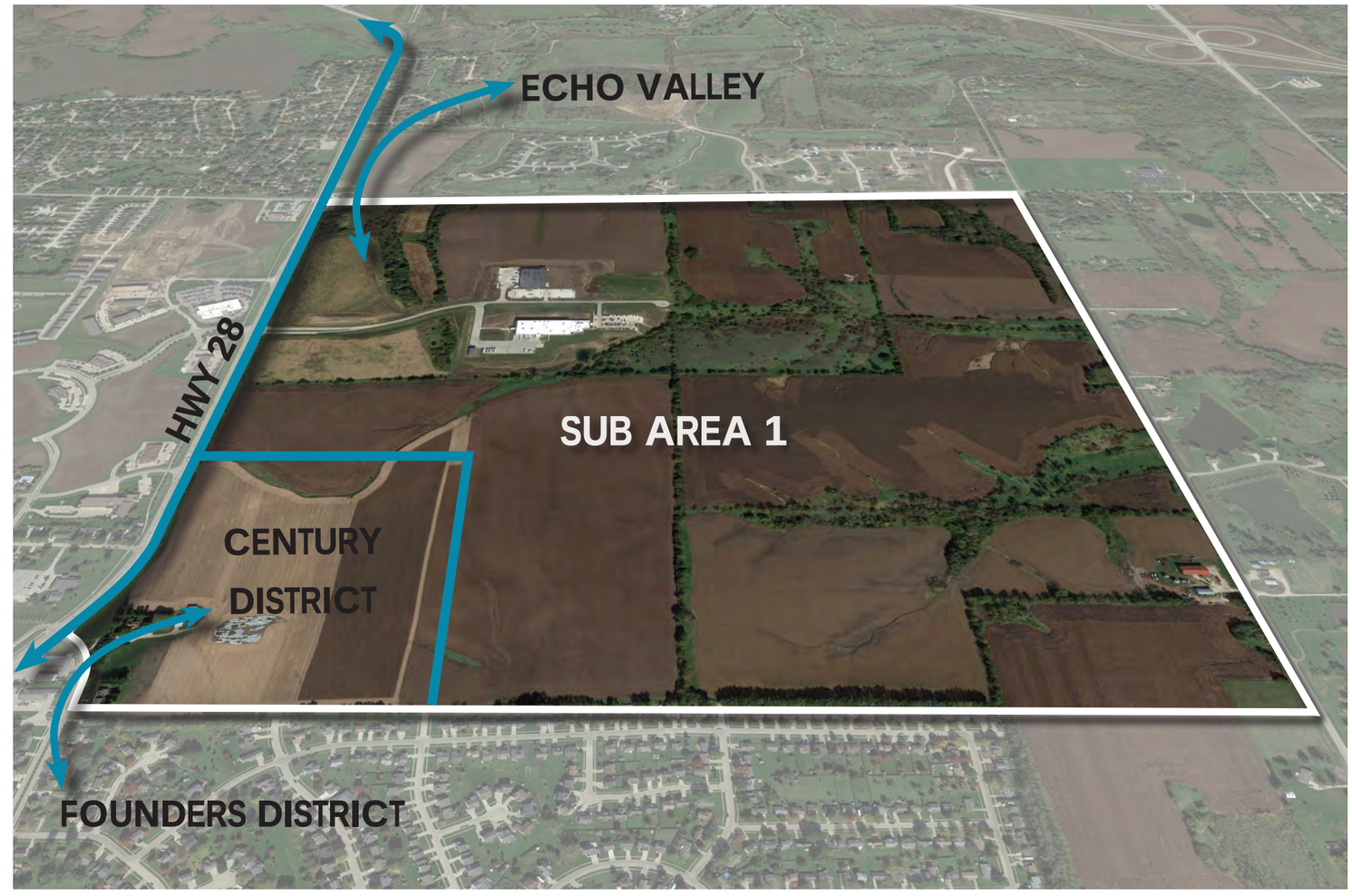
ECHO VALLEY



Located immediately to the north of Sub Area 1, the existing Echo Valley golf course community and the Marketplace at Echo Valley both provides a unique opportunity for Sub Area 1 to connect and expand upon an existing development. Trail connections between Echo Valley and Sub Area 1 are vital to capitalize on this proximity, allowing residents of both areas to easily travel to each destination.

HIGHWAY 28

Highway 28 serves as the main entrance to Norwalk and the major retail corridor. Recognizing the significance of the roadway, the Sub Area 1 master plan identifies areas for retail development that require direct access to higher traffic roadways.



SUB AREA 1
PROXIMITY AND CONNECTIVITY

EXISTING CONDITIONS

SITE ANALYSIS

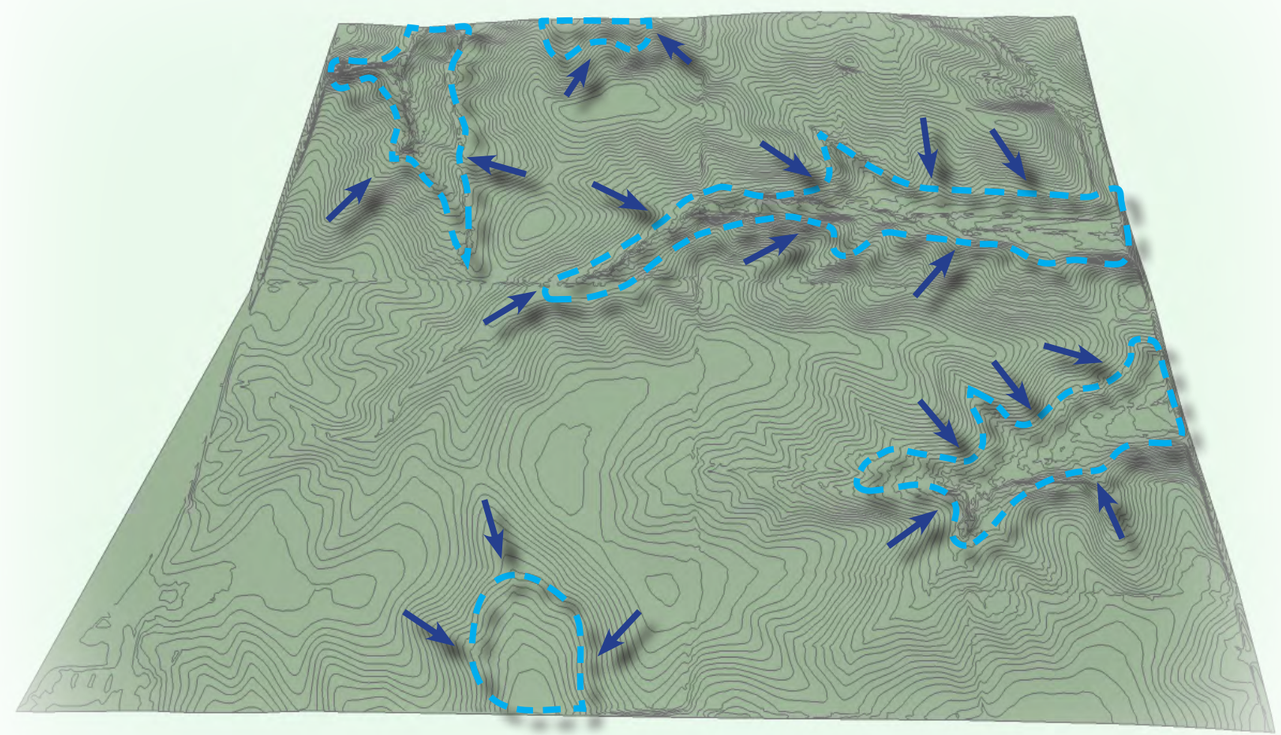
With conditions such as slope, tree cover, and climate playing large roles in the ability to develop land successfully, it is crucial to take these factors into account throughout the duration of the planning process. The slopes and topography in an area are affected in part by soil conditions and water body behavior over time. Soil with a greater likelihood of erosion will influence the behaviors of rivers, creeks, and streams differently than soil that is less prone to erosion. To ensure that proper drainage is obtained, precise engineering is required; dominant slope types must be identified and areas difficult for supporting development must be evaluated to plan for the future construction of roadways and other implementations within the transportation network. Because Sub Area 1 has relatively steep topography in areas, thorough analysis of these locations will be vital to successful development.

The climate within Norwalk and Sub Area 1 is similar to that of the Des Moines area with average Spring and Fall temperatures in the mid 50s, average Summer temperatures reaching high 80s and 90s; and average Winter temperatures falling to the low 30s. Climate conditions are another important factor to consider when developing land. Sites and buildings must be designed to accommodate a wide range of Midwest weather conditions and support outdoor activities and uses year-round.

Tree cover and plant life are also treated with careful consideration; trees and plants positively impact community atmosphere as well as provide significant benefits when it comes to mitigation of noise and pollution. Additionally, they provide natural shade and effectively counteract soil erosion in areas of increased elevation, As noted in Norwalk's current comprehensive plan, maintaining existing tree cover in the area is of high importance. Plans for development in Sub Area 1 should be carried out around high value trees that currently reside in the area and should not involve the removal of large areas of significant tree cover. Developers should aim to "maximize protection of this natural resource" and take into account the positive visual impact they provide. Also critical for preventing erosion along waterways, trees should be carefully considered when planning for future land uses along these areas. Sub Area 1 and the greater Norwalk area currently have significant tree cover that should be preserved through environmental conscientiousness.

Additional factors for consideration involve the protection of streams and stream corridors and wetland within the area. These waterways are crucial for mitigating stormwater runoff. They also provide habitats for wildlife as well as play a role in creating an aesthetically pleasing community atmosphere through the development of park/recreational areas and walking/biking trails.

SITE ANALYSIS



The above site analysis drawing illustrates the existing topography of the site, as well as where stormwater would naturally drain across the site.

AGRICULTURAL PROTECTION AND TRANSPORTATION DIVERSITY

Noted in the City of Norwalk's current Comprehensive Plan is the importance of preserving natural amenities to maintain the current level of aesthetic and environmental quality. Natural resources emphasized in the plan include soils, slopes/topography, climate, tree cover, ponds/lakes, streams, and wetlands. The natural resources found within Norwalk and Sub Area 1 are critical for several reasons according to the existing comprehensive plan. These reasons include:

1. They provide a natural means to deal with water and runoff
2. They can provide a natural connection for recreational trails and paths
3. Many existing conditions were created naturally, and maintaining a natural area will likely to be easier to maintain than man-made systems
4. They preserve the natural beauty that is an asset appreciated and valued by the community

Natural resource preservation also plays a role in the development of the transportation system. As the greenways, open space, and walkability of a community expand, so do the number of transportation options, creating diversity and promoting the use of alternative travel methods. This not only benefits the residents living in the area, but encourages higher levels of environmental awareness by allowing people to choose a greener mode of transportation.

PREPARING FOR GROWTH

Norwalk's location in Greater Des Moines makes it a desirable place to live, thus putting the city at risk for the elimination of key natural resources as a result of demand. This all-too-common trend is a threat that directly contrasts the values of the Norwalk community as well as the character of Sub Area 1. In order to carefully avoid the loss of valued natural amenities, considerations such as increases in density must be made to accommodate growth while protecting agricultural land. By allowing for higher density development within the area, the City can reduce the amount of land necessary for growth.

IOWA SMART PLANNING PRINCIPLES

Developing long-term sustainable growth plans can be assisted by applying the 10 principles of Iowa Smart Planning. These principles were established to serve as a guide to city planners and developers when creating new community long-range plans. The 10 Principles of Iowa Smart Planning can be found below per the 2011 Smart Planning in Iowa Guide:

1. Collaboration
Governmental , community, and individual stakeholders are encouraged to be involved and provide comment during deliberation of planning, zoning, development, and resource management decisions and during implementation of such decisions. The state agency, local government, or other public entity is encouraged to develop and implement a strategy to facilitate such participation.

2. Efficiency, transparency, and Consistency
Planning, zoning development, and resource management should be undertaken to provide efficient, transparent, and consistent outcomes. Individuals, communities, regions, and governmental entities should share in the responsibility to promote the equitable distribution of development benefits and costs.

3. Clean, Renewable, and Efficient Energy
Planning, Zoning, development, and resource management should be undertaken to promote clean and renewable energy use and increased energy efficiency.

4. Occupational Diversity
Planning, zoning, development, and resource management should promote increased diversity of employment and business opportunities, promote access to education and training, expand entrepreneurial opportunities, and promote the establishment of business in locations near existing housing, infrastructure, and transportation.

5. Revitalization
Planning, zoning development, and resource management should facilitate the revitalization of established town centers and neighborhoods by promoting development that conserves land, protects historic resources, promotes pedestrian accessibility, and integrates different uses of property. Remediation and reuse of existing sites, structures, and infrastructure is preferred over new construction in undeveloped areas.

6. Housing Diversity
Planning, zoning development, and resource management should encourage diversity in the types of available housing, support the rehabilitation of existing housing, and promote the location of housing near public transportation and employment centers.

7. Community Character
Planning, Zoning, development, and resource management should promote activities and development that are consistent with the character and architectural style of the community and should respond to local values regarding the physical character of the community.

8. Natural Resource and Agricultural Protection
Planning, zoning, development, and resource management should emphasize protection, preservation, and restoration of natural resources, agricultural land, and cultural and historic landscapes; and should increase the availability of open spaces and recreational facilities.

9. Sustainable Design
Planning, zoning, development, and resource management should promote developments, buildings, and infrastructure that utilize sustainable design and construction standards and conserve natural resources by reducing waste and pollution through efficient use of land, energy, water, air, and materials.

10. Transportation Diversity
Planning, zoning, development, and resource management should promote expanded transportation options for residents of the community. Consideration should be given to transportation options that maximize mobility, reduce congestion, conserve fuel, and improve air quality.

IOWA SMART PLANNING

PRESERVATION THROUGH PLANNING

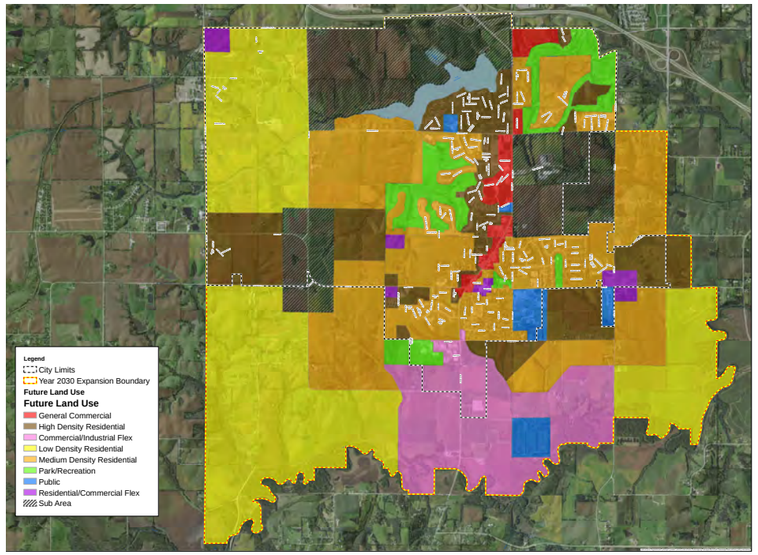
Planning carried out within Sub Area1 includes the 10 principles of Iowa Smart Planning.

