

To allow public access, anyone may access a meeting by telephone, Zoom, and/or the City of Norwalk YouTube channel. Specific instructions and links can be found at www.norwalkct.gov/meetings.



Members of the public can use a telephone to call in, attend, listen and comment during the meeting. However, they will not be able to see any of the meeting participants. Each meeting will use a unique Meeting/Webinar ID. For the current meeting, the **meeting ID is 838 8053 7065** and the **call in number is 646-558-8656**. All participants will be muted upon entering the meeting. To speak, dial *9 on the phone and you will be called on by the host of the meeting during the public comment section. All speakers must state their name and address. Comments must be on a topic on the agenda, and are limited to three minutes. Anyone disrupting the orderly conduct of the meeting, including by using threatening, hateful, or sexually-explicit language, will be removed.



Upon written request, not less than 24 hours prior to the meeting, a member of the public can request a physical location to attend this virtual meeting at City Hall. Such a member of the public will be provided access to a telephone so that they can attend the meeting in real time. The member of the public can call in, attend, listen and comment during the meeting. Each meeting will use a unique Meeting/Webinar ID (see above). A set of instructions will be left with the telephone for the member of the public to use in order to access the meeting.



Members of the public who wish to "view the meeting live" and/or "provide live comments" can use the Zoom meeting platform by going to either <https://norwalkct-org.zoom.us/j/83880537065> or www.norwalkct.org/meetings and clicking on the "View/Participate Live on Zoom" link that is on the line with the meeting date and time. All participants will be muted upon entering the meeting. To speak, click the "raise your hand indicator" and you will be called on by the host of the meeting during the public comment section. All speakers must state their name and address. Comments must be on a topic on the agenda, and are limited to three minutes. Anyone disrupting the orderly conduct of the meeting, including by using threatening, hateful, or sexually-explicit language, will be removed.



Members of the public who wish to view the meeting, but are not participating, can view a live stream on the City of Norwalk YouTube channel. This stream is delayed by approximately 20 seconds. Please find the information using the link above. The meeting recording and minutes will be posted on the City of Norwalk website within seven (7) days after the meeting.



Members of the public who wish to provide public comment are encouraged to submit those via email in advance of the meeting. For these comments to be included into the record, they must be submitted by 12:00 p.m. the day of the meeting. Please email Brian Candela at bcandela@norwalkct.gov with the subject line "Public Comment" to provide written public comment prior to the meeting.

COMMON COUNCIL ORDINANCE COMMITTEE **REGULAR MEETING**

June 18, 2024

7:00 p.m. – By Videoconference and Teleconference

AGENDA

- 1. ROLL CALL:**
- 2. PUBLIC HEARING (possible action on):**
- 3. PUBLIC HEARING DISCUSSION:**
- 4. PUBLIC COMMENT:**
- 5. ACCEPTANCE OF MINUTES:**
 - May 21, 2024 – regular meeting of the ordinance committee
- 6. OLD BUSINESS:**
- 7. NEW BUSINESS:**
 - Discuss and vote on Chapter 69 – Norwalk Harbor, Article I – General Regulations, §§ 69-2, 69-5, 69-6
 - Discuss and vote on Chapter 69 – Norwalk Harbor, Article III – Norwalk Harbor Management Commission, §§ 69-20, 69-21, 69-22, 69-23, 69-24, 69-25 (proposed new section)
 - Discuss and vote on Chapter 66A – Mooring and Anchoring, Article I – Rules and Regulations: §§ 66A-3, 66A-8, 66A-9, 66A-12, 66A-20
 - Discuss and vote on Chapter 66A – Mooring and Anchoring, Article II – Permit Fees: §§ 66A-26, 66A-27
 - Discuss the City of Norwalk Complete Streets ordinance
- 8. DISCUSSION ITEM:**
- 9. ADJOURNMENT:**

**CITY OF NORWALK
ORDINANCE COMMITTEE
MAY 21, 2024
VIA TELECONFERENCE**

ATTENDANCE: Lisa Shanahan, Chair; Josh Goldstein; Johan Lopez; Melissa Murray;
Nora Niedzielski Eichner; Jalin Sead

STAFF: Garrett Bolella, Assistant Director of Transportation, Mobility and
Parking; Brian Candela, Corporation Counsel; James Travers, Director of
Transportation, Mobility and Parking; Jessica Vonashek, Chief of
Economic and Community Development

Ms. Shanahan called the meeting to order at 7:03 p.m.

ROLL CALL

Ms. Shanahan called the Roll as indicated above.

PUBLIC HEARING (possible action on)

PUBLIC HEARING DISCUSSION

No members of the public were present this evening and Ms. Shanahan closed the Public Hearing.

- Discuss and vote on amendment to chapter 61 A - leaf blowers §4

Ms. Shanahan briefly reviewed the amendment and noted the effective date was August 1, 2024 to give people enough time to purchase equipment.

**** MS. MURRAY MOVED AMENDMENT TO CHAPTER 61 A - LEAF BLOWERS
§4 TO THE FULL COMMON COUNCIL
** MOTION PASSED UNANIMOUSLY**

No members of the public were present this evening and Ms. Shanahan closed the Public Hearing

- Discuss and vote on amendment §9 - 27 (2024 transition provision) of the ordinance establishing an advisory committee for the reapportionment of common council voting districts

- ** MR. SEAD MOVED AMENDMENT §9 - 27 (2024 TRANSITION PROVISION) OF THE ORDINANCE ESTABLISHING AN ADVISORY COMMITTEE FOR THE REAPPORTIONMENT OF COMMON COUNCIL VOTING DISTRICTS TO THE FULL COMMON COUNCIL**
- ** MOTION PASSED UNANIMOUSLY**

PUBLIC COMMENT

There were no members of the public who wished to comment this evening.