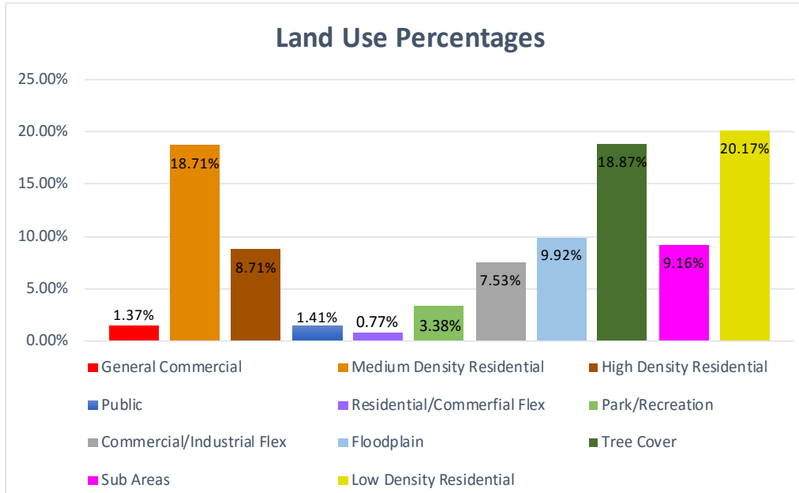
These principles not only allow for the preservation of natural resources within the community, but will allow Norwalk to provide its residents with enriched living conditions and elements conducive to healthier lifestyles.

CHAPTERS

LAND USE PLANNING

2013 LAND USE PLAN





FUTURE LAND USE PLANS

Norwalk's future land use plan distinguishes the existing zoning needs of the city and the ways in which these needs are anticipated to change in the future. The future land use plan also serves as the basis for future zoning and infrastructure investments. The future land use plan created for Sub Area 1, found on page 14, reflects a desired Master Plan for development of this planning area. It should be recognized the unique opportunities and changes to the local and regional economy may warrant changes to this plan over time. Some flexibility should be permitted to adjust land use boundaries and minor shifts of uses to reflect refined development plans and engineered roadway plans.

FUTURE LAND USE PERCENTAGES

A chart depicting the current future land use percentages in Norwalk can be found above. The calculations have been made to represent each land use category as a percentage of total acreage. Based on analysis, results revealed low density residential accounting for the greatest percentage of acreage (20,17%) with tree cover (18.87%) and medium family residential (18.71%) similarly represented.

Correspondingly, floodplain (9.92%), Sub Area (9.16%), high density residential (8.71%), and commercial/industrial flex space (7.53%) all accounted for similar percentages of land.

Lastly, park/recreation (3.38%), public space (1.41%), general commercial (1.37%), and residential/commercial flex space (.77%) accounted for the lowest percentage of total acres.

These percentages are based on calculations using the City of Norwalk's current future land use plan and are expected to change over time as the population continues to grow.

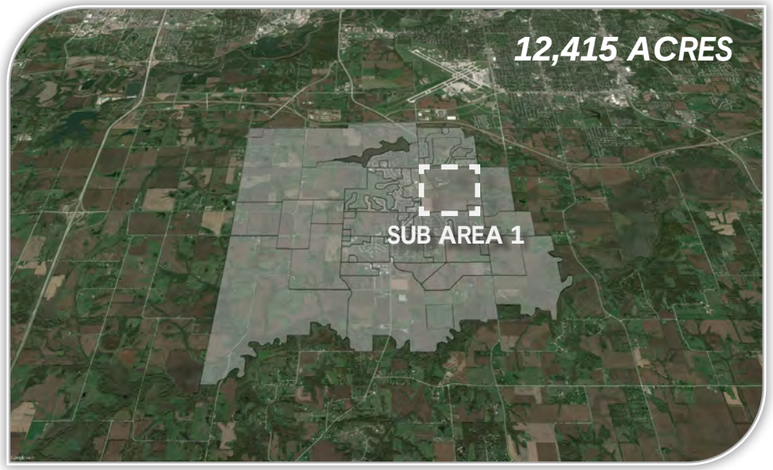
EMERGING AGRIHOODS

As residential demand continues to increase throughout Norwalk, and Sub Area 1, increased emphasis should be placed on the preservation, protection, and restoration of the existing agricultural and natural resources. One planning strategy catering to both of these needs is the development of Argrihoods, neighborhoods centered around the idea of community farming initiatives or working private farms. These smaller farming operations can be centers for producing locally grown foods to supply local restaurants, grocers, and farmers markets.

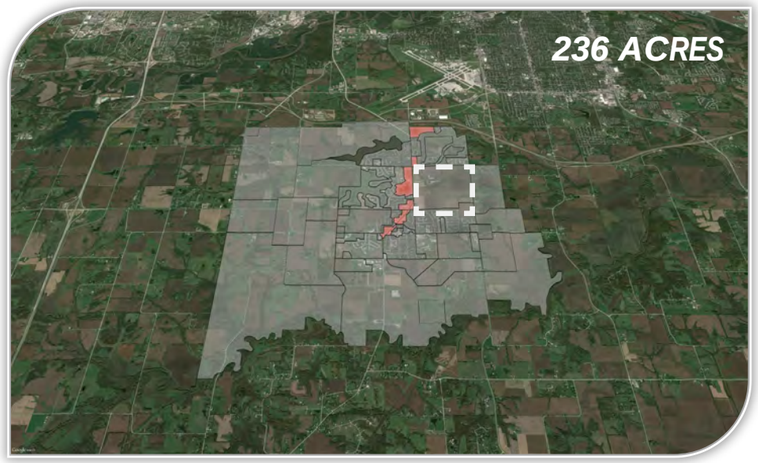
Creating community farms is more than just gardening for individual interest; it's an effort working to preserve and enrich the natural amenities currently existing in a community while increasing social capital among the residents residing there. These Agrihood communities are strongly focused around health, wellness, and access to whole food, offering suburban living with rural benefits. Not only does neighborhood farming create a strong and resilient community atmosphere, but it also offers an aesthetic appeal not found in most residential areas.

Areas identified on the Future Land Use Plan as Agricultural Reserve, Open Space, Very Low Density Residential, and Low Density Residential may be well suited for the creation of a planned Agrihood.

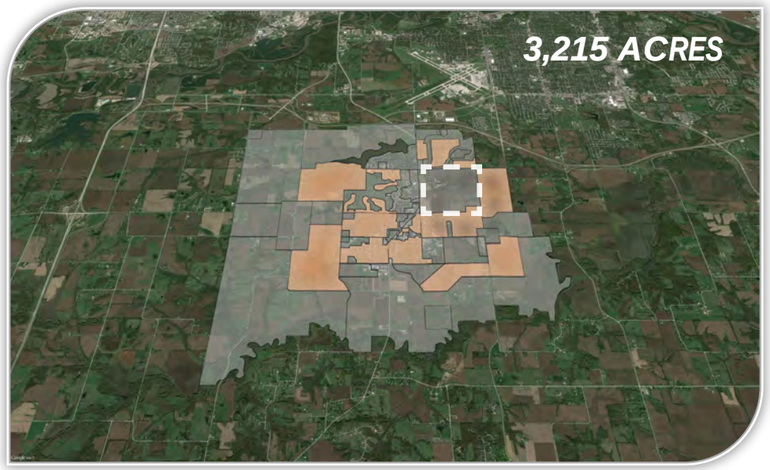
NORWALK 2013 LAND USES



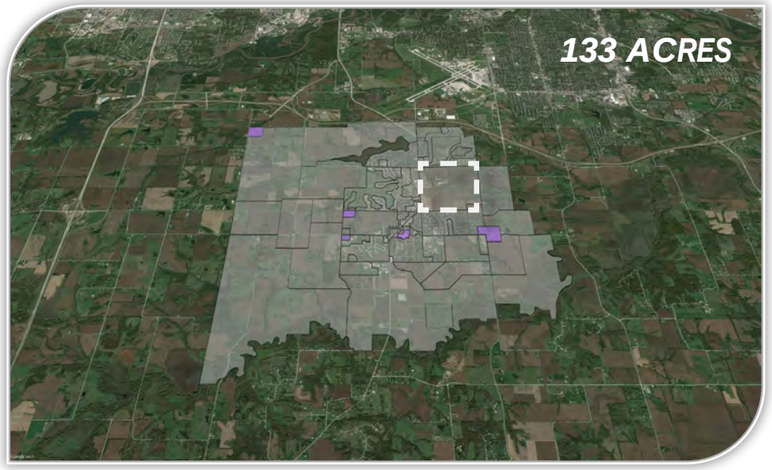
2030 EXPANSION BOUNDARY



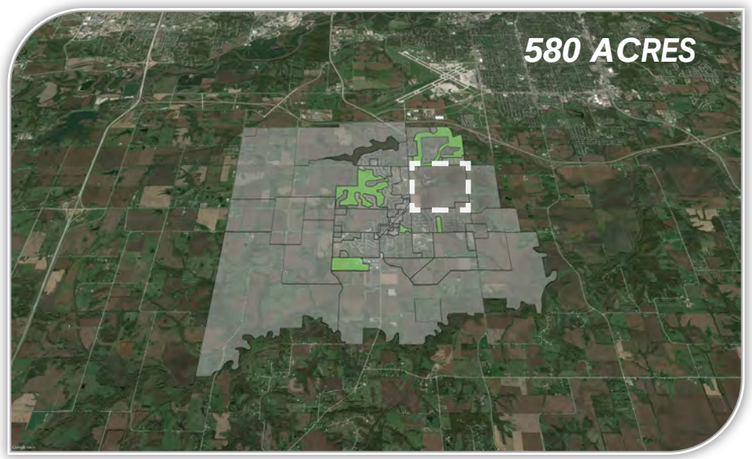
EXISTING GENERAL COMMERCIAL



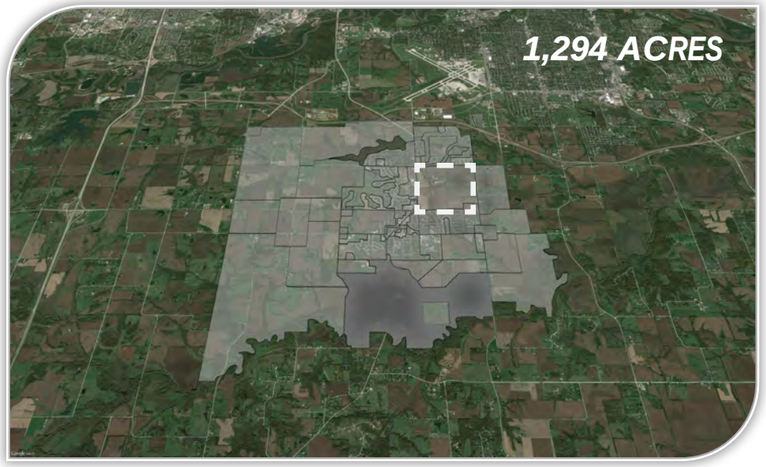
EXISTING MEDIUM DENSITY RESIDENTIAL



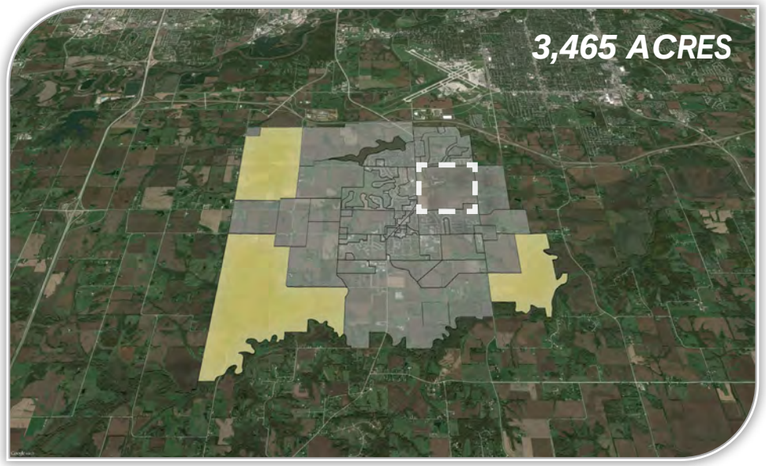
EXISTING RESIDENTIAL / COMMERCIAL FLEX



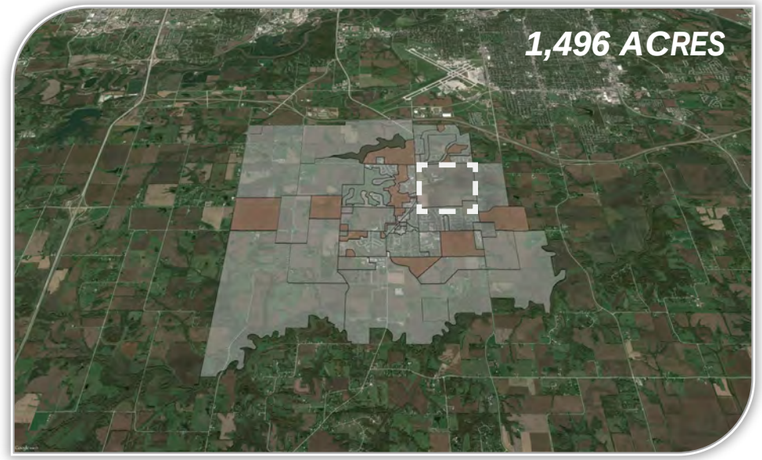
EXISTING PARK / RECREATION



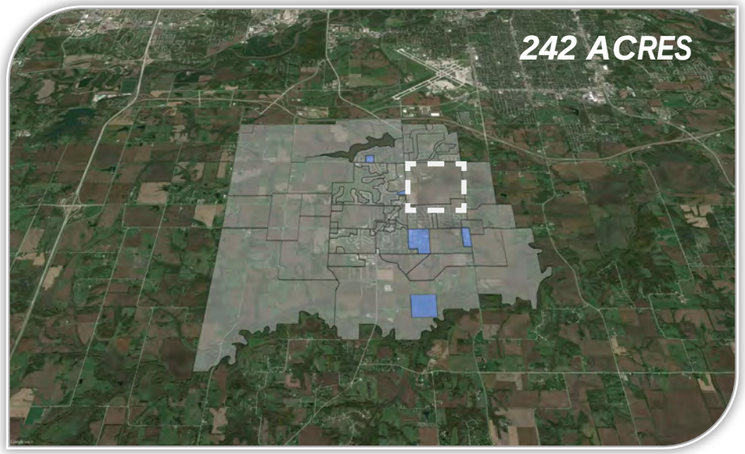
EXISTING COMMERCIAL / INDUSTRIAL FLEX



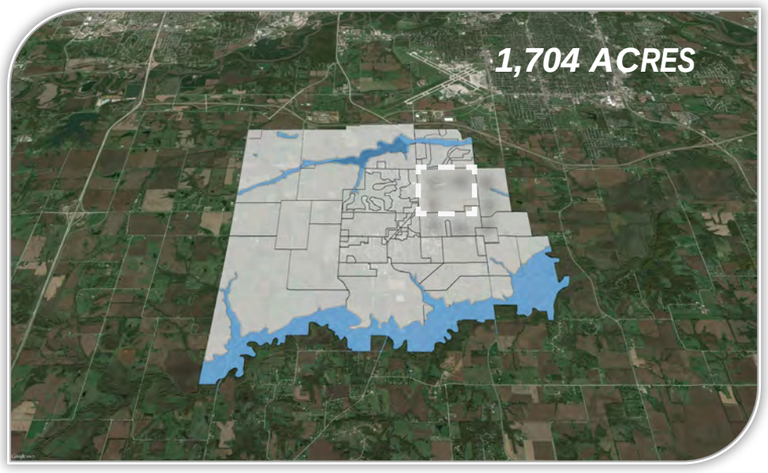
EXISTING LOW DENSITY RESIDENTIAL



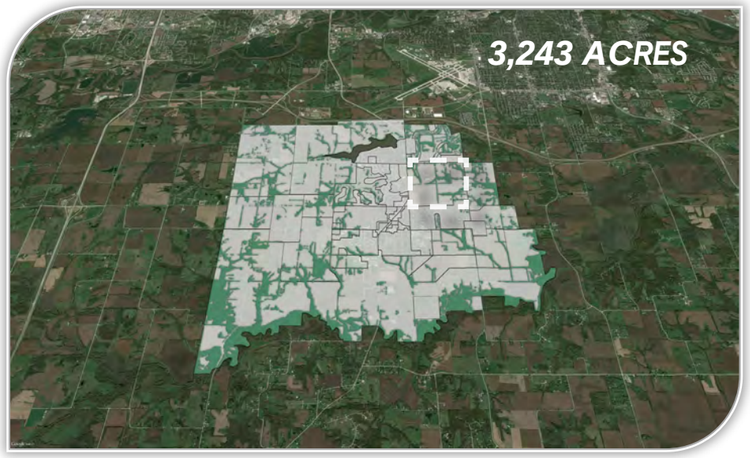
EXISTING HIGH DENSITY RESIDENTIAL



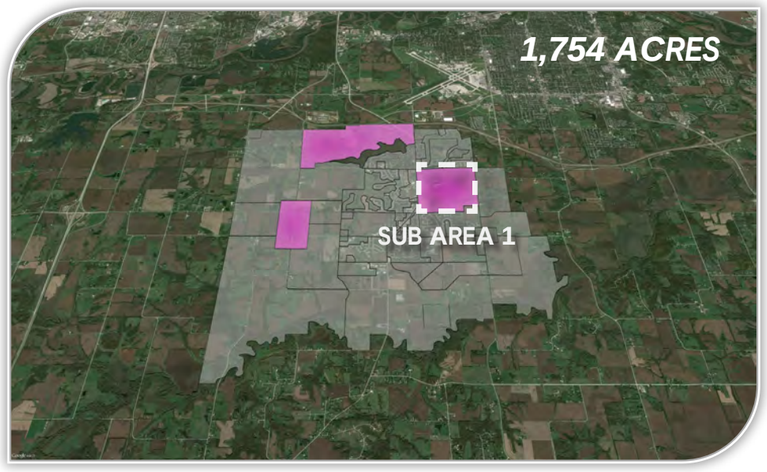
EXISTING PUBLIC



EXISTING FLOODPLAIN



EXISTING TREE COVER



EXISTING SUB AREAS

SUB AREA 1 LAND USE PLAN

LAND USE PLAN

The land use plan for Sub Area 1 encompasses current zoning conditions and distinguishes individual uses based on color. Incorporated are a mix of uses including Low, medium, and high residential; commercial space, mixed-use locations, office space, drainage districts, industrial flex space, agricultural reserve/VLDR; and existing park and recreational areas.

Determining the highest and best uses for these land segments regarding accommodation of future growth will involve thorough analysis of the City's current land use plan in tandem with evaluation of elements such as projected population growth, community demographics, and anticipated demand.

LEGEND

- Open Space
- Public
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Commercial
- Industrial Flex
- Office/Business Park
- Agricultural Reserve / VLDR

LAND USE DESIGNATIONS

AGRICULTURAL RESERVE / OPEN SPACE

Land may be located within the floodplain; may have steep topography, wetlands or significant trees; or may consist of high value farmland. Typical uses include undeveloped natural areas, green spaces, buffers, public or private parks, outdoor recreational facilities and sports fields, and agricultural production. (Compatible zoning districts: A-R, CD)

PUBLIC

Publicly owned land and civic or governmental uses such as schools, municipal and county buildings, public parks, public recreational facilities, and cemeteries. (Partially compatible with all Agricultural, Residential, and Commercial zoning districts.)

VERY LOW DENSITY RESIDENTIAL

Single family detached dwellings located on individual lots 3 acres or larger. (Compatible zoning districts: A-R, RE-1, CD)

LOW DENSITY RESIDENTIAL

Single family detached dwellings located on individual lots with densities typically less than 6.5 dwelling units per acre of land. (Compatible zoning districts: A-R, RE-1, R1, R-F)

MEDIUM DENSITY RESIDENTIAL

Single family dwellings attached horizontally to one or more units, typically referred to as cottage homes, town-homes, and row-houses. Densities range from 6 to 12 dwelling units per acre of land. (Compatible zoning districts: R-1, R-FR-2, R-3, R-5)

HIGH DENSITY RESIDENTIAL

Multi-family residential dwelling units attached both horizontally and vertically with two or more dwelling units, typically referred to as apartments or condominiums. Densities range from 8 to 16 dwelling units per acre of land. (Compatible zoning districts: R-2, R-3, R-4)

MIXED USE

Land that is developed at a higher, urban density with multi-story buildings including a combination of residential, retail, and office uses. Retail and office uses are typically located on the first floor (street level) and multi-family residential dwelling units are typically located on the upper floors. Buildings should be 2 to 4 stories in height with parking shared among uses and provided on-street and in structured parking located within, under or to the rear of the building. (Compatible zoning districts: R-3, R-4, C-0, C-1, C-2, C-4, TC)

GENERAL COMMERCIAL

Smaller scale retail and office located in close proximity to residential areas intended to serve the daily retail needs of the residents. Retail buildings are typically 1 story tall and less than 40,000 sq. ft. in size with uses restricted to those generally considered more compatible near a residential area. (Compatible zoning districts: C-0, C-1, C-2, C-3, C-4)

INDUSTRIAL FLEX

Professional office, indoor warehousing, and low-intensity/light manufacturing uses including professional office and business park, corporate campuses, and flex-industrial space.(Compatible zoning districts: PC, IC, M-1)

OFFICE/BUSINESS PARK

Land developed to accommodate and promote employment opportunities as the City continues to grow and prosper. (Compatible zoning districts: C-0, C-1, C-2, PC, IC)

OPEN SPACE / AG RESERVE

PUBLIC

LOW DENSITY RESIDENTIAL

MEDIUM DENSITY RESIDENTIAL

HIGH DENSITY RESIDENTIAL

MIXED USE

COMMERCIAL

INDUSTRIAL FLEX

ZONING COMPATIBILITY MATRIX

Listed below are the existing zoning districts along with a zoning compatibility matrix indicating which zoning districts can be applied within each land use category. All land use categories within Sub Area one meet the criteria for 1 or more of the zoning districts provided.

SUB AREA 1 EXISTING ZONING DISTRICTS

- A-R, Agricultural Reserve District
- RE-1, Single-Family Rural Estates District
- R-1, Single-Family Residential Districts
- R-F, Founders Single-Family District
- R-2, One and 4 Two-Family Residential District
- R-3, Medium Density Multiple-Family Residential District
- R-4, High Density Multiple-Family Residential District
- R-5, Mobile Home Park District
- C-O, Commercial Office District
- C-1, Neighborhood Commercial District
- C-2, Community Commercial District
- C-3, Highway Service Commercial District
- C-4, Founders Business District
- TC, Town Center Commercial District
- PC, Professional Commerce Park Commercial District
- IC, Industrial Commerce Park District
- M-1, General Industrial District
- PUD, Planned Unit Development District
- CD, Conservation District

ZONING COMPATIBILITY MATRIX	AGRICULTURAL RESERVE / OPEN SPACE	VERY LOW DENSITY RESIDENTIAL	LOW DENSITY RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	HIGH DENSITY RESIDENTIAL	MIXED USE	GENERAL COMMERCIAL	OFFICE / BUSINESS PARK	INDUSTRIAL FLEX
A-R	●	●	●						
RE-1		●	●						
R-1			●	●					
R-F			●	●					
R-2				●	●				
R-3				●	●	●			
R-4					●	●			
R-5				●					
C-0						●	●	●	
C-1						●	●	●	
C-2						●	●	●	
C-3							●		
C-4						●	●		
TC						●			
PC						●		●	●
IC								●	●
M-1									●
CD	●	●							

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MASTER PLAN


MEDIUM DENSITY RESIDENTIAL
LOW DENSITY RESIDENTIAL
AGRICULTURAL RESERVE
OFFICE
PRODUCE INNOVATIONS & OFFREDO
INDUSTRIAL FLEX
COMM
CAPITAL CITY FRUIT
HY-VEE
COMMERCIAL
MIXED USE
PUBLIC
SCHOOL
OPEN SPACE
TOWN SQUARE
PARK
MDR

VEHICULAR CIRCULATION

GENERAL GUIDELINES

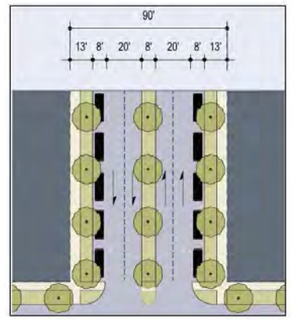
- All new streets should have street trees providing a barrier between the street and the sidewalk.
- Travel lanes for new streets should be no wider than 10 feet.
- On-street parking should be encouraged in all local streets within developments, on major residential streets, and on the streets serving mixed use development.
- Sidewalks should be required along all streets.
- An 8' foot trail network should be developed in the Sub Area. All other sidewalks should be 6 feet in width. Bike lanes may be added along arterial streets.
- Streets should be designed on a grid system whenever possible, try to avoid cul-de-sacs.

ROADWAY CLASSIFICATION

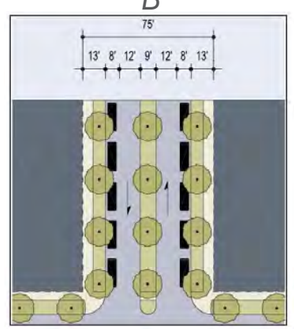
- BLUE CORRIDORS - This includes existing and soon-to-be-built roads and their extensions. It also includes roads through office/business park and public ground. The new streets here should include street trees. Colonial Parkway will become a four lane road. The other streets should be considered as maximum three lanes with two travel lanes and a center turn lane. An 8' trail should be on the north side of Colonial and the east side of the north/south Blue route (and continued south into the residential area). Other sidewalks should be 6' in width. Colonial Parkway and Turnberry wouldn't likely have on-street parking.
- YELLOW CORRIDORS – These are the planned frontage roads at the Hy-Vee site that would continue south, as well as an east/west public street connection to Highway 28. Criteria: Keep travel lanes narrow to slow travel speed.
- PURPLE ROUNDABOUT - The intersection of the main through streets in the Sub Area. One is the extension of Chatham that is shown connecting all the way to the west. The other is the major residential street that comes from the south and continues north. A roundabout at this location would provide a good delineation point between the higher intensity uses to the north and west and the lower intensity uses to the east.

ROADWAY CLASSIFICATION (CONTINUED)

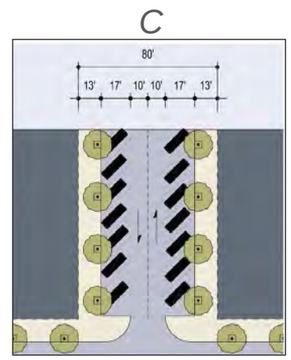
A



B

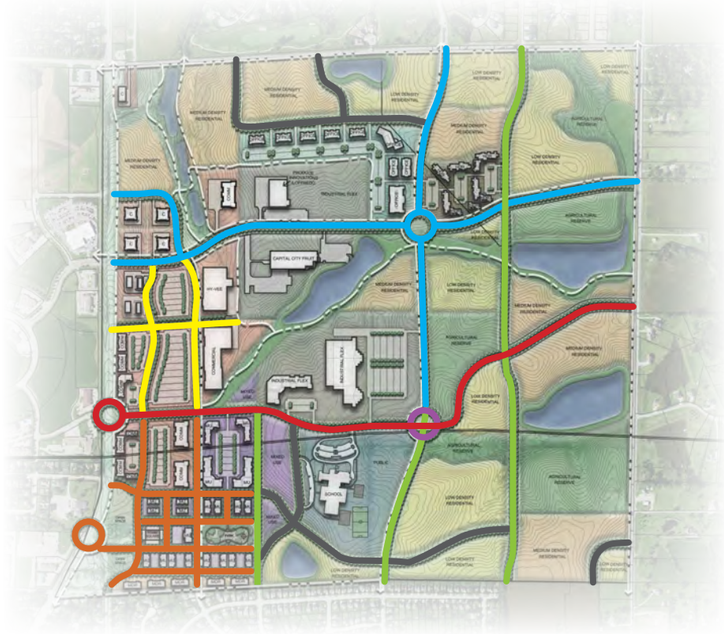


C



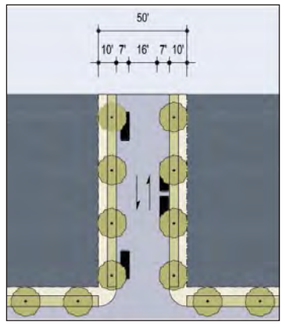
- RED CORRIDORS - This will be one of the main streets through the Sub Area and should have special attention to its design. It will need to be able to move a decent amount of traffic, have limited access points (i.e. reduced number of business requesting access drives to the street), and also be designed in an attractive manner. This will be a boulevard with two-four travel lanes and a center tree median (in addition to street trees along either side of the street). An 8' trail should be included on the north side of the street with 6' sidewalk on the south.
- GREEN CORRIDORS - These are the major residential streets meant to feed into the major east/west routes. These streets would also be boulevards with a center tree median, though probably only two travel lanes. If a grid street system were successful, these corridors might not have houses fronting onto them. Parking should be allowed on both sides. The center green corridor should include an extension of the 8' trail identified earlier. To the Left (B) is a potential street design.
- ORANGE CORRIDORS - These are the commercial corridors that will serve the new "Main Street" style of development. The T-intersection on the south is an opportunity for a terminated vista, which would be a great spot for an interesting use with good design. Buildings would be zero lot line with sidewalks covering the distance from building to curb with the exception of tree planters when needed. Parking could be parallel or angled with two travel lanes.

SUB AREA 1 VEHICULAR CIRCULATION



- LOCAL STREETS - All local streets would be encouraged to have narrow travel lanes and street trees. Serious consideration should be given to limit access to the residential local streets by requiring garage and drive access to rear alleyways. Parking should be allowed on-street, preferably on both sides. All sidewalks would be 6' in width throughout with sidewalks on both sides of the street.