ACCEPTANCE OF MINUTES

- ** MS. MURRAY MOVED TO APPROVE THE FOLLOWING MINUTES AS PRESENTED**
- APRIL 16, 2024 REGULAR MEETING OF THE ORDINANCE COMMITTEE**
- ** MOTION PASSED UNANIMOUSLY**
- ** MS. NIEDZIELSKI EICHNER MOVED TO APPROVE THE FOLLOWING MINUTES AS PRESENTED**
- APRIL 24, 2024 SPECIAL MEETING OF THE ORDINANCE COMMITTEE**
- ** MOTION PASSED UNANIMOUSLY**

OLD BUSINESS

No old business was discussed this evening.

NEW BUSINESS

- Discuss the City of Norwalk complete streets proposed ordinance following a presentation

Mr. Travers and Mr. Bolella gave a presentation on the Complete Streets initiative, noting that the plan calls for streets to be designed for everyone. It is anticipated that Norwalk will be the 14th city in the State to adopt an Ordinance. Complete streets embraces Vision Zero which looks to eliminate fatalities on the roadways.

Following the presentation Mr. Travers and Mr. Bolella answered questions from Committee members. It was explained that every project is done in partnership with the Department of

Public Works. In addition, there are no conflicts with the Department of Transportation; they adopted the Complete Streets concept. Adopting the Complete Streets concept allows the City of Norwalk to be more competitive and sets an expectation.

Mr. Goldstein discussed the timing of the Ordinance and said he hopes to present a draft to the Committee members in two to three weeks and then go to public hearing in September.

Mr. Lopez asked about penalizing anyone who does not abide by the speed limit. Mr. Travers explained that requires a separate Ordinance. Mr. Goldstein said he will be sure the Ordinance is consistent with State law.

Ms. Niedzielski Eichner asked about incentivizing people to choose other methods of transportation instead of being car dependent. Mr. Travers explained there is an education component and they will talk about the benefits. Mr. Sead talked about walking on Connecticut Avenue and said that once there is a way to walk there, people will feel comfortable walking.

Mr. Bolella said this is a major shift and part of Complete Streets is the design guide.

Ms. Murray said people have been asking about building a pedestrian bridge at Fairfield Avenue. Mr. Travers explained that in discussions with DOT he does not believe that is possible.

Ms. Vonashek updated the Committee on the progress of updating the following sections of the Harbor Management Ordinance. She said the changes were discussed with the chair and vice chair of the Harbor Management Commission and they were comfortable with the changes.

The changes will be reviewed further at the next meeting of the Ordinance Committee.

- Discuss and vote on chapter 69 - Norwalk Harbor, article 1 - general regulations §69-2, 69-5, 69-6
- Discuss and vote on chapter 69 - Norwalk Harbor, Article 3 - Norwalk Harbor management Commission §69-20,69-21,69-22,69-23,69-24,69-25 (proposed a new section)
- Discuss and vote on chapter 66 A -mooring and anchoring, article 1 - rules and regulations §66a-3, 66a-7, 66a-9, 66a-12, 66a-20
- Discuss and vote on chapter 66a – Mooring and Anchoring, Article II – Permit fees:§66a-236, 66a-27

Ms. Vonashek said they are moving forward with a Harbor Strategic plan. Consultants will provide guidance.

DISCUSSION ITEM

There was no further discussion.

ADJOURNMENT

**** MS. MURRAY MOVED TO ADJOURN**
**** MOTION PASSED UNANIMOUSLY**

There was no further business, and the meeting was unanimously adjourned at 7:59 PM

Respectfully submitted,

Rosemarie Lombardi
Telesco Secretarial Services

Chapter 69 Norwalk Harbor

ARTICLE I

General Regulations

§ 69-2. Division of Norwalk Harbor. [Amended 4-28-1992]; definition; division.

A. Norwalk Harbor shall consist of the area bounded on the east by the line separating the City of Norwalk from the Town of Westport; on the south by a line commencing at the intersection of said town line with a straight line running in a southwesterly direction to number 24B off Hiding Rocks, said intersection being at Copps Rocks just east of Copps Island, thence in a due westerly direction to Green Ledge light; on the west by a line running northerly from Green Ledge light to the flashing light at the entrance of the Five Mile River, thence northerly along the line separating the City of Norwalk from the Town of Darien; and, on the north by the shore line of the City of Norwalk.

B. For the purposes of this ordinance Chapter and to implement the Norwalk Harbor Management Plan, the waters of Norwalk Harbor shall be divided as follows:

A.(1) Inner harbor. The inner harbor shall consist of those waters northerly of a line extending south from the Coast Guard Auxiliary Station at Calf Pasture Point to the center of Round Beach, then southwest to light No. 10, then northerly to Keyser Point at the southwestern corner of Manresa Island, including all areas, coves and embayments to the head of navigation at the Wall Street Bridge.

(2) Outer harbor. The outer harbor shall consist of all portions of Norwalk Harbor as described in § 1-205 of the Charter of the City of Norwalk, except the inner harbor.

B.

C.(3) The Five Mile River, commencing at the red and green buoys of the southern end of the river to the end of navigable waters.

D.(4) Restricted speed zones. Restricted speed zones (RSZ) shall be as defined and described under § 69-3 of this ordinance Chapter.

* * * * *

§ 69-5. Violations Harbormaster.

The Harbormaster of the Norwalk Harbor, and penalties any deputies, shall from time to time advise the Common Council with respect to the matters set forth in this Chapter and shall, upon

Formatted: Font: Times New Roman, 12 pt, Bold, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Bold, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Bold, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Bold, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: List Paragraph, Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Indent: Left: 0.5", Numbered + Level: 1 + Numbering Style: 1, 2, 3, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Indent: Left: 0.5", Hanging: 0.25", No bullets or numbering

Formatted: Indent: Left: 0.5", Numbered + Level: 1 + Numbering Style: 1, 2, 3, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Indent: Left: 0.5", Numbered + Level: 1 + Numbering Style: 1, 2, 3, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Bold

Formatted: Font: Times New Roman, 12 pt

~~the request of the Common Council, confer with and make such reports to the Common Council as they shall from time to time request with respect to any matter referred to in this Chapter.~~

~~Any person who violates any provision of this ordinance shall, upon conviction thereof, be punished by a fine of not less than \$10 and not more than \$100.~~

§ 69-6, Enforcement.