D



PEDESTRIAN CIRCULATION

WALKABILITY

The desire for living in walkable communities is increasing as residents discover the health, financial, and environmental benefits they offer. According to Walk Score, "The average resident of a walkable neighborhood weighs 6-10 pounds less than someone who lives in a sprawling neighborhood." Cities that have ready access to public transit and are within close proximity to numerous amenities are more likely to achieve prosperity and growth at a faster rate than car-dependent cities. Creating walkable environments focused around pedestrians and cyclists results in higher levels of physical activity, reductions in car-pedestrian collisions, reduced emissions , and higher ratings regarding quality of life.

SAFER COMMUNITIES. STRONGER ECONOMIES.

Walkable communities not only provide safer environments for people of all ages, but they consistently attract greater outside attention than do areas that are highly car dependent also. The ability to access amenities by foot, bike, or skateboard offers a convenience appealing to all age groups that simply cannot be obtained in many other areas. Not only does designing streets around pedestrians create convenience, it also increases the safety of a community. In addition, speeds tend to decrease in walkable areas, as well as crime rates due to the number of "eyes on the street" at any given time. Creating environments promoting density in turn promotes the safety and well-being of people residing there. The idea that individuals will hold each other accountable within their community is epitomized when it comes to walkability. It allows residents more frequent opportunities to "say something if they see something", and to look out for one another.

PEDESTRIAN AND BICYCLE CIRCULATION

Planning for future development in Sub Area 1 should prioritize pedestrian and non-motorized vehicle movement throughout the development area in order to capitalize on the numerous health and social benefits of walkable communities. This master plan has been developed to promote walkability, but it will be the responsibility of the developer to ensure the appropriate infrastructure is put in place at the time of development. All walks, including those within the public street right-of-way will have a recommended minimum width of five feet. Trails, both adjacent to roadways and off-street, should be a minimum of 8' in width. (See map for anticipated trail locations.)

All Users. All Modes.

COMPLETE STREETS

Complete streets are streets that accommodate all users and all modes. They focus on safety and access for travel by foot, car, bike, and scooter alike and work to create environments suited for all lifestyles. Complete streets include but are not limited to features such as bike lanes, cross walks, sidewalks, and streetscaping.

Convenience. Efficiency.

Complete streets not only allow more efficient pedestrian, bike, and foot travel, but they also provide residents with options. Contrast to many car-dependent locations, areas with complete streets allow people to leave the car at home for a safe alternative. This provides not only financial benefits, but offers significant health benefits as well. Walking and biking to a given destination is more likely due to the peace of mind provided by effective safety strategies.

Custom Built. Tailored to fit.

Complete street policies are not a "one size fits all" implementation. In fact they are just the opposite. Defining what makes a community's streets complete varies from place to place. What may be right for one city's streets may not be adequate for another; the key is finding what works.

SUB AREA 1 PEDESTRIAN CIRCULATION

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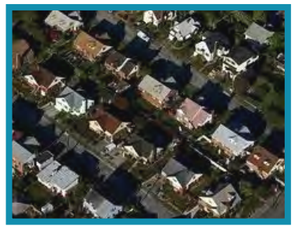
DESIGN GUIDELINES

GENERAL DEVELOPMENT GUIDELINES

Norwalk's Sub-area 1 is a unique development opportunity for the community since it seeks to provide a new downtown core and a more walkable neighborhood. The key components that will contribute to the successful development of Sub Area 1 are connectivity between land uses, mobility around the neighborhood, orientation of buildings, and quality/permanency of buildings. All new development within Sub Area 1 should be influenced by and follow these aspirational guidelines.

BLOCK SIZE



The size and scale of blocks are critically important to the mobility of the neighborhood. For most developments, a grid system is encouraged with block lengths in range from 260 to 900 feet. Most blocks should be two lots deep.

The block lengths identified for Sub Area 1 are 280 feet. Square block lengths in Des Moines and Indianola are generally 330 ft by 330 ft and 410 ft by 410 ft, respectively.

BUILDING ORIENTATION

Lots on the corner of the blocks should only be allowed access on to the street along the longest dimension of the block. To create an urban street edge, multi-family residential, mixed-use, commercial, and office buildings should be located along public streets with furface parking located behind at the rear of the site.

SINGLE FAMILY RESIDENTIAL HOUSE ON A CORNER LOT

ALLEYWAYS

The interface of a building and the street is a key element in increasing the walkability of a space. Access from lots and buildings crossing the pedestrian realm diminish the walkability by increasing the number of conflict points for pedestrians. Alleyway access is encouraged in all developments to limit access points and to enhance the pedestrian realm between the street edge and the building facade. **Alleyways should be a minimum of 16 feet or a maximum of 20 feet for residential areas. Alleyways serving commercial uses should be 20 feet.**

STREET TREES

Enhancing the public realm is important to the walkability of a space and to increasing automobile safety along the street. Street trees provide an effective buffer between pedestrian paths and the vehicular street. Street trees also serve provide a canopy to the street and the pedestrian path. This canopy encloses the street, which instinctively causes the motorist to slow their speed. The canopy over the pedestrian path provides a pleasing environment for the pedestrian, and the physical presence of the tree provides a safety buffer from the street. A list of preferred trees can be found to the right.

LAND USE TRANSITION

The development of pedestrian-friendly blocks, streets, and neighborhoods is only one portion of increasing the walkability of a neighborhood. The other important aspect is destinations. The close proximity of mixed use development, commercial development, office uses, and public uses provides many destinations for residents of the neighborhood. The transition between these uses will impact the connectivity of the neighborhood. Strict buffering via landscaping and buffer walls should be limited to the most intense commercial uses. Most uses should transition seamlessly via a steady increase in the intensity of use. The placement of alleyways can also be used as soft transition between uses. For example, when transitioning from single-family home to townhomes, a rear alleyway can serve as the use transition with each use type facing a street lined with similar uses. To the right is an image illustrating the transition of uses in Ames, Iowa's Somerset neighborhood.

PREFERRED TREE LIST

Street tree list is not exclusive and may be updated as additional cultivators become available. Proposed street trees not included on this list, must be approved by the City as part of design review process.

Botanical Name	Common Name
Acer miyabei	Miyabei Maple
Acer platanoides (columnar)	Columnar Norway Maple
Acer platanoides	Norway Maple
Acer rubrum 'Bowhall'	Bowhall Red Maple (Columnar)
Acer saccharum 'Legacy'	Legacy Sugar Maple
Celtis occidentalis 'Prairie Pride'	Prairie Pride Common Hackberry
Betual platyphylla 'Fargo'	Dakota Pinnacle Birch (Columnar)
Ginkgo biloba (male only)	Ginkgo
Ginkgo biloba ' Princeton Sentry'	Princeton Sentry Ginkgo (Columnar)
Gleditsia tricanthos var. 'inermis' 'Skyline'	Skyline Honeylocust
Gleditsia tricanthos var. 'inermis' 'Sunburst'	Sunburst Honeylocust
Liriodendron tilipifera	Tulip Tree
Maclura pomifera 'inermis'	Thornless Osage Orange
Platanus occidentalis	American Planetree
Quercus borealis (rubra)	Northern Red Oak
Quercus coccinea	Scarlet Oak
Quercus macrocarpa	Bur Oak
Quercus robur	English Oak
Quercus robur 'fastigiata'	Fastigiate English Oak
Quercus robur 'Crimschmidt'	Columnar Crimson Spire Columnar Red Oak
Taxodium distichum 'Mickelson' Shawnee Brave	Shawnee Brave Bald Cypress
Tilia cordata	Littleleaf Linden
Tilia americana 'Redmond'	Redmond American Linden
Tilia americana 'Fastigiata'	Fastigiata (Pyramidal) American Linden
Ulmus 'New Horizon'	New Horizon Elm
Ulmus 'Patriot'	Patriot Elm
Ulmus 'Frontier'	Frontier Elm
Ulmus 'Morton'	Accolade Elm
Ulmus 'Triumph'	Triump Elm
Zelkova serrata 'City Sprite'	City Sprite Zelkova

DESIGN GUIDELINES

TRADITIONAL RESIDENTIAL NEIGHBORHOOD

The goal of the traditional residential neighborhood is to provide a variety of low intensity housing units responsive to the changing household demographics. A variety of housing will provide opportunities for a mix of housing prices within a traditional single-family neighborhood by allowing for small increases in density with housing units matching the style and character of a single-family development.

The intent of the Traditional Residential Neighborhood is to provide a predominately single-family neighborhood incorporating light increases in density throughout. The density is incorporated into each block instead of concentrated on a specific site, as in typical suburban development patterns. Single-family lot sizes should be designed to allow for multiple lots to be assembled on a block into a different residential use type.

ALLOWABLE USES IN THE TRADITIONAL NEIGHBORHOOD:

- Single-Family Homes
- Compact Single-Family Homes (CSF)
- Horizontally Attached Two-Family Homes (either on one lot or two lots as a townhome)
- Vertically Attached Two-Family Homes (not exceeding two stories in height)
- Horizontally Attached Triplexes

USE ASSEMBLY

While the purpose of the traditional residential neighborhood is to allow for a variety of housing types and increased density, the overall character of the neighborhood is still single-family residential lots. Higher density units should not compose a significant portion of development in the neighborhood and should be limited to one higher density residential style per block on each side of the street.

LOT DESIGN STANDARDS

DESIGNATED USE	LOT WIDTH	FRONT SETBACK	GARAGE SETBACK	PORCH ALLOWANCE	SIDE SETBACK	REAR SETBACK	HEIGHT
SINGLE-FAMILY HOME	50’	20’	30’	8’	7’ one side 15’ total	35’ or 5’ for garage accessing an alley	35’
HIGHER DENSITY UNIT STYLES							
COMPACT SINGLE- FAMILY HOME	*	20’	30’	8’	7’ one side 15’ total	35’ or 5’ for garage accessing an alley	35’
HORIZONTALLY ATTACHED TWO-FAMILY HOME	100’ or 50’ per unit	20’	30’	8’	10’ one side 20’ total for structure 0’ between	35’ or 5’ for garage accessing an alley	35’
VERTICALLY ATTACHED TWO-FAMILY HOME	50’	20’	30’	8’	7’ one side 15’ total	35’ or 5’ for garage accessing an alley	35’ Max of two story
HORIZONTALLY ATTACHED TRIPLEXES	100’ or 33’ per unit	20’	30’	8’	10’ one side 20’ total for structure 0’ between	35’ or 5’ for garage accessing an alley	35’

* Compact single-family homes should be allowed in a mix of individual lots widths provided the overall site for the compact single-family home development is larger than 0.75 acres. Individual single-family lots can be combined to create a CSF site.

COMPACT SINGLE-FAMILY STANDARD (CSF) DEVELOPMENTS

A Compact Single-family Standard (CSF) development should contain single-family clusters of a minimum of 4 dwelling units and no more than 8 dwelling units. The number of units allowed on a site should be 2 times the number of regular single family homes allowed on the site. A minimum of 500 square feet of common open space should be provided for the CSF development. The common open space should be provided in one location on the site. Lots in a CSF development are not required to abut a public street right-of-way. Parking requirements can be met via a combination of on-street and off-street measures, dependent on the design of the site.

http://www.codepublishing.com/WA/FederalWay/html/FederalWay19/FederalWay19250.html#19.250.100
http://mrsc.org/Home/Explore-Topics/Planning/Specific-Planning-Subjects,-Plan-Elements/Cottage-Housing.aspx

ARCHITECTURAL GUIDELINES

INTRODUCTION

The primary purpose of the architectural guidelines is to provide a framework to ensure that the buildings proposed for the development are of high quality and are compatible with the rest of the buildings and the overall development.

These guidelines are designed to focus on the quality of the materials selected, and the proportions of the building massings, provide definitions for architectural elements, and to encourage high design standards.

BUILDING TYPE STANDARDS

The overall success of the Sub Area 1 Master Plan is closely linked with the quality of the architecture planned for each land use type. The principal building types described in this section are identified below:

- Single-Family Residential
- Multi-Family Residential
- Mixed-Use
- Commercial
- Office and public
- Industrial

MAJOR ELEMENTS

MULTI-FAMILY RESIDENTIAL ENTRY

- There should be one primary entryway to each unit or building. Entry into each unit should not be solely through the garage or rear entry.
- Entryway may be covered by a projection from the facade or recessed. Entry steps and landings should be of a durable material, stone.
- Sliding doors should not be used as the primary entry.

MECHANICAL EQUIPMENT

- Outdoor mechanical, electrical and communication equipment, piping, conduit, and cables should be screened and located such that the equipment or screening is not in direct view of any public way and/or vehicular or pedestrian street.
- Equipment attached to the building should be incorporated into the overall massing of the building design.
- Visible exterior roof access ladders and walkways should be prohibited

ROOF FORMS

- Buildings may have flat, pitched or gable roofs. Roof form should be consistent with the prevailing architectural style.
- On buildings with pitched or gable roofs, the dominant ridgeline should run parallel to the street-facing facade and the rear facade. Secondary ridgelines and dormers may have single slope (shed/pitched) or gable roofs.
- Building facades should reflect the roof form. (e.g., gable roof should not be concealed by a flat parapet wall and appear to be a building with flat roof)

WALL ARTICULATION & PROJECTIONS

- When architecturally appropriate, building facades should be divided into vertical bays to articulate (identify) unit width.
- Bays may be further subdivided into modules to define fenestration vs. solid zones to promote the appearance of multiple vertical units.
- Buildings located along major streets should be a minimum of two to three stories in height.
- Facade bays may be delineated by the following scaling elements:
  - Recesses
  - Reveals
  - Continuous projections
  - Diversity in material profiles
  - Change in module rhythm

DETAILS & ORNAMENTATION

- Building details should be provided as functioning articulations of the facade and provide shadow line to enrich the facade composition.
- Dormers, if provided, should correlate with occupied space.
- Dormers may be allowed as vents, or to conceal equipment, provided they are proportional to the main roof.

MATERIAL

- Materials should be authentic. Avoid materials made to look like something else.
- Materials on all facades should be of equal quality. The front facade material(s) should be repeated on all facades.
- When the building base is differentiated from the rest of the building, the building base material should have a heavier appearance than the material(s) above, e.g., brick above stone; siding above brick or similar.
- Materials should be durable and of high quality.

LIGHTING

- Utilize energy efficient light fixtures (LED preferred)
- Provide lighting to illuminate the front and back entry, garage entry, driveway, and other walking surfaces.
- Non-recessed type of light fixtures are to conform to the building design.

SINGLE-FAMILY RESIDENTIAL

DESCRIPTION

The single-family detached house is one of the most easily recognizable and beloved building forms in the United States. This building type is generally situated on a privately owned parcel of ground (lot) and does not share any exterior walls with an adjacent dwelling. Garages may be attached or detached depending on the jurisdiction. As the name implies, a single-family house is sized to provide living and sleeping spaces for one family.

ARCHITECTURAL IMAGE & CHARACTER

Houses have, historically, taken on many forms and sizes with architectural styles and detailing evolving with changes and improvements in construction technologies. These guidelines do not advocate for or prohibit any particular architectural style provided the minimum requirements of this section are met.

Houses in Sub Area 1 should be designed and constructed to be compatible with their surroundings and be built of quality materials. All single-family dwellings, including manufactured and factory-built homes and accessory structures, including detached garages and sheds over 120 square feet, should be residential in character and must at a minimum follow the architectural standards found in the zoning code.

BUILDING MASSING AND ROOF FORM

Single-family houses should not exceed two and one-half stories in height when viewed from the street. A residential half-story should be defined as an occupiable level of a house appropriately incorporated into the roof form. Windows should be provided in the end gables and/or in dormers.

Garages that face the street should be set back a minimum of five to ten feet from the front plane of the house.

Single-family houses should have pitched roofs. The predominant roof form should be hip, gable, or shed.

Dormers, when provided, should be functional (correlating to an occupied space) and placed in a manner consistent with the prevailing architectural style of the house. All single-family houses should have usable, covered front porches.

DETAILS AND ORNAMENTATION

When thin-veneer brick or stone (Class B) materials are used, either for full-height walls or wainscoting, the material should return to an inside corner with an adjacent wall. In the case of outside building corners, a minimum twenty-four inches (24") return should be provided.

Appropriately scaled trim of at least four inches (4") in width should be included around all window and door openings, building corners, roof lines, and facade material transitions. Trim color should be of a contrasting but compatible color to the primary building material color.

BUILDING SETBACKS

- Front yard setback: 20 ft (30ft for garages facing the street)
- Side yard setback: 7 ft (measured from the foundation/wall line)
- Rear yard setback: 25 ft

MULTI-FAMILY RESIDENTIAL

DESCRIPTION

Multi-family buildings, commonly referred to as townhomes, rowhouses, apartment buildings, and condos are buildings containing two or more dwelling units in the same structure. Multi-family can be broken down into two categories:

1. Horizontally attached residential, meaning individual dwelling units are located side-by-side and/or back-to-back such as townhomes and rowhouses
2. Vertically attached residential, meaning dwelling units are both located next to and above/below other units, such as apartments and condos.

Current development trends see many multi-family buildings constructed with twelve or more units per floor stacked three to four stories high.

ARCHITECTURAL IMAGE & CHARACTER

Multi-family buildings may vary in size and scale, but all should strive to maintain a residential character through appropriate massing, materials and detailing. This Guideline does not advocate for or prohibit any particular architectural style provided the minimum requirements of this section are met.

In Sub Area 1, multi-family buildings should be designed and constructed to be compatible with their surroundings and be built of quality materials. All multi-family buildings should follow the architectual standards found in the zoning code.

BUILDING MASSING AND ROOF FORM

Multi-family buildings should not exceed four stories in height when viewed from the street. When parking is provided within an above-grade ground floor of the building, it should be considered a story and must meet all the requirements of this Guideline.

Horizontally attached multi-family buildings should have pitched roofs. The predominant roof form should be hip, gable, shed, or flat. Building facades should reflect the roof form (e.g., a gable roof should not be concealed by a parapet wall intended to make the building appear to have a flat roof).

Dormers, when provided, should be functional (correlating to an occupied space) and placed in a manner consistent with the prevailing architectural style of the building. Dormers may be allowed as vents or to conceal equipment provided they are proportional to the roof.

BUILDING FEATURES

The primary common building entrance should be covered by an appropriately scaled architectural projection from the facade or should be recessed in order to identify the point of entry. Canvas or other fabric awnings or canopies should not be permitted at the primary entryway. The entryway should be connected to a vestibule and an interior lobby.

Each vertically attached dwelling unit should have its own, functional balcony (or defined patio area for ground floor units). Juliet balconies should be permitted when architecturally appropriate to the style of the building. Exterior, elevated open walkways, landings, and common stairs required to access individual units are strictly prohibited.

DETAILS AND ORNAMENTATION

When thin-veneer brick or stone materials are used, either for full-height walls or wainscoting, the material should return to an inside corner with an adjacent wall. In the case of outside building corners, a minimum twenty-four inches (24") return should be provided.

When architecturally appropriate, trim of at least four inches (4") in width should be included around all window and door openings, building corners, roof lines, and facade material transitions. Trim color should be of a contrasting but compatible color to the primary building material color.

Shutters, if used, must be in proportion to the area of adjoining windows.
All soffits and overhangs should project no less than twelve inches (12").
Asphalt shingles, if used, must be high quality three-tab laminate style and furnished with a 30-year warranty.

BUILDING SETBACKS

- Front yard setback: 0 ft minimum, 15 ft maximum (when fronting a public street
- Rear and side yard setback: 15 ft minimum (subject to buffer requirements)
- Separation between horizontally attached residential: 15 ft minimum side-to-side, 30 ft minimumback-to-back
- Separation between vertically attached residential buildings: 30 ft

MIXED-USE BUILDINGS

DESCRIPTION

The mixed-use building is a multi-tenant building that generally will include retail and commercial uses on the ground and/or second floors with multi-family residential above. Mixed-use buildings provide higher density living options in close proximity to areas of business, creating vibrant districts that are activated throughout the day. Historically, mixed-use buildings (in the US) were found throughout large cities and along main streets in rural America where shopkeepers would live above their stores.

ARCHITECTURAL IMAGE & CHARACTER

Mixed-use buildings can vary greatly in character depending on the country or geographic regions in which they were built.

Mixed-use buildings in Sub Area 1 should be designed and constructed to be compatible with the predominant architecture of the area. All mixed-use buildings, at a minimum, should comply with the architectual standards found in the zoning code.

BUILDING MASSING AND ROOF FORM

Mixed-use buildings should not exceed four stories in height when viewed from the street.

The minimum floor-to-floor height should be no less than fourteen feet (14') at the first story and for any commercial or office floor above the first story.

Residential floors should be permitted a ten foot (10') floor-to-floor height.

Mixed-use buildings typically have flat roofs, and the building facade should reflect such. Variations in parapet wall height should coordinate with required facade articulations.

In large mixed-use developments, buildings exceeding two hundred and fifty feet (250') in length along the public street should provide an unrestricted public access way from the sidewalk to any parking lot located behind the building.

BUILDING FEATURES

Entries to the first story building spaces and common lobbies accessing upper stories should open directly onto public sidewalk or publicly accessible outdoor plazas, where present. Thresholds should match the grade of adjacent sidewalks and plazas.

For buildings with multiple commercial tenant spaces on the ground floor, entrances should be located within the facade (i,e., No projecting vestibules will be permitted).

Entrances to upper story commercial and residential spaces should be through a street level lobby and interior corridors accessed through a separate entrance.

DETAILS AND ORNAMENTATION

When thin-veneer brick or stone materials are used, either for full-height walls or wainscoting, the material should return to an inside corner with an adjacent wall. In the case of outside building corners, a minimum twenty four inches (24") return should be provided.

Trim color should be of a contrasting but compatible color to the primary building material color.

All soffits and overhangs should project no less than twelve inches (12").

Where provided, awnings and canopies should be appropriately proportioned, well-integrated, and follow the rhythm of the facade. Color should be complementary and may incorporate tenant signage if deemed appropriate by the Zoning Official.

Balconies in mixed-use developments should be recessed into the facade when provided. Juliet balconies may be considered if appropriate to the prevailing architectural style of the development.

BUILDING SETBACKS

- All setbacks may be 0 ft (subject to buffering requirements)
- Buildings should be setback no mroe than 15 ft from any street frontage

GENERAL COMMERCIAL

DESCRIPTION

The commercial designation is intended to be neighborhood scale retail buildings that would be found in mixed use areas, and generally located closer to employment centers and along major transportation corridors in order to provide a greater range of services to a wider population.

ARCHITECTURAL IMAGE & CHARACTER

Due to the types of business commonly located in these buildings, the potential exists for architectural styles to vary wildly. This Guideline does not advocate for or prohibit any particular architectural style provided the minimum requirements of this section are met.

In Sub Area 1, commercial buildings should be designed to at a minimum comply with the architectual standards found in the zoning code. Franchise architecture should be discouraged and minimized.

BUILDING MASSING AND ROOF FORM

Commercial buildings should not exceed two stories in height when viewed from the street.

Flat roofs are the predominant roof form for this building type, however, a pitched roof used to reinforce the retailers branding my be allowed.

BUILDING SETBACKS

Please refer to City zoning code.

BUILDING FEATURES

Primary entrances should be identified with defining architectural features such as roofs and/or canopies. Vestibules are encouraged and should be incorporated into the architecture of the building.

A minimum of 30% of the street facing facades in any retail building should be glass. For buildings with multiple commercial tenant spaces on the ground floor, entrances should be located within the facade (i.e., no projecting vestibules will be permitted).

Side approach sidewalk, perpendicular to the main entry, should be no less than twelve feet (12') wide and may include landscaping provided the walkable surface is no less than six feet (6') wide.

A minimum ten foot (10') wide sidewalk should be provided for frontal approach to each building entrance.

DETAILS AND ORNAMENTATION

When thin-veneer brick or stone materials are used, either for full-height walls or wainscoting, the material should return to an inside corner with an adjacent wall. In the case of outside building corners, a minimum twenty four inches (24") return should be provided.

Trim color should be of a contrasting but compatible color to the primary building material color.

All soffits and overhangs should project no less than twelve inches (12").

Where provided, awnings and canopies should be appropriately proportioned, well-integrated, and follow the rhythm of the facade. Colors should be complementary.

OFFICE AND PUBLIC BUILDINGS

DESCRIPTION

Professional office buildings and/or campuses of varying size.

ARCHITECTURAL IMAGE & CHARACTER

Buildings should be well proportioned and with a high level of design and finish to project a professional image. This Guideline does not advocate for or prohibit any particular architectural style provided the minimum requirements of this section are met.

Office buildings should be designed and constructed to comply with the architectual standards found in the zoning code.

BUILDING MASSING AND ROOF FORM

Office buildings should not exceed eight stories in height when viewed from the street.

Flat roofs are the predominant roof form for this building type, however, other roof forms may be used to identify primary entrances and/or other defining features.

BUILDING SETBACKS

Please refer to the City zoning code.

BUILDING FEATURES

Primary entrances should be identified with defining architectural features such as roofs and/or canopies. Vestibules are encouraged and should be incorporated into the architecture of the building.

A minimum of 30% of the first level street-facing facades in any commercial office building should be glass.

For buildings with multiple commercial tenant spaces on the ground floor, entrances should be located within the facade (i.e., no projecting vestibules will be permitted). Entrances to upper story commercial space should be through a street-level lobby and interior corridors accessed from the street through a separate entrance. Building sites must prioritize pedestrian movement from parking areas to the building.

DETAILS AND ORNAMENTATION

When thin-veneer brick or stone materials are used, either for full-height walls or wainscoting, the material should return to an inside corner with an adjacent wall. In the case of outside building corners, a minimum twenty four inch (24") return should be provided.

Trim color should be of a contrasting but compatible color to the primary building material color.

All soffits and overhangs should project no less than twelve inches (12").

Where provided, awnings and canopies should be appropriately proportioned, well-integrated, and follow the rhythm of the facade. Color should be complementary.

INDUSTRIAL BUILDINGS

DESCRIPTION

Industrial and/or warehousing facilities of any type. All outdoor storage should be prohibited.

ARCHITECTURAL IMAGE & CHARACTER

The architectural character of industrial buildings will vary depending on their use and complexity. Warehousing facilities, due to their volume and repetitive nature must be designed to vary in massing and architectural detail to provide visual interest.

In Sub Area 1, industrial and warehouse buildings should be designed and constructed to comply with the architectual standards found in the zoning code.

BUILDING MASSING AND ROOF FORM

Office areas associated with warehouse and industrial buildings should be incorporated into massing of the building and should not appear as an appurtenance to the primary structure.

Roof form should be dictated by the building use and size.

BUILDING SETBACKS

Refer to City zoning code

BUILDING FEATURES

Primary entrances should be identified with defining architectural features such as roofs and/or canopies.

For warehousing buildings with multiple tenant spaces on the ground floor, entrances should be located within the facade (ie. no projecting vestibules will be permitted).

DETAILS AND ORNAMENTATION

When thin-veneer brick or stone materials are used, either for full-height walls or wainscoting, the material should return to an inside corner with an adjacent wall. In the case of outside building corners, a minimum twenty four (24") return should be provided.

Where provided, awnings and canopies should be appropriately proportioned, well-integrated, and follow the rhythm of the facade. Color should be complementary.

LANDSCAPE GUIDELINES

PURPOSE AND SCOPE

The purpose of this section is to establish a minimum standard for the preservation, installation and maintenance of landscape plantings and landscaped open space in all residential, office, and commercial properties.

Landscaping and landscaped open spaces provide multiple benefits including energy conservation, preservation of open space, increased property values and an enhanced aesthetic quality throughout the City. Combined, these benefits promote the health and general welfare of the citizens of Norwalk.

LANDSCAPE REGULATIONS

Listed below are the recommended landscape regulations for Sub Area 1.

- Landscape elements / plantings should not be placed where they interfere with site drainage patterns.
- Landscape plantings should not be placed in any public utility easement required by the city.
- Plantings should not be placed where they may interfere with maintenance of sanitary and storm structures, fire hydrants, water valves, or any other public utility.
- Landscape plantings should not be placed in the public ROW except for street trees as part of the fulfillment of the minimum planting requirements outlined below.
- Traffic Visibility should be maintained at all times as outlined in City Code.
- All existing landscaping which is not to be removed pursuant to the grading, landscape, or site plan should be clearly identified, and prior to the issuance of a grading permit, should be protected by fencing located around the drip line of the tree.
- A successful planting area takes time to mature and provide the benefits that it was designed for. With this in mind, whenever practical, existing landscapes / trees should be preserved and incorporated into the overall design and layout of the site.
- In sites where landscaping existed and was retained during development, the minimum quantity of trees required may be reduced. This will be reviewed on a case by case basis, and a survey of any trees larger than six inch (6") caliper may be required. The tree survey (inventory) should include species, size, and a location map.
- Plant species to be used for landscaping should be acceptable to the City and approved by the City and should not be considered a nuisance or an undesirable species. See Prohibited Trees list for species considered undesirable. This list is not exhaustive of all prohibited trees.

MINIMUM OPEN SPACE REQUIREMENTS

Each lot within Sub Area 1 should comply with the minimum open space and landscaping requirements as identified in the City Zoning Code, with the exception that Mixed-Use buildings should not have a minimum open space requirement.

PROHIBITED TREES

- All Ash tree varieties
- Austree
- Birch, White/Paper
- Boxelder
- Cottonwood
- Disease-susceptible Elms (Such as Siberian and Chinese Elms)
- Fruit and Nut trees with fruit over 1"
- Silver Maple
- Pear (All species/cultivars)
- Poplar (All Species/cultivars)
- Russian and Autumn Olive
- Trees with thorns
- Willow

PLANTING STANDARDS

Listed below are the minimum planting standards required for Sub Area 1. These regulations are not intended to suppress creative design or the use of variety in a planting plan.

MINIMUM SIZE

The minimum size at the time of planting for all required plantings should be as follows:

- Deciduous overstory trees should be a minimum of 8'-0" tall.
- Evergreen overstory trees should be a minimum of 6'-0" tall.
- Deciduous understory trees should be a minimum of 6'-0" tall.
- Deciduous and evergreen shrubs should be a minimum of 24" tall.

GROUND COVER AND MULCH

All non-hard surfaced areas should be planted with turf grass, ornamental grasses, or other ornamental groundcover appropriate for the climate and location.

A minimum depth of three inches (3") of mulch should be placed around all required plant material. All trees should have a ring of mulch a minimum of 24 inches (24") from the base of the tree.