~~All-uniformed~~ police officers of the Norwalk Police Department are hereby certified for marine duty and shall have authority to enforce the provisions of this ~~ordinance-Chapter.~~

ARTICLE III

Norwalk Harbor Management Commission

§ 69-20 Establishment; membership.

- A. There shall be a Harbor Management Commission, to consist of nine members who are electors of the City of Norwalk and who are appointed by the Mayor with the confirmation of the Common Council. At least seven members of said Commission shall have some demonstrable prior interest or involvement in matters connected with harbor activity, either through a public or private interest. The Director of Planning and Zoning, the ~~Harbor Master~~~~Harbormaster~~, and the Director of Recreation and Parks shall be ex officio members without vote. The Planning and Zoning ~~Commission~~~~Department~~ shall provide such staff support as necessary.
- B. The terms of the initial members shall be as follows: three members for a term to expire December 31, 1986; two members for a term to expire December 31, 1987; two members for a term to expire December 31, 1988; ~~and~~ two members for a term to expire December 31, 1989. Thereafter, the terms of all members shall be for four years commencing on January 1. If a member shall ~~terminatesign or otherwise cease to be a member~~ in advance ~~of the expiration~~ of his or her term, his or her replacement shall be appointed to complete his or her term. No member of the Harbor Management Commission shall receive compensation for service. The ~~Harbor Master~~~~Harbormaster~~ shall serve as Executive Secretary to the Harbor ~~Management~~ Commission.

§ 69-21, Powers and duties.

~~The Harbor Management Commission shall have the following powers and duties:~~

- A. ~~To conduct studies of the conditions and operations in the Norwalk Harbor and to present to the Common Council proposals for its efficient operation.~~

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt, Bold

Formatted: Font: Times New Roman, 12 pt, Bold

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted: Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt

Formatted: Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Bold, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Bold, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Bold, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted

... [1]

B. To receive and review all proposals for dredging, filling and constructing or altering any structure on, in or contiguous to the harbor and to cooperate with federal and state permitting authorities to ensure their consistency with the harbor management plan. Any local agency receiving an application for any such proposal shall send a copy of the same to the Commission upon the request of the Commission. The Commission shall be notified of any such proposal at least 35 days prior to the commencement of the hearing thereon or, where no hearing is held, at least 35 days prior to the taking of any final action on the proposal. The local agency authorized to act on the proposal shall consider the recommendations of the Commission. A two-thirds vote of all the members of the local agency having authority to act on the proposal shall be required to approve a proposal which has not received a favorable recommendation from the Commission, provided that the provisions of this section shall not be deemed to alter the authority of the agency having primary jurisdiction over the proposal to deny, modify or condition the proposal. Failure of the Commission to submit a recommendation shall be deemed to be approval of the proposal.

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Indent: Left: 0.31", Hanging: 0.19", Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.5" + Indent at: 0.75"

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Indent: Left: 0.31", Hanging: 0.19", Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.5" + Indent at: 0.75"

C. To prepare a harbor management plan for the ~~harbor~~Norwalk Harbor, including the designation of harbor lines, mooring areas, anchorage areas, thoroughfares or channels; the establishment of regulations ensuring the equitable allocation of moorings and other uses of the ~~harbor~~Norwalk Harbor; the issuance of permits for regattas and parades or other harbor events; and other matters relative to the public use of the Norwalk Harbor.

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Indent: Left: 0.31", Hanging: 0.19", Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.5" + Indent at: 0.75"

D. To assist in the coordination of all public and private agencies, commissions and other organizations which provide service or other facilities using or otherwise based upon the waters of Norwalk Harbor.

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Indent: Left: 0.31", Hanging: 0.19", Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.5" + Indent at: 0.75"

E. To exercise all additional powers granted by state statute, unless otherwise denied such authority by the Common Council.

Formatted ... [2]

F. To expend funds or to incur debts on behalf of the ~~city~~City of Norwalk, to the extent such expenditures are specifically authorized by the Common Council.

Formatted ... [4]

Formatted ... [3]

Formatted ... [5]

§ 69-22. Adoption of rules and regulations.

The Norwalk Harbor Management Commission may, from time to time, adopt such rules and regulations and plans as it shall deem necessary in the following manner:

Formatted: Font: Times New Roman, 12 pt, Bold

Formatted: Font: Times New Roman, 12 pt, Bold

Formatted: Font: Times New Roman, 12 pt

A. Prior to adopting any such rules or regulations, the Commission shall conduct a public hearing for the purpose of considering their adoption. Notice of the time and place of such public hearing, which notice shall include the title and a summary of the rules or regulations proposed, shall be published ~~twice in a local newspaper having substantial circulation in the manner set forth~~ in the ~~Charter of the~~City of Norwalk at least ~~five~~seven days, but not more than 15 days, prior to the date of said hearing. A copy of the full text

Formatted ... [6]

Formatted ... [7]

Formatted ... [8]

Formatted ... [9]

Formatted ... [10]

Formatted ... [11]

of the proposed ~~regulation or rules~~ and regulations shall be ~~filed in posted on the Office of the City Clerk for public inspection~~ City's website at least 10 days prior to such hearing.

- B. Following such public hearing, the Commission shall act upon such rules and regulations and may make such changes or alterations in the form or content of the proposed rules or regulations as ~~seen it deems~~ appropriate or necessary as a result of the public hearing held in connection therewith. Such changes, additions or alterations shall not require further public notice.
- C. Such rules, if adopted by the Commission and ~~after approval~~ approved by the Common Council ~~of the City of Norwalk~~, shall become effective ~~after publication once in a local newspaper having substantial circulation in the City of Norwalk within 21 seven~~ days following Council approval.
- D. Any person who ~~shall violate~~ violates any of the rules and regulations adopted by the ~~Norwalk Harbor Management~~ Commission and approved by the Common Council, as above provided, shall be fined ~~not more than up to~~ \$90 for each violation. Each day such violation continues after the time for correction of the violation has been given in any written order shall constitute a continuing violation and the violator shall be subject to a fine of up to \$90 per day for each day said violation continues. In the case of vessels located in a controlled mooring field, a violation by the manager of the field shall constitute a separate violation by each vessel in the field.