Large mulched areas without plants are not permitted.

All plant beds and mulched areas should be maintained and kept free of weeds.

Areas near and around waterways, drainage channels, ponds, and water retention areas should be well maintained and not allowed to overgrow with voluntary vegetation. The maintenance standards for any existing natural wooded or wetland area should be determined by the City and included in the Developer's Agreement at the time of the site plan approval.

PLANTING STANDARDS (CONTINUED)

PLANT LOCATIONS

Trees should be located no closer than four feet and six inches to the back-of-curb of any parking lot and 10 feet from any driveway.

The minimum clearance should be maintained from all fire hydrants and building fire sprinkler connections as specified by the fire department regulations.

Trees and shrubs overhanging or encroaching into a pedestrian walkway should be maintained to provide a minimum of nine feet of vertical clearance. Trees and shrubs hanging over parking lots, driveways, or streets should be maintained to provide a minimum of 15 feet of vertical clearance.

No landscaping should be planted within or otherwise allowed to grow into traffic visibility zones.

FOUNDATION PLANTINGS

Foundation Plantings are required at the base of all buildings, with the exception of single family and industrial buildings. Foundation plantings may include shrubs, ornamental grasses, perennials, and groundcovers and should be located on all sides of the building.

TIMING

Prior to final plat approval for any single-family detached residential plats and prior to issuance of a final occupancy permit for any building or structures, the Building Department should inspect installed landscaping for compliance with the approved landscaping plan. The final plat approval should not be given nor should a final occupancy permit be issued if landscaping is not in accordance with the approved plan or if landscape materials are dead, unhealthy, or demonstrate lack of proper maintenance. Landscaping must be installed by November 1 to be counted as fulfilling landscaping requirements.

A temporary occupancy permit may be issued to projects ready for occupancy after November 1 with provision of surety as stated below with expiration of the permit being May 31 of the following calendar year to allow the developer time to bring the landscaping into compliance with approved development plans. If a developer desires to receive final plat approval for any single-family detached residential plat prior to installation of landscaping or a builder or property owner desires to receive a temporary occupancy permit prior to the installation of landscaping then the developer, builder, or property owner should be required to provide to the city surety in an amount one-hundred and fifty percent (150%) times the cost of landscaping installation.

Failure to complete required landscaping by May 31 following receipt of final plat approval or of a temporary occupancy permit may result in forfeiture of surety provided and/or revocation of the final plat approval or temporary occupancy permit.

WARRANTY AND REPLACEMENT

In a single-family detached residential subdivision, the builder should have the responsibility for the replacement of any required vegetative material for a period of one year from the time of planting. After one year, it should be the responsibility of the homeowner to ensure required plant material is in good health and neatly maintained.

Replacement is required for any living plant material shown on an approved landscape plan that is removed, dies, or disfigured, including if removed by the city as part of any city work within a city ROW or public utility easement. Replacement should be the responsibility of the property owner.

MAINTENANCE

Maintenance should be the responsibility of the owners' association (assuming there is one), however, in the absence of covenants specifically and explicitly placing maintenance responsibility on a specified association, entity or individual, maintenance should be the responsibility of the property owner.

Landscaped areas should be kept in a neat an orderly manner and should be free of trash, litter, debris, dead plants, or weeds.

All maintenance or pruning should be done in accordance with the most current standards of the National Arborists Association, American National Standards institute, American Association of Nurserymen, or American Society of Landscape Architects.

The City should have the right to plant, prune, maintain, and remove vegetation on public property, including ROW's. The city may also perform such maintenance on private property, if necessary to protect sanitary sewers or other public improvements, to prevent the spread of insects or disease, or to improve site visibility at intersections of two vehicles and/or pedestrian pathways.

LANDSCAPE GUIDELINES (CONTINUED)

OFF-STREET PARKING

The following requirements should apply to off-street parking areas, except for single-family attached and detached, as follows:

All rows of parking should be terminated with a curbed landscaped island. Said parking islands should be nine feet (9') wide and conform to the length of the adjacent spaces. There should be provided within each row of parking spaces, curbed landscaped islands nine feet (9') in width that conform to the length of adjacent spaces and located so as to prevent more than twelve (12) vehicles from being parked side by side in an abutting configuration except when abutting a continuous landscaped island or landscaped parking perimeter.

All parking lot islands should have a minimum of one overstory tree within them. The entire landscaped island area should be covered with plant materials and mulch or lawn. A minimum of every third parking lot bay should contain a continuous landscaped island for the length of the bay, excluding the area immediately adjacent any handicap parking areas. In Big Box retail developments (defined as any single tenant retail building or space that is 50,000 sq. ft. in gross floor area or larger) such islands should be placed to align with retail entrances and contain a minimum eight foot (8') wide pedestrian walkway to assist with pedestrian travel and safety. An eight foot (8') wide pedestrian access to the walkway from the parking aisle should occur at a minimum of every twelve (12) spaces and be striped to prohibit parking in that walk area see Figure 80. Landscaped islands should provide a minimum ten foot (10') contiguous width of planting area and provide an average of one (1) overstory tree for every sixty linear (60') of landscaped bed.

The perimeter of all off-street parking areas must contain an average of one (1) overstory tree for every fifty linear feet (50') of parking lot length. Any overstory trees located within fifteen feet (15') of the back-of-curb may count towards the required perimeter parking lot trees.

Parking lots that propose green infrastructure, which requires an adjusted plant palette, must be coordinated with the City. These are encouraged, but not at the expense of eliminating all shade. Green infrastructure such as landscaped biocell islands may double for the landscape island requirements as long as the overstory tree requirements are still met. In lieu of placing the trees within the continuous biocell island, they may be placed in islands along the adjacent row of parking.

Conifer trees should not be placed in or near a parking lot, drive or street unless they are part of a buffer or screening landscape and will not create an unsafe condition for traffic visibility or increase icy pavement or walk conditions as a result of their shadows. All conifer trees should be maintained at least fifteen feet (15') from any ROW pavement.

Parking should be located behind the principal building(s). Otherwise, the setback between an off street parking area and the public ROW should be no less than fifteen feet (15') in width. Parking lot setbacks along arterial streets should be twenty-five (25').

SCREENING STANDARDS

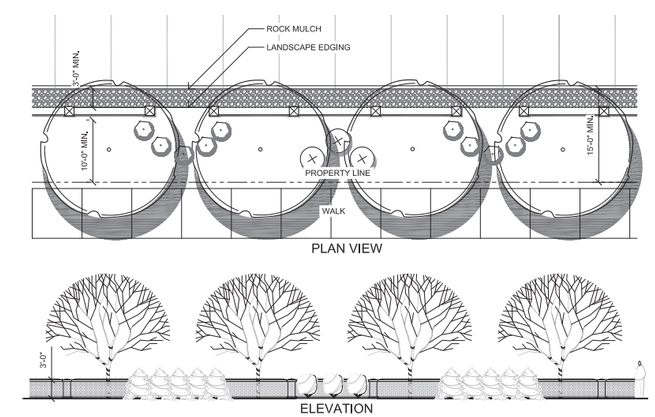
Parking lot headlight screening that uses low to mid-level plants to provide visual and physical separation from the public right-of-way and off-street parking should be applied where some visibility between areas is beneficial, but moderate screening is necessary to mitigate the impact of parking, paved areas and headlights.

A combination of berming and plant materials in quantity and arrangement such that plant materials should form a consistent screen a minimum of three feet and six inches (3'-6") in height. At least two thirds (2/3) of the plant material must reach no less than four feet (4') in height at maturity. A minimum of one third (1/3) of the plant material must be evergreen. All plant material must be at least twenty-four inches (24") in height at the time of installation.

All trees and shrubs are required to be planted within a mulch ring extending twenty-four inches (24") from the outer limits of the mature plant spread.

Low berms or planters may be used to augment the screening as long as the overall height of the screening is no less than three feet and six inches (3'-6") in height with two thirds (2/3) of the plant material reaching four feet (4') in height at maturity. Berms must be planted with landscape material and meet all berming requirements as indicated in these Design Guidelines.

A continuous or semi-continuous stone or masonry wall may be used to assist with screening. The wall must be set back no less than ten feet (10') from the street ROW line, and placed a minimum of three feet (3') from the parking lot. Breaks in the wall may be permitted for walk access or required trees and must be used in conjunction with landscape buffering plant material totaling a minimum of 0.15 shrub for every linear foot of wall on average. Shrubs may be grouped, but long stretches of wall without shrubs will not be permitted. Two thirds (2/3) of the required plant material screening must reach no less than four feet (4') in height.



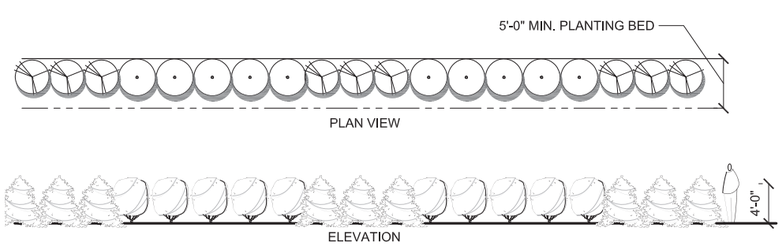
RECOMMENDED PARKING LOT AND HEADLIGHT SCREENING PLANTS

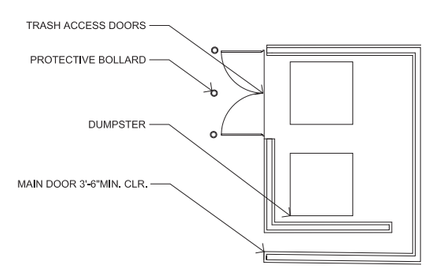
DECIDUOUS SHRUBS

Botanical Name	Plant Variety / common name	Mature height, form and color	Spacing
Cornus Sericea 'Isanti'	SANTI RED-OSIER DOGWOOD	5'-6' Height and 7'width. Bright red stems provide winter color. Good for mass plantings	4'-0" O.C.
Spirea x bumalda 'Anthony Waterer'	ANTHONY WATERER SPIREA	3-4' Height and width. Mounding rose-pink colored flowers	3'-0" O.C.
Spirea nipponica 'Snowmound'	SNOWMOUND SPIREA	3-4' Height and width. Dense, upright, mounded shrub with profuse white flowers	
	DWARF KOREAN LILAC	5' Height and width - a dwarf, compact spreading lilac with pale lilac fragrant flowers	4'-0" O.C.
Viburnum x burkwoodii	BURKWOOD VIBURNUM	6'-12' Height, 4'-5' width. Fragrant flowers	4'-0" O.C.
Viburnum trilobum 'Bailey 'Compact	BAILEY'S COMPACT VIBURNUM	3'-6' Height and width	4'-0" O.C.
Weigela florida 'Minuet'	MINUET WEIGELA	3-5' Height, 4-5' width. Mounding with rosy	3'-6" O.C.
Weigela florida 'Alexandra'	WINE AND ROSE WEIGELA	5' Height and width. Dark foliage. Pink flowers	4'-0" O.C.

EVERGREEN SHRUBS

Botanical Name	Plant Variety / common name	Mature height, form and color	Spacing
Buxus glencoe	CHICAGOLAND BOXWOOD	3'-4' Height and width,compact deciduous evergreen. Protect from winter winds for best evergreen color	3'-0" O.C.
Juniperus x pfitzeriana 'Mint Julep'	MINT JULEP CHINESE JUNIPER	4'-5' Height, 6'-8' width. Intolerant of wet soils	4'-0" O.C.
Juniperus sabina	SAVIN JUNIPER	4'-6' Height, 5'-10' width. Semi-vase-shaped form	4'-6" O.C.
Pinus mugo pumilio	DWARF MUGO PINE	3'-5' Height and 6'-10' width. Highly variable size. Dark green needles. Slow growing	4'-0" O.C.
Taxus x media 'Tauntonii'	TAUNTON YEW	3-4' Height, 4-5' width dark green needles	4'-0" O.C.
Thuja Occidentalis 'Golden Globe'	GOLDEN GLOBE ARBORVITAE	4' Height and width, golden foliage	3'-0" O.C.
Thuja occidentalis 'Hetz Midget'	HETZ MIDGET GLOBE ARBORVITAE	3-4' height, globular, dark green	3'-0" O.C.
Thuja Occidentalis 'Holmstrup'	HOLMSTRUP AMERICAN ARBORVITAE	5'-7' Height, 2'-3' width dense slow growing	2'-6" O.C.





GENERAL SCREENING

The general screening standard is a landscape buffering treatment using mid-level to high level screening to provide visual and physical separation to reduce the harmful or detrimental influences of some uses allowed in one district or property. The following should require general screening from other uses and public views:

- Loading docks and delivery areas
- Service, mechanical and other utility yards
- Maneuvering and turning areas
- Storage areas

GROUND-MOUNTED MECHANICAL UNIT SCREENING

For all uses, except for single-family detached and horizontally attached (townhome) residential uses, all ground-mounted mechanical units, including but not limited to: air-conditioning condensers, heat pumps, ventilation units, computer cooling equipment, etc., and any related utility structures and equipment visible from any adjacent public thoroughfare should be visibly screened from public view by the use of a screening wall built out of materials compatible and consistent with the architecture and materials of the principal building.

TRASH AND RECYCLING RECEPTACLE SCREENING

For any development or properties where three or more residential dwelling units are using a common trash and/or recycling receptacles and all nonresidential uses, trash and recycling receptacles, dumpsters, and grease collection containers should be opaquely screened on all sides by the use of a permanent enclosure, with gates for disposal truck access. The enclosure should be constructed of permanent materials such as textured, split-faced concrete block, brick and stone. Wood enclosures are discouraged. Gate enclosures should have wheels to assist with structural support and gate opening and closure. Protective bollards should be included and detailed on the plan. Colors should be compatible with the dominant architectural materials of buildings on site and should be integral to a building on site whenever possible. The enclosure should be located out of public view and constructed to visibly screen the views from the adjoining properties.

LANDSCAPE GUIDELINES (CONTINUED)

BUFFER REQUIREMENTS

Please refer to the buffer standards found in the City Zoning Code.

STREET TREE REQUIREMENTS

In that the City of Norwalk desires to improve the streetscape appearance and within Sub Area 1; this street tree requirement applies to all zoning districts and is in addition to all other planting requirements. Properties that have frontage along public street rights-of-way (ROW's) and classified as arterial, collector, local or industrial should comply with the following:

Minimum size: The minimum sizes for street tree plantings should be deciduous overstory trees at a minimum of two and one-half inch (2.5") caliper. Multi-stem or clump form trees may not be used within the ROW.

Planting Standards:

For the purpose of these regulations, "parking" should mean that portion of the public right-of-way between the existing or proposed street curb line or paving edge and the street side of a public sidewalk or sidewalk line.

No tree should be planted in any parking island less than nine (9) feet in width.

No tree should be planted closer than four feet and six inches (4'-6") to the back-of-curb or walk, measured from the center of such tree.

No tree should be planted closer than ten feet (10') to the edge of a fire hydrant, manhole, sign, light fixture or any other vertical structure measured from the center of such tree.

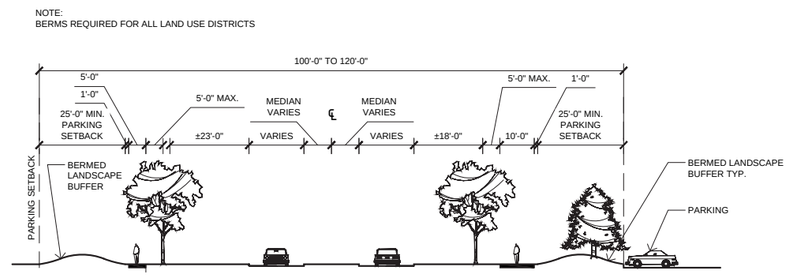
No tree should be planted closer than ten feet (10') from the edge of any driveway.

No tree should be planted closer than the width of its average mature spread to a light standard or transmission pole, measured from the center of such light standard or transmission pole and the center of such tree.

Minimum quantity: The minimum number of street tree plantings should be as follows:

All non-residential districts: 0.0142 trees for every lineal foot of ROW frontage (1 tree per 70 linear feet) along public streets, exclusive of driveways and arranged in naturalized groupings. All street tree calculations should be rounded up to the nearest whole number. Installation and maintenance of the ROW trees should be the responsibility of the adjacent property owner.

TYPICAL STREET TREE SECTION



MAJOR INTERSECTIONS

The intersection of arterial streets provides an opportunity to develop and strengthen the streetscape aesthetic. Heightened streetscape and landscape design implementation focuses attention on significant corridors and gateways within Sub Area 1. Consistent treatment at major intersections provides a sense of cohesiveness to the area.

INTERSECTION STANDARDS

Beginning one hundred feet (100') from any intersection where arterial and collector streets meet, street trees should be provided at forty feet (40') on center for a minimum distance of three hundred and sixty feet (360') on each side of the intersection.

GATEWAY ELEMENTS

To identify significant entries and provide a sense of character, distinct in nature to Sub Area 1, gateway elements should be installed to provide a sense of cohesiveness.

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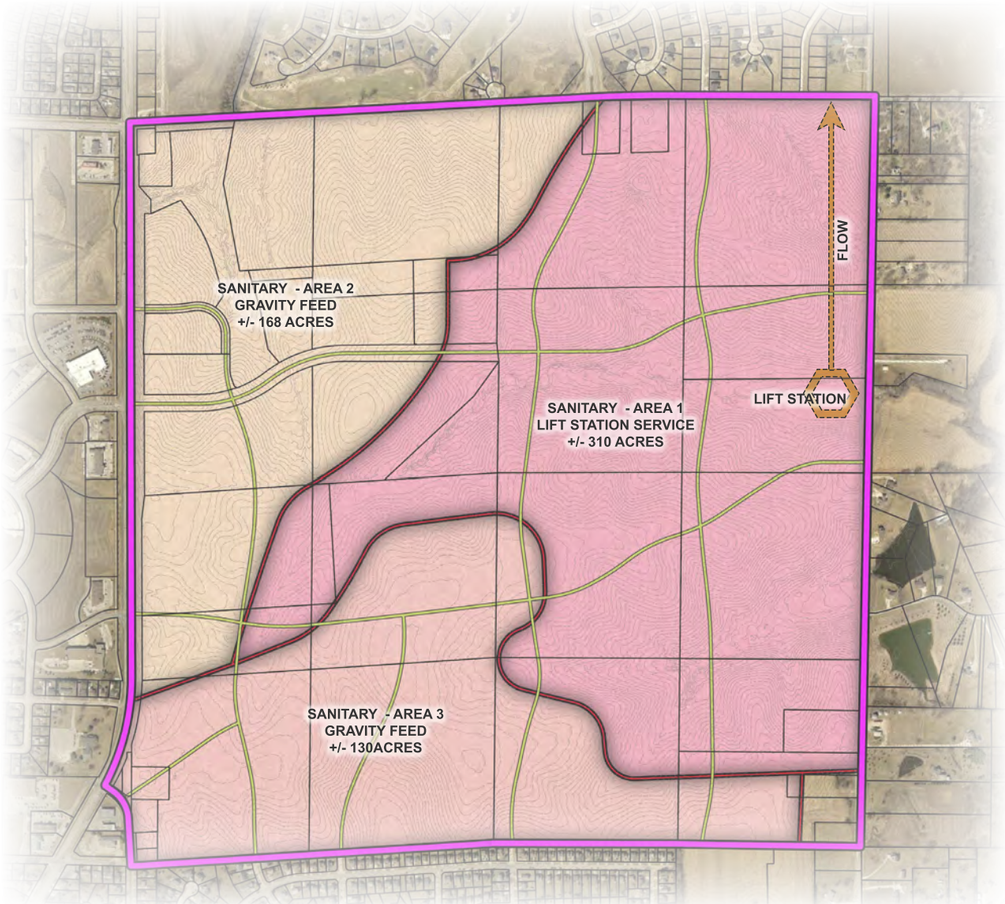
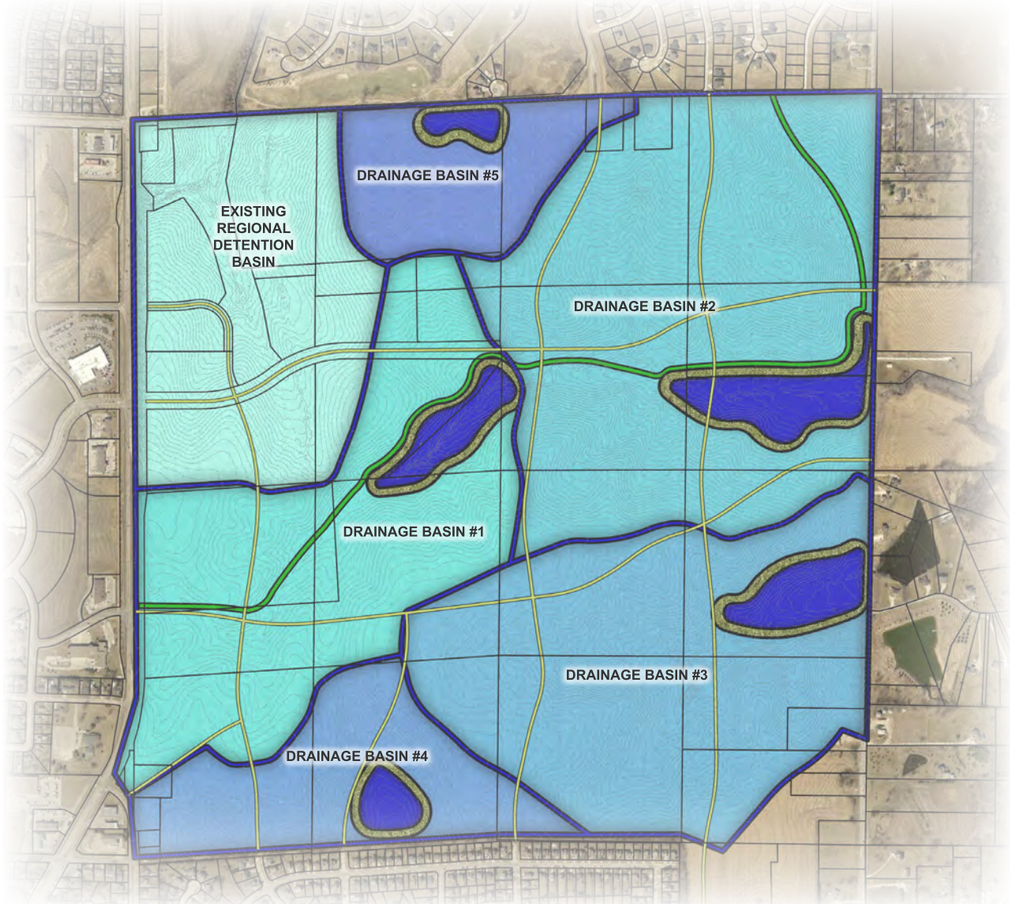
PUBLIC UTILITIES



SANITARY AREAS



DRAINAGE BASINS

SANITARY SEWER

INTRODUCTION

Sanitary sewer service to Sub Area 1 is limited. Currently the northwestern part of the Sub Area, identified as Sanitary Area 2, is served by a connection to the 18" WRA trunk line running northerly along the drainage channel east of IA-28, north of Beardsley St. A 15" line runs from Beardsley St. to an 8" line and extends east along Colonial Parkway.

GRAVITY SEWER

The southwest and south central portions of the Sub Area, identified as Sanitary Area 3, can be served by extending lines from the south, located at the current ends of E. 17th, E. 18th , and E. 20th Streets.

AREAS NOT SERVICEABLE BY GRAVITY SEWER

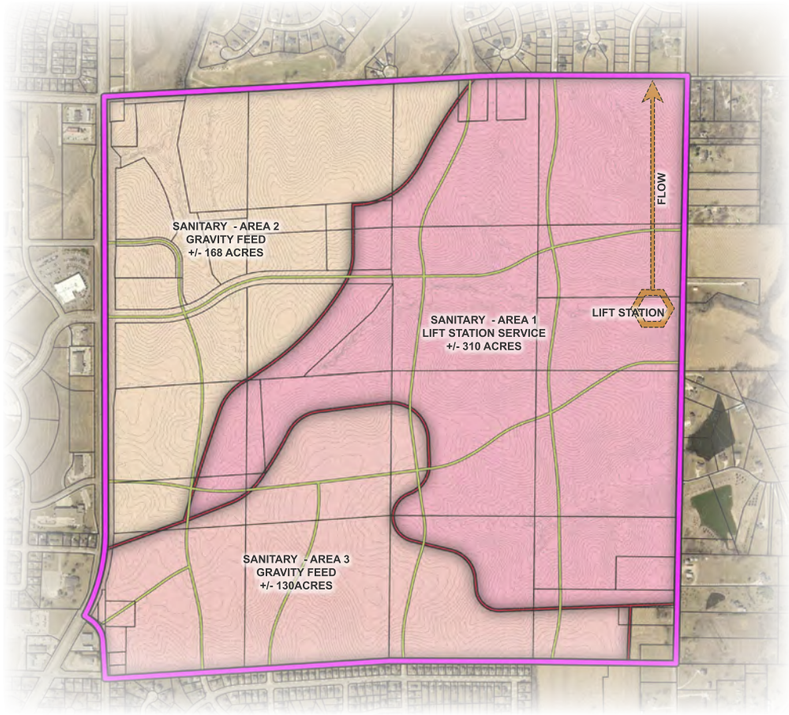
The remainder of the Sub Area, roughly 326 acres or 54% of the Sub Area, is located in the large eastern portion and is identified as Sanitary Area 1 and is unable to be served by gravity sewer. This area has topography that drains towards a middle low lying area, without a gravity sewer connection outlet available. A lift station is needed to connect this area to the existing gravity sewer system.

DEVELOPMENT CONSIDERATIONS

As development occurs in Sanitary Area 2, additional connections will be made to the existing 15" trunk line. Northern portions of Sanitary Area 1 that want to develop first, away from the residential areas to the south, will need to have gravity lines extended from the south.

FURTHER STUDY NEEDED

Sanitary Area 1 needs to have a study and determination done as to where the lift station and connection to a gravity sewer will be located. The shortest route for the connection appears to be to approximately a mile to the north, to a WRA trunk line located south of IA -5, along Middle Creek. An alternative but longer route would be to the south, approximately two miles to the WRA connection line east of the city's old wastewater treatment plant, south of the city.



SANITARY AREAS IDENTIFIED BY BISHOP ENGINEERING

STORM WATER DRAINAGE

INTRODUCTION

Storm water drainage and collection can occur in many ways. Each individual site can develop its own storm water management system, typically consisting of a small detention basin and out letting to the public storm sewer system that discharges to a drainage channel. A broader approach can be taken, where runoff from many sites is directed to one common ponding area, to be stored before being released downstream.

This second, regional stormwater management approach can provide a more natural means to deal with water and runoff; provide a natural connection for recreational trails and paths; and utilize less-developed areas more fully for storm water management.

REGIONAL DETENTION

Potential regional drainage and detention basin areas could include the following. As a primary drainage channel runs through the middle of the Sub Area 1, two basins could be located along it, identified as Basin 1 for the west half, and Basin 2 for the east half. The southeastern portion of the Sub Area also has a well-defined drainage channel and is identified as Basin 3. The southwest portion of the area drains to the south and is Basin 4. A small area in the north-central portion of the Sub Area drains to the north and could be Basin 5. And lastly, the northwestern portion of this Sub Area is under the beginning stages of development, and a regional detention basin is being developed now. Due to the differing size of watersheds and basins, not all the potential basins will have the same characteristics.

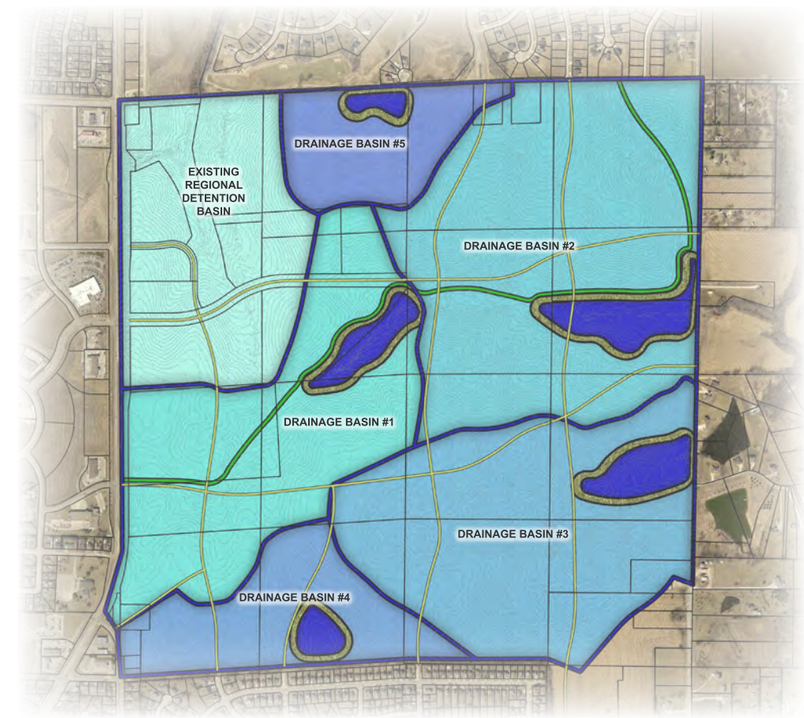
WATER DISTRIBUTION

Existing water service to this area can be extended from several locations. A 12" main along the north side of Colonial Parkway extends to the east end of Colonial Parkway. Several 8" mains are stubbed to the south Sub Area line, at the east ends of E.17th, E.18th and E.20th Streets, and an 8" main comes up along East 27th Street/ 80th Ave. On the north side of the Sub Area, an 8" main runs along the north side of Beardsley St., from 80th Ave. West to Echo Ridge Trail, and a 10" main continues west to Ia-28.

As development occurs in the Sub Area, 12" and 8" mains will need to be extended along street right of ways and connected to existing lines in such a manner as to provide "looped" connections. Sizes to provide adequate system capacity for planned land use intensities will need to studied and determined.