§ 69-23, Jurisdiction.

The ~~territorial limits of Norwalk Harbor, which shall constitute the~~ jurisdictional limits of the Harbor Management Commission, shall include all of the waters of the ~~city as described in § 1-205 of the~~ Norwalk Charter Harbor, excepting only the area of the Five Mile River which is subject to the jurisdiction of the Five Mile River Commission. ~~The Norwalk Harbor, as defined above, may be further subdivided by the Commission into an inner and outer harbor, as provided by the Norwalk Code § 69-2 and as amended from time to time.~~

§ 69-24, Adoption of Harbor Management Plan.

Pursuant to Connecticut General Statutes Section 22a-113m, the Norwalk Harbor Management Plan, dated June 1989, and previously adopted by the Norwalk Common Council, effective September 1, 1990, is hereby adopted, as amended, as follows, effective March 1, 1998:

- A. ~~Chapter 5 is deleted in its entirety and replaced with the revised Chapter 5, The Outside Harbor Planning Area, dated November 1992.~~
- B. ~~The 1991 Addendum, dated November 1992, is incorporated into the plan.~~
- C. ~~The 1997 Plan Addendum, dated November 1997, is incorporated into the plan.~~
- (1) ~~Definition of terms shall be added as pp. VIII – XIV.~~
- (2) ~~Update of Harbor Conditions in 1997 is added to Chapter 1.~~

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray

Formatted ... [12]

Formatted ... [13]

Formatted ... [14]

Formatted ... [15]

Formatted ... [17]

Formatted ... [16]

Formatted ... [18]

Formatted ... [19]

Formatted ... [20]

Formatted ... [22]

Formatted ... [21]

Formatted ... [23]

Formatted ... [24]

Formatted ... [25]

Formatted ... [26]

Formatted ... [27]

Formatted ... [28]

Formatted ... [29]

Formatted ... [30]

Formatted ... [31]

Formatted ... [32]

Formatted ... [33]

Formatted ... [34]

Formatted ... [35]

Formatted ... [36]

Formatted ... [37]

Formatted ... [38]

Formatted ... [39]

Formatted ... [40]

~~(3) Part Two: Amendments to Harbor Management Issues and Policies is incorporated into Chapter 3.~~

~~A. Part Three: Revised Chapter Six, Responsibilities and Recommendations for Plan Implementation, replaces the current Chapter Six. The Norwalk Harbor Management Plan, as in effect on January 1, 2024, shall remain in effect until amended or replaced as provided in this Chapter.~~

B. Pursuant to Connecticut General Statutes § 22a-113m, the Norwalk Harbor Management Plan shall be reviewed on an annual basis by the Harbor Management Commission. This annual review shall be completed by the end of January in each calendar year. Prior to adopting any changes to the Norwalk Harbor Management Plan, the Harbor Management Commission shall conduct a public hearing for the purpose of considering the proposed changes. Notice of the time and place of such public hearing, which notice shall include a summary of the proposed changes, shall be published in the manner set forth in the Charter of the City of Norwalk at least seven days, but not more than 15 days, prior to the date of said hearing. A copy of the full text of the proposed changes shall be posted on the City's website at least 10 days prior to such hearing. Following such hearing, any recommended changes to the Norwalk Harbor Management Plan shall be approved in the manner set forth in Connecticut General Statutes § 22a-113m, including approval by the Common Council.

§ 69-25 Norwalk Harbor Fee Schedule.

A. The Norwalk Harbor Management Commission may, from time to time, propose a Harbor Fee Schedule to the Common Council, acting through its Economic and Community Development Committee, or its successor, in accordance with applicable state statutes, including, but not limited to, Connecticut General Statutes § 22a-113s. The Harbor Fee Schedule shall relate to all mooring, anchorage, slips, and other activities identified in the harbor management plan and permitted by Connecticut General Statutes § 22a-113s. Prior to adopting a Harbor Fee Schedule, the Economic and Community Development Committee, or its successor, shall conduct a public hearing for the purpose of considering the adoption of the proposed Harbor Fee Schedule. Notice of the time and place of such public hearing, which notice shall include the full text of the proposed Harbor Fee Schedule, shall be published in the manner set forth in the Charter of the City of Norwalk at least seven days, but not more than 15 days, prior to the date of said hearing. A copy of the full text of the proposed Harbor Fee Schedule shall be posted on the City's website at least 10 days prior to such hearing.

B. Following such public hearing, the Common Council shall act upon the proposed Harbor Fee Schedule and may make such changes or alterations in the proposed Harbor Fee Schedule as it deems appropriate or necessary as a result of the public hearing held in connection therewith. Such changes, additions or alterations shall not require further public notice.

C. Such Harbor Fee Schedule, as proposed by ~~if adopted by the Harbor Management~~ Commission and approved by the Common Council with any changes, additions or alterations thereto, shall become effective seven days following Council approval.

(4)

Formatted: Font: Times New Roman, 12 pt

Formatted: Normal, No bullets or numbering

Chapter 66A Mooring and Anchoring

ARTICLE I

Rules and General Regulations

§ 66A

§ 66A-3, Definitions.

For the purpose of this Article, the following terms shall have the meanings indicated:

NORWALK HARBOR — That part of Norwalk Harbor consisting means that part of the inner and outer harbors Norwalk Harbor subject to the jurisdiction of the Norwalk Harbor Management Commission, as defined set forth in the Harbor Management Plan. Excluded Norwalk Code § 69-2, as amended from this definition is the Five Mile River Harbor which is under the jurisdiction of the Five Mile River Commission, time to time.