CONDITIONS

As development occurs, the opportunities to construct these regional detention basins will need to be identified and encouraged by the use of stormwater fee districts and city-supported zoning and subdivision standards.



DRAINAGE BASINS IDENTIFIED BY BISHOP ENGINEERING

CHAPTERS

INTRODUCTION

1 LAND USE

2 MASTER PLAN + CIRCULATION

3 DESIGN GUIDELINES

4 PUBLIC UTILITIES

5 IMPLEMENTATION

6

IMPLEMENTATION

IMPLEMENTATION PLAN

In order to implement the vision and goals of the Sub Area 1 Master Plan, five major tasks should be completed. The priority of tasks may be reordered as necessary to respond to development proposals and other opportunities.

ACTION ITEMS

The following table identifies certain action items that should be undertaken and a timeline for completion. These items were a result of the Sub Area 1 Master Planning process and will further the goals of the community.

IMPLEMENTATION MATRIX	2017	2018	2019	2020	2021
ZONING OVERLAY / ZONING CODE UPDATES	●				
PUBLIC INFRASTRUCTURE PLAN		●			
DEVELOPMENT INCENTIVE PROGRAM			●		
STORM WATER FEE DISTRICTS				●	
SANITARY SEWER FEE DISTRICT					●

TASK 1: ZONING OVERLAY/ZONING CODE UPDATES

The Sub Area 1 Master Plan is a supplement to the City's adopted Comprehensive Plan and is intended to establish the basis for specific regulations and special design standards to facilitate growth and proper development of this planning area as identified by the Land Use Map and Master Plan. As such, this Master Plan serves as the basis for all zoning and development within Sub Area 1. Undeveloped land contained within Sub Area 1 should be zoned consistent with the land use plan. Any proposed deviation from the Sub Area 1 land use plan should be required to obtain approval of an amendment to this Plan.

In order to implement and enforce this Plan, the City should consider adopting a zoning overlay to administer the goals and guidelines contained here within. As part of the zoning overlay, new overlay zoning districts can be established based on the land use categories and guidelines as defined within this Master Plan.

As an alternate method, the zoning of property within Sub Area 1 can be established by Planned Unit Development (PUD), making reference both to relevant base zoning districts as well as the special guidelines and standards contained within this Master Plan. The boundaries of each individual PUD Zoning should be identified on the Official Zoning Map of the City as it is established.

TASK 2: PUBLIC INFRASTRUCTURE PLAN

The City should consider further analyzing sanitary sewer and water service as well as storm water management within Sub Area 1 and develop detailed plans for the provision of services to ensure adequate capacity is provided and maintained. Policies for public infrastructure installation, including street improvements, should be crafted to establish installation requirements, timing and cost sharing.

TASK 3: DEVELOPMENT INCENTIVES PROGRAM

Due to the special nature of this important planning area, the City may wish to establish development incentives that are unique to Sub Area 1. These policies may be related to providing assistance with public infrastructure or partnering on public spaces, public parking, etc.

Additional Suggestions: While developing the Sub Area 1 Master Plan, we've tried to keep both market and economic realities in mind. This hopefully will result in a market sensitive, economical, and environmentally sensitive plan (smart growth) that can become a reality in a reasonably phased timeline. Our hope is that portions could be started in the spring of 2017. To that end the following are suggestions:

Focus any incentives within the core areas of Century District. To determine whether a project qualifies for incentives, governments should consider these factors: priority to the City of the suggested area to be developed, the need for incentives to become market successful, and the project's design compliance with smart growth applied. Cities that are not able to give financial help on tax relief can still offer fast-track approval. Time, to a developer, can be as compelling as money. Norwalk could also establish an approval process that reviews conventional development only when the pipeline of smart growth applications is empty.

Additionally, Norwalk could help educate and illustrate to developers that economic pro formas in mixed-use projects can out-perform conventional development. As more and more successful smart growth projects take shape across the country, the economic evidence will become more readily available.

Norwalk can be one of the first Central Iowa Cities to make smart growth possible. By providing developers the proper regulatory environment, community-focused development is possible. We would suggest that Norwalk explore the option of adopting a set of rules called Smart Code. While modifying existing zoning regulations to be in accordance with the Smart Code has proved very difficult and cumbersome, there is an alternative. Smart Code can be introduced in parallel with existing regulations; as an incentivized alternative. Dozens of municipalities have implemented these form-based codes, including Denver, Miami, Montgomery, Sarasota, El Paso, and San Antonio.

TASK 4 & 5: STORM WATER & SANITARY SEWER FEE DISTRICTS

Related to the Public Infrastructure Plan, the City may wish to consider establishing one or more storm water fee districts to establish regional storm water facilities within Sub Area 1. Identified within this Master Plan are two drainage basins potentially well suited for regional detention. Regional detention will allow a cost sharing of storm water management facilities and speed the rate at which land can be developed. It will also preserve more land for development and create larger, more usable bodies of water and surrounding greenspace.

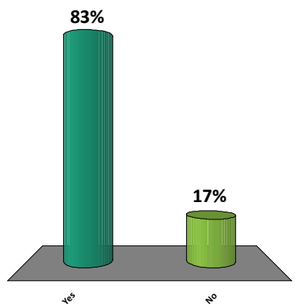
As noted within the Master Plan, over half of the land within Sub Area 1 cannot be served by gravity sewer and will need a sanitary sewer lift station. The City should consider establishing a sanitary sewer fee district for these unserved areas to fund the lift station and transmission main improvements. This will also speed the development of this property and allow for maximization of development in accordance with the Land Use Plan.

APPENDIX

KEY PAD POLLING

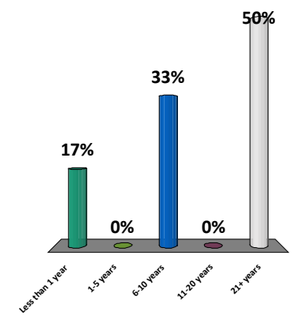
Do you live in Norwalk?

A. Yes
B. No



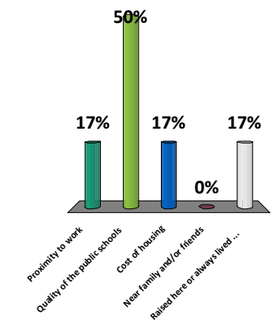
How long have you lived in Norwalk?

A. Less than 1 year
B. 1-5 years
C. 6-10 years
D. 11-20 years
E. 21+ years



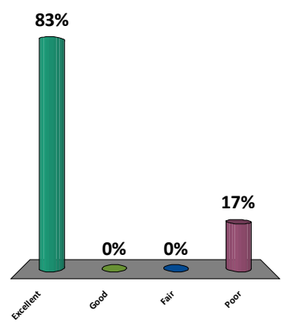
Why did you choose to live in Norwalk?

A. Proximity to work
B. Quality of the public schools
C. Cost of housing
D. Near family and/or friends
E. Raised here or always lived here



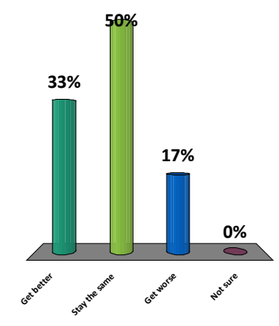
How would you rate the quality of life in Norwalk?

A. Excellent
B. Good
C. Fair
D. Poor



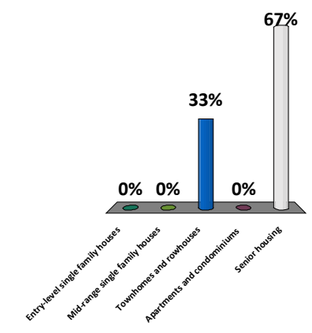
Do you expect that the quality of life in Norwalk will over time _____?

A. Get better
B. Stay the same
C. Get worse
D. Not sure



What types of housing are most needed in Norwalk?

A. Entry-level single family houses
B. Mid-range single family houses
C. Townhomes and rowhouses
D. Apartments and condominiums
E. Senior housing



PREFERENCING EXERCISE

Architectural Preferences: Single Family Residential

Choose your favorite styles from the above pictures (pick two)

Answer	0% 100%	Number of Response(s)	Response Ratio
Picture A		187	49.2 %
Picture B		146	38.4 %
Picture C		86	22.6 %
Picture D		46	12.1 %
Picture E		82	21.5 %
Picture F		104	27.3 %
Picture G		21	5.5 %
	Totals	380	100%

ARCHITECTURAL PREFERENCING: SINGLE-FAMILY RESIDENTIAL

PREFERENCING EXERCISE

Architectural Preferences: Multi-Family Residential

Choose your favorite style from the above pictures (pick one)

Answer	0% 100%	Number of Response(s)	Response Ratio
Picture A		116	29.5 %
Picture B		93	23.7 %
Picture C		171	43.6 %
No Response(s)		12	3.0 %
	Totals	392	100%

ARCHITECTURAL PREFERENCING: MULTI-FAMILY RESIDENTIAL

PREFERENCING EXERCISE

A

B

C

Architectural Preferences: Multi-Family Residential

Choose your favorite style from the above pictures (pick one)

Answer	0% 100%	Number of Response(s)	Response Ratio
Picture A		86	21.9 %
Picture B		136	34.6 %
Picture C		155	39.5 %
No Response(s)		15	3.8 %
	Totals	**392**	**100%**

ARCHITECTURAL PREFERENCING: MULTI-FAMILY RESIDENTIAL

PREFERENCING EXERCISE

Architectural Preferences: Multi-Family Residential

Choose your favorite style from the above pictures (pick one)

Answer	0% 100%	Number of Response(s)	Response Ratio
Picture A		52	13.2 %
Picture B		82	20.9 %
Picture C		242	61.7 %
No Response(s)		16	4.0 %
	Totals	**392**	**100%**

ARCHITECTURAL PREFERENCING: MULTI-FAMILY RESIDENTIAL

PREFERENCING EXERCISE

Architectural Preferences: Townhomes

Choose your favorite styles from the above pictures (pick two)

Answer	0% 100%	Number of Response(s)	Response Ratio
Picture A		66	17.5 %
Picture B		38	10.1 %
Picture C		90	24.0 %
Picture D		178	47.4 %
Picture E		153	40.8 %
Picture F		34	9.0 %
	Totals	375	100%

ARCHITECTURAL PREFERENCING:
TOWNHOUSE/ROWHOUSE

PREFERENCING EXERCISE

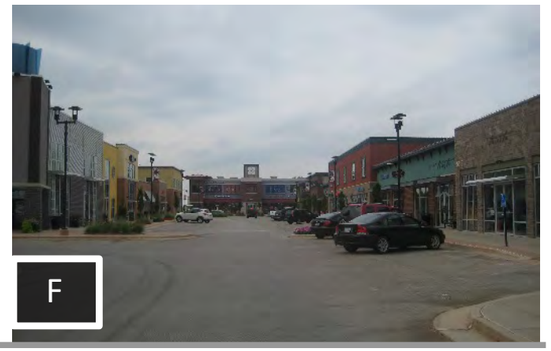
Architectural Preferences: Civic Buildings

Choose your favorite styles from the above pictures (pick two)

Answer	0% 100%	Number of Response(s)	Response Ratio
Picture A		126	32.8 %
Picture B		147	38.3 %
Picture C		102	26.6 %
Picture D		92	24.0 %
Picture E		81	21.1 %
Picture F		45	11.7 %
Picture G		55	14.3 %
	Totals	383	100%

ARCHITECTURAL PREFERENCING: CIVIC BUILDINGS

PREFERENCING EXERCISE



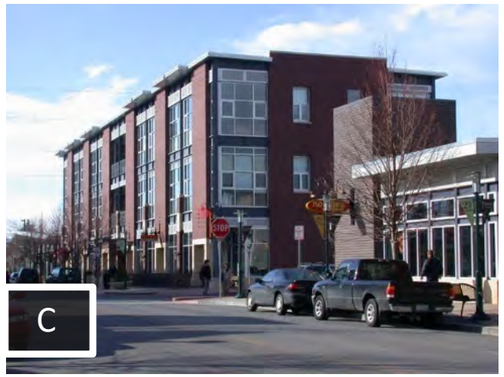
Architectural Preferences: Commercial Buildings

Choose your favorite styles from the above pictures (pick two)

Answer	0% 100%	Number of Response(s)	Response Ratio
Picture A		29	7.6 %
Picture B		158	41.4 %
Picture C		34	8.9 %
Picture D		203	53.2 %
Picture E		72	18.8 %
Picture F		89	23.3 %
Picture G		24	6.2 %
Picture H		47	12.3 %
	Totals	381	100%

ARCHITECTURAL PREFERENCING: COMMERCIAL BUILDINGS

PREFERENCING EXERCISE



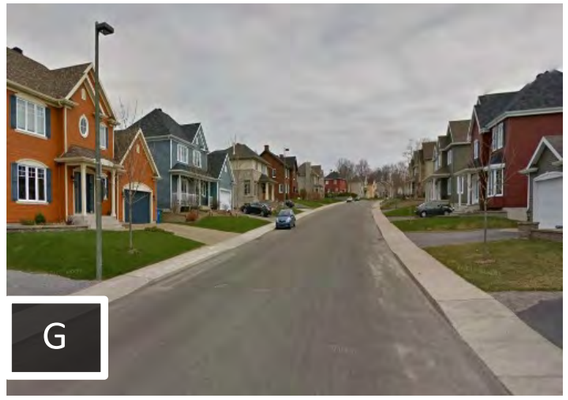
Architectural Preferences: Mixed Use buildings

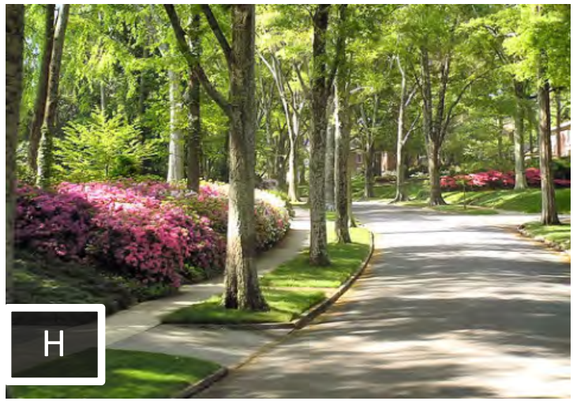
Choose your favorite styles from the above pictures (pick two)

Answer	0% 100%	Number of Response(s)	Response Ratio
Picture A		26	6.8 %
Picture B		131	34.5 %
Picture C		82	21.6 %
Picture D		87	22.9 %
Picture E		46	12.1 %
Picture F		35	9.2 %
Picture G		34	8.9 %
Picture H		229	60.4 %
	Totals	**379**	**100%**

ARCHITECTURAL PREFERENCING: MIXED-USE BUILDINGS

PREFERENCING EXERCISE





Architectural Preferences: Roadway Aesthetics

Choose your favorite styles from the above pictures (pick two)

Answer	0% 100%	Number of Response(s)	Response Ratio
Picture A		133	34.9 %
Picture B		91	23.8 %
Picture C		17	4.4 %
Picture D		4	1.0 %
Picture E		129	33.8 %
Picture F		14	3.6 %
Picture G		32	8.3 %
Picture H		278	72.9 %
	Totals	**381**	**100%**

ARCHITECTURAL PREFERENCING: ROADWAY AESTHETICS