§ 66A * * * * *

§ 66A-8, Renewal of mooring permit.

- A. All mooring permits shall expire on December 31 and should be renewed by January 31 of the following calendar year. A grace period lasting until the last calendar day of February is allowed. After this grace period, applications received for renewal of mooring permits shall be treated in the same manner as new applications. At least 30 days before the January 31 renewal date, notice of such date shall be published in a newspaper having circulation in the city.
- B. The Harbormaster shall be responsible for the administration of all mooring permit renewals.
- C. For vessels located in a controlled mooring field of at least 50 vessels subject to valid federal and state commercial mooring permits and/or operated under common management, a preliminary mooring list must be submitted by March 31. This list must be accompanied by a fee equal to 1/2 the amount of the prior year's total fee for the entire mooring field. The final mooring list with all information necessary to complete an application for each vessel in the field shall be submitted by April 30 with the balance of the fees due, as calculated from the then applicable Harbor Fee Schedule.

§ 66A

§ 66A-9, Annual mooring permit fee and initial application fee.

- A. Any person, association, corporation or other group receiving a new or renewed permit for a mooring location in Norwalk Harbor shall pay an appropriate annual fee as

Formatted: Font: Times New Roman, 12 pt, Bold, Font color: Dark Gray

Formatted: Font: Times New Roman, 12 pt, Bold, Font color: Dark Gray

Formatted ... [1]

Formatted ... [2]

Formatted: Font: Times New Roman, 12 pt, Bold

Formatted: Font: Times New Roman, 12 pt, Bold

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted ... [3]

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted: Font: Times New Roman, 12 pt

Formatted ... [4]

Formatted: Font: Times New Roman, 12 pt, Bold

Formatted: Font: Times New Roman, 12 pt, Bold

Formatted: Font: Times New Roman, 12 pt

Formatted ... [5]

Formatted ... [6]

Formatted ... [7]

Formatted ... [8]

Formatted ... [9]

Formatted ... [10]

Formatted ... [11]

Formatted: Indent: Left: 0.5"

Formatted ... [12]

Formatted ... [13]

Formatted ... [15]

Formatted ... [16]

Formatted ... [17]

Formatted ... [14]

Formatted ... [18]

Formatted ... [19]

Formatted ... [20]

established by the Harbor Management Commission in accordance with Norwalk ~~Common Council from time to time as authorized by Section 22a-113s of the Connecticut General Statutes, Code § 69-25.~~

- B. When the Harbormaster determines that a suitable mooring location exists for an applicant for a new or renewed mooring permit, the applicant will be notified and must pay the appropriate annual fee set forth in the Harbor Fee Schedule, payable to the City of Norwalk before the permit shall be issued. This fee shall be nonrefundable.
- C. All fees collected pursuant to this section shall be submitted to the Planning & Zoning Department to be deposited into the Norwalk Harbor Management Fund, as authorized by Section § 22a-113s of the Connecticut General Statutes, and used exclusively for the maintenance and improvement of Norwalk Harbor for the public and for expenses for personnel and equipment directly related to the function of the Harbor Management Commission and the Harbormaster or Deputy Harbormaster. (s) Any funds expended pursuant to this section shall follow procurement guidelines for the City of Norwalk.

§ 66A

§ 66A-12. Transient mooring and anchoring.

- A. The Harbor Management Commission may designate transient mooring and anchoring areas for the exclusive, short-term use [not to exceed seven consecutive days] of recreational vessels. This space shall be available on a first-come, first-served basis.
- B. Transient mooring fees shall be set forth in the Harbor Fee Schedule.
- C. The Harbormaster, or his/her designee, shall be responsible for the administration of all transient mooring and anchoring reservations.
- B.D. The Harbormaster may require any person anchoring in the harbor Norwalk Harbor to display for inspection the anchors, chains and other equipment used at such anchoring for soundness of condition.

§ 66A-20. Violations and penalties; disposition of funds.

- A. This Article has been adopted and approved in accordance with Section 22a-113r of the Connecticut General Statutes § 22a-113r and § 69-22 of the Norwalk Code. In accordance with § 69-22D of the Norwalk Code, any § 69-22. Any person who shall violate violates any provision of this Article shall be fined not more than \$90. Each day such violation continues after the time for correction of the violation has been given in any written order shall constitute a continuing violation and shall be subject to a fine of \$90 per day for each day said violation continues. the fines established pursuant to Norwalk Code § 69-22.

Formatted: Font: Times New Roman, 12 pt, Font color: Text 1, Ligatures: None

Formatted: Font: Times New Roman, 12 pt, Font color: Text 1, Ligatures: None

Formatted: Font: Times New Roman, 12 pt, Ligatures: None

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray, Ligatures: None

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray, Ligatures: None

Formatted: Font: Times New Roman, 12 pt, Ligatures: None

Formatted ... [21]

Formatted ... [22]

Formatted ... [23]

Formatted ... [24]

Formatted ... [25]

Formatted ... [26]

Formatted ... [27]

Formatted ... [28]

Formatted: Font: Times New Roman, 12 pt

Formatted ... [29]

Formatted ... [30]

Formatted ... [31]

Formatted ... [32]

Formatted ... [33]

Formatted ... [34]

Formatted ... [35]

Formatted ... [36]

Formatted ... [37]

Formatted ... [38]

Formatted ... [39]

Formatted ... [40]

Formatted ... [41]

Formatted ... [42]

Formatted ... [43]

Formatted ... [44]

Formatted ... [45]

Formatted ... [46]

- B. Fines levied for violations of this Article, as authorized by the Norwalk Code, shall be collected by the City of Norwalk and deposited into the Norwalk Harbor Management Fund.

§-66A

* * * * *

ARTICLE II

Permit Fees

§ 66A-26, Annual mooring permit fees.

- A. The ~~following annual mooring permit~~ fees shall be ~~set forth in the Harbor Fee Schedule and shall be~~ required for all mooring permits issued by the Norwalk Harbor Master: ~~Boat Length (feet) Annual Mooring Permit Fee 20.0 or less \$20 20.1 or longer, up to and including 30.0 \$35 30.1 or longer \$50 Harbormaster.~~
- B. The length used to determine the ~~mooring permit~~ fee shall be the length stated on the State of Connecticut certificate of number or certificate of decal for the vessel assigned to the mooring. Fees are nonrefundable.
- C. Nonprofit organizations shall ~~only~~ be charged ~~only an administrative~~ the nonprofit fee of \$5 ~~each, set forth in the Harbor Fee Schedule~~ for up to six moorings, ~~which provided that the moorings~~ must be for vessels registered with the state for the reduced fee available to nonprofit organizations (as authorized under Chapter 268, §-15 ~~15-144b, 144(b)~~ of the Connecticut General Statutes. ~~[Added 11-9-1993].~~

§-66A

§ 66A-27, Initial New Mooring permit fee.

- A. Any applicant for a mooring permit who does not hold a ~~current valid~~ mooring permit for the vessel listed on the application shall pay ~~an initial~~ a non-refundable new mooring permit fee of \$20 in addition to the annual mooring permit fee ~~specified above. This fee is also nonrefundable.~~
- A. The ~~initial new mooring permit fee~~ shall be set forth in the Harbor Fee Schedule.

Formatted: Font: Times New Roman, 12 pt, Ligatures: None

Formatted: Font: Times New Roman, 12 pt, Bold, Font color: Gray-60%, Ligatures: None

Formatted: Font: Times New Roman, 12 pt, Font color: Gray-60%, Ligatures: None

Formatted: Font: Times New Roman, 12 pt, Ligatures: None

Formatted: Space After: 0 pt, Line spacing: single, Font Alignment: Baseline, Pattern: Clear (White)

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray, Ligatures: None

Formatted: Font: Times New Roman, 12 pt, Font color: Text 1, Ligatures: None

Formatted ... [47]

Formatted ... [48]

Formatted ... [49]

Formatted ... [50]

Formatted ... [51]

Formatted ... [52]

Formatted ... [53]

Formatted ... [55]

Formatted ... [56]

Formatted ... [54]

Formatted ... [57]

Formatted ... [58]

Formatted ... [59]

Formatted ... [60]

Formatted ... [61]

Formatted ... [63]

Formatted ... [64]

Formatted ... [65]

Formatted ... [62]

Formatted ... [66]

Formatted ... [67]

Formatted ... [68]

Formatted ... [69]

Formatted ... [70]

Formatted ... [71]

- B. The new mooring permit fee is not required for a new vessel ~~which~~that replaces an old one listed on a previous mooring permit held by the applicant if the Harbormaster determines that the new vessel may be moored in approximately the same location.
- C. The ~~initial~~new mooring permit fee shall be waived for applicants whose vessels will be located in a controlled mooring field of at least 50 vessels subject to valid federal and state commercial mooring permits and/or operated under common management.

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray, Ligatures: None

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray, Ligatures: None

Formatted: Space After: 0 pt, Line spacing: single, Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5", Font Alignment: Baseline, Pattern: Clear (White)

Formatted: Font: Times New Roman, 12 pt, Ligatures: None

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray, Ligatures: None

Formatted: List Paragraph

Formatted: Font: Times New Roman, 12 pt, Font color: Dark Gray, Ligatures: None

Formatted: Space After: 0 pt, Line spacing: single, Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5", Font Alignment: Baseline, Pattern: Clear (White)

Formatted: Font: Times New Roman, 12 pt, Ligatures: None

Formatted: Font: Times New Roman, 12 pt

COMPLETE STREETS ORDINANCE

§ 1-1. Purpose.

The City of Norwalk continually strives to become a more livable, sustainable, and equitable city. To do that, Norwalk seeks to improve its transportation infrastructure by implementing Complete Streets transportation planning, policy, and design. Complete Streets prioritizes transportation decision-making designed to improve safety, reduce traffic congestion, increase mobility options. Crucial to achieving these goals is city-wide access to safe, affordable, and equitable multimodal transportation where residents can easily walk, bicycle, and take transit to everyday destinations within a travel time of 15 minutes from home. Complete Streets policy and design methodology can and should be utilized to make Norwalk a more friendly and flexible transportation destination. In turn, making Norwalk more transportation-friendly will help further stimulate economic and community development, foster more livable and walkable neighborhoods, and enhance local economic vitality and livability.

§ 1-2. Definitions.

For purposes of this Chapter, the following terms have the meanings indicated:

COMPLETE STREETS

An integrated transportation network that is designed and operated to equitably service the community's mobility, economic, social, recreational, health, and environmental needs. Complete Streets prioritize safety, convenience, comfort, and equitable access for all users of all ages and abilities, including pedestrians, bicyclists, motorists, micro-mobility users, movers of commercial goods, and transit riders; incorporate opportunities for non-mobility use of the street, such as commercial, recreational, and social uses; and serve to manage stormwater and mitigate the causes and impacts of climate change.

COMPLETE STREETS COORDINATOR

The Director of Transportation, Mobility and Parking, or their designee, shall be the Complete Streets Coordinator. In the event of a vacancy or the elimination of the position of Director of Transportation, Mobility and Parking, the Mayor shall designate a Complete Streets Coordinator who possesses sufficient experience or professional qualifications in accordance with this Chapter and the Complete Streets Policy to serve until such time as a new Director of Transportation, Mobility and Parking is appointed.

COMPLETE STREETS DESIGN GUIDE

The practical, working manual that provides guidance on the planning, design and building of streets to meet the standards and objectives of the Complete Streets Policy and this Chapter. The guide is applied by the City and its relevant departments tasked with the implementation of Complete Streets.

IMPROVEMENT PROJECT

New construction, reconstruction, resurfacing, rehabilitation, repair, or maintenance of applicable transportation facilities, or that may affect them, whether such project is funded wholly, partly, or not at all by the City. An Improvement Project does not include ordinary repair designed to keep transportation network facilities in safe working condition, such as mowing, cleaning, sweeping, spot repair, pothole filling, signage repair and replacement, or the like.

PRIORITY COMMUNITIES

Priority Communities are communities or populations that are (1) underserved by the transportation system, (2) disproportionately negatively impacted by the transportation system and/or (3) have traditionally suffered adverse impacts as a result of changes to transportation infrastructure. Priority communities may include Vulnerable Communities, Environmental Justice Communities, Disadvantaged Communities, or other State or federally defined priority community, as such terms are defined under federal or Connecticut law.

PUBLIC REALM IMPROVEMENTS

Include the installation of street trees, shrubs, grasses, brick pavers, permeable pavers, lighting, benches, wayfinding signage, in support of a healthier, safer, cleaner, and more beautiful city.

SAFE SYSTEM APPROACH

The Safe System Approach aims to eliminate fatal and serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels.

TRANSPORTATION FACILITY

A facility consisting of the means and equipment necessary for the movement of people or goods; any road, bridge, tunnel, overpass, ferry, mass transit facility, vehicle parking facility, port facility or similar commercial facility used for the transportation of persons or goods together with any buildings, structures, parking areas, appurtenances, and other property needed to operate such facility; however, a commercial or retail use or enterprise not essential to the transportation of people or goods shall not be considered a transportation facility.

TRANSPORTATION PROJECT

Any public and/or private land development, project, program, or practice that affects the transportation network or occurs in the public right-of-way, including any construction, reconstruction, resurfacing, retrofit, signalization operations, restriping, rehabilitation,

restoration, repaving, private development projects, maintenance (excluding routine maintenance, such as mowing, sweeping, and spot repair), operations, alteration, and repair of any public street or roadway within a jurisdiction (including alleys, bridges, frontage roads, and other elements of the transportation system).

USER GROUP / USER

People who are customarily associated with the use of the street, including motorists, bicyclists, micro-mobility users, pedestrians, and transit riders. Users may also include specialized subgroups, such as shoppers or school children, where a plan, study, or purpose and need statement has identified a current or future need for their accommodation.

§ 1-3. Complete Streets Policy

- A. It is the policy of the City to implement an integrated and connected multimodal transportation system of Complete Streets that serve all neighborhoods', districts', and populations' current and future needs, including Priority Communities.
- B. All Transportation Projects equitable, accessible, and attractive community. Projects shall advance the goals of creating convenient travel options along and across streets for users of all ages and abilities and for all modes of transportation, including motorists, bicyclists, pedestrians, public transportation vehicles and their passengers, delivery trucks and movers of commercial and maritime goods, and vulnerable users.
- C. The Complete Streets Policy shall include:
 - i. A Consistent High-quality Mobility System– The City's transportation network will facilitate multi-modal access. This will include:
 - 1. Complete and connected off-road trail facilities, including the Norwalk River Valley Trail (NRVT) and the Harbor Loop. These multi-use facilities will provide important connections within the City as well as to neighboring communities, creating both local and regional assets.
 - 2. A safe and convenient bicycle network that is an effective element of transportation network.
 - 3. Safe, accessible, and comfortable pedestrian connections to all transit facilities, providing all users access to public transportation.
 - ii. A Safe and Connected Mobility System: Using Norwalk's transportation network will be safe, regardless of mode. The implementation of this Policy aims to eliminate all traffic fatalities and serious injuries on roads within city limits.
 - iii. A 15-minute City: Norwalk will be a 15-minute city, accessible completely by walking, bicycling, and/or transit.

- iv. A Strong Economy: The City's transportation network will stimulate the economic vitality of the City, especially its downtown business district. Economic activity will be supported through high-quality access to jobs, commercial establishments, and social services.
- v. A Resilient Environment: Norwalk will have a sustainable transportation network
- vi. An Equitable Community: The Policy will eliminate historical barriers to transportation access. Priority communities will be accommodated in the planning, designing, funding, construction, and maintenance of Complete Streets.
- vii. An Attractive Public Realm: The City will have attractive, well-constructed streetscapes that support existing and new public spaces that advance Norwalk's goal of building a healthy, economically vibrant, connected, and environmentally sustainable community.
- viii. Healthy Residents: The City will utilize Complete Streets to provide opportunities for physical activity with the goal of reducing obesity, improving mental health, reducing chronic disease, and promoting wellness.

D. The Complete Streets Policy shall take a Safe System Approach to the design of streets, which prioritizes the elimination of crashes that result in death and serious injuries, and work collaboratively across departments and disciplines. The Safe System Approach will take into account that deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

E. This Chapter shall apply to all public and/or private Transportation Projects, including those using funds awarded by federal, state, regional, county, municipal, or any other public agency.

§ 1-4. Complete Streets Design Guide.

- A. The City is hereby directed to develop a Complete Streets Design Guide. The Norwalk Complete Streets Design Guide (2024), or its most recent version, shall be on file at the City Clerk's Office and an electronic version shall be available on the City website for the use and examination by the public. The Guide identifies the standards for design of all current and future streets in the City.
- B. The Complete Streets Design Guide shall be reviewed from time to time and, in any event, no less frequently than once every 24 months. The Complete Streets Coordinator, in consultation with relevant City departments and boards and commissions, may amend the Design Guide as necessary so long as it is consistent with this Chapter, the Complete Streets Policy, Plan of Conservation and Development, and the Transportation Master Plan. Any proposed amendments shall be on file at the City Clerks' Office, an electronic

version shall be available on the City website for [30] days before changes are finalized, and the public shall be given a mechanism for submitting comments and input.

- C. The Common Council, Director of the Traffic, Mobility, and Parking Department, and Department of Public Works, among others, will use the Complete Streets Policy and Design Guide to support implementation of Complete Streets.
- D. In conjunction with the Complete Streets Design Guide, the City may utilize any design standard or guidelines which provides relevant guidance from a reliable professional organization or entity. This includes, but is not limited to, the most current editions of standards and guidelines for street design, construction, operations, and maintenance that promote and support Complete Streets, that apply to bicycle, pedestrian, transit, stormwater, and highway facilities. A list of applicable design standards and guidelines must be contained in the Complete Street Design Guide and shall be amended from time to time.

§ 1-5. Complete Streets City Policy Coordination

The Complete Streets Coordinator shall be responsible for ensuring compliance with, and ongoing consistency among, the Complete Streets Policy and Design Guide. It shall be the responsibility of the Complete Streets Coordinator to establish benchmarks to ensure the successful implementation of Complete Streets, to monitor and report on the City's compliance with this Ordinance as detailed in §1-9 of this chapter, and to maintain and update the Design Guide per §1-4 of this Chapter.

A.

§ 1-6. Implementation

- A. The City shall apply the Complete Streets Design Guide (2024), and all subsequent amendments to that guide, to all Improvement Projects and Transportation Projects within the City, except as may be excluded under §1-7 of this Chapter.
- B. The City shall adopt the Norwalk Complete Streets Design Guide (2024) as an amendment to the Norwalk Transportation Master Plan and Plan of Conservation and Development.
- C. The Department of Public Works, in coordination with the Complete Streets Coordinator and the Department of Transportation, Mobility, and Parking, shall be responsible for developing a three-year improvement schedule and map for the City's roadways that advances the Complete Streets Policy with consideration of the needs of all roadway users and the equitable distribution of roadway improvements as defined within the Complete Streets Design Guide, for the efficient use of municipal resources to advance the goals and objectives of the Transportation Master Plan and other relevant plans and studies, and the condition of the roadway or related infrastructure. The improvement schedule and map shall be made publicly available on the City's website.

a.

§ 1-7. Exemptions.

- A. A Transportation Project, or portion of a Transportation Project, shall not be required to meet the standards set forth in the Complete Streets Design Guide if the Complete Streets Coordinator finds that any of the following are true:
 - a. The use of the Transportation Facility by the particular User Group is prohibited by law;
 - b. Regulatory compliance requirements preclude the facility, or a portion of the facility; or
 - c. A Transportation Project that will have de-minimus impact to mobility, including crack sealing, striping maintenance, cleaning or sweeping, drainage improvements, or signal modifications, or similar activities enumerated in the Design Guide.
- B. Exemptions shall be applied only to those portions of a project that meet the criteria in this section. All remaining portions of the project shall comply with the Complete Streets Design Guide.

§ 1-8. Exceptions.

- A. An exception is required when a project is (1) unable to meet a requirement in the Design Guide or (2) accommodate an identified User. Exceptions shall not be required where an Exemption exists.
- B. The following shall be considered reasonable and appropriate reasons for requiring an Exception:
 - a. Applying a standard would result in adverse impacts to the goals established in the Complete Street Policy under §1-3 of this Chapter that significantly outweigh the benefits of the project or of accommodating a User Group.
 - b. Adhering to the standards would result in exorbitant costs or in facilities that substantially exceed the identified existing or future demand.
 - c. A plan or study adopted after the adoption of this Chapter by the City of Norwalk, with community input, explicitly states that a facility is not appropriate, or a User Group cannot be accommodated.
 - d. Applying a standard would result in substantial adverse impacts to the goals or objectives established in an adopted plan, study, policy, or Ordinance.
- C. To seek an exception, an Exception Report, as defined within the Complete Streets Design Guide, documenting the reasons for an exception shall be made to Complete Streets Coordinator. After receiving the Exception Report the Complete Streets Coordinator may:
 - a. Approve the following de-minimus exceptions, and permit the project to proceed without further review, if deviations from the standards will have no impact on:
 - i. The quality of the Users experience,
 - ii. The ability of Users to meet their mobility needs, and

- iii. The ability of the City to achieve the goals established in §1-3 Complete Streets Policy.
 - b. Approve the project with changes that would bring the project into compliance with the Design Guide.
 - c. Determine that the project requires an exception.
- D. If the project requires an exception, the Complete Streets Coordinator shall have 60 days to review the Exception Report and transmit comments and recommendations to the Complete Streets Committee, as defined in §1-8.F, and the responsible entity. The project shall not progress to construction until the 60-day review period has elapsed, or the Complete Streets Committee approves the project with or without modifications.
- E. Where a project is especially complex, requires substantial review, or where there are extenuating circumstances that prevent adequate review, the Complete Streets Coordinator may grant, up to an additional 60 days for review.
- F. After the review period and public comment periods have concluded, the Complete Streets Committee comprised of the Complete Streets Coordinator, the Chief of Staff, the Chief of Operations and Public Works, the Chief of Economic and Community Development, the ADA Coordinator, Chairperson of the Planning & Zoning Commission, and the Chairperson of the Bike/Walk Commission, or their respective designees, shall meet to evaluate an Exception Report. If the aforementioned persons cannot come to a unanimous conclusion regarding the exception, there must be a vote on the exception, of which the exception is either approved, approved with modifications or disapproved by a simple majority.
- G. The Chapter shall not apply to projects with approval of Final Design Plan submission date on or before the date of the adoption of this Chapter. Where active projects have not yet received approval of Final Design Plan submission, it shall be the responsibility of the Complete Streets Coordinator to determine on case-by-case basis the feasibility of incorporating the requirements of this Chapter based on considerations such as, but not limited to, project schedule, available right-of-way, geometric constraints, and project funding.

§ 1-9. Progress Reporting

The Complete Streets Coordinator will submit an annual presentation and report to the Common Council that identifies all Transportation Projects and the progress made in implementing Complete Streets policy. The annual presentation and report will focus on a comprehensive summary of projects completed within the last year that advance Complete Streets. The report shall include, but not be limited to, a detailed list of the number of Exception Reports received and their outcomes and a list and map of all temporary, demonstration, pilot project, or similar activity that advance Complete Streets. Departments involved in the production of Complete Streets shall provide appropriate information to support the presentation.