REGULAR MEETING – PLANNING AND ZONING COMMISSION
AGENDA

JANUARY 21, 2026, 6:00 PM
BY ZOOM VIRTUAL MEETING

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

Members of the public may call in to participate. Callers will not be able to see the meeting participants. 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. Please find the information using the link above.

Members of the public who wish to provide "live comments" may also use the Zoom meeting platform. All participants will be muted upon entering the meeting. To speak, click the “raise your hand indicator” and you will be called 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. Anyone disrupting the orderly conduct of the meeting, including by using threatening, hateful, or sexually-explicit language, will be removed. Please find the information using the link above.

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 Steve Kleppin, Director of Planning & Zoning, at skleppin@norwalkct.gov with the subject line “Public Comment” to provide written public comment prior to the meeting.

I. CALL TO ORDER

II. ROLL CALL AND SEATING OF ALTERNATES

III. PUBLIC HEARINGS

A. #2025-89 SP – RMS 394 West Ave LLC – 370 West Avenue (District 1, Block 8, Lot 12) – Special permit for the installation of backlit cornice signs - Public hearing, report & recommended action

IV. REVIEW AND ACTION ON APPLICATIONS

A. #2025-93 SPR – TCT Enterprises – 542 Westport Avenue (District 5, Block 8, Lot 6) – Change of use within portion of existing building from Retail to Commercial Recreation Establishment - Report & recommended action

B. #2025-91 POCD – Planning & Zoning Commission – Amendment to the 2019-2029 Plan of Conservation and Development (POCD) to adopt the Art and Cultural District

Plan, dated 2025, as an addendum to the POCD - Preliminary review and referral

C. **#2025-90 SPR – 200 Connecticut Ave, LLC – 200 Connecticut Avenue (District – 5, Block – 64, Lot 42) – Proposed interior renovations to convert 3 office floors to thirty-five residential units - Report & recommended action**

D. **#2025-79 SPR – Lofts M7 LLC – 101-201 Merritt 7 – Conversion of Office Buildings to Residential - Report & recommended action**

V. DISCUSSION

A. **#2026-02 R - Planning & Zoning Commission - Zoning regulation text amendment to Article 4 and Article 9 regarding Accessory Dwelling Units**

B. **#2026-03 R - Planning & Zoning Commission - Zoning regulation text amendment to Article(s) 4 regarding public realm requirements; Artist Live/Work uses and workforce housing; Band Sign requirements; definitions for Dormer, Earth Processing and Contractor's Materials Storage Yard, Landscape Nursery, Patio, Porch, Stoop, and Wetbar; Landscape Nursery use limitations; encroachments; village district review standards and procedures**

VI. ACCEPTANCE OF MINUTES

A. **Regular Meeting: January 7, 2026**

VII. COMMENTS OF DIRECTOR

VIII. COMMENTS OF COMMISSIONERS

IX. ADJOURNMENT

UPCOMING MEETINGS

February 4, 2026 February 18, 2026

Special Permit Application

City of Norwalk Planning & Zoning Commission
Phone: 203-854-7780
www.norwalkct.gov

Date Received:

Per Section 8.4.8 of the Norwalk Zoning Regulations, Special Permits are for Uses, Buildings, or Structures that are considered to be generally appropriate in the applicable District, but because of their potential for impacts with Adjacent Uses, Buildings, or Structures, require individual review for specific locations.

1. **Address of Subject Property(s):**
   370 West Avenue, Norwalk, CT, Norwalk, CT
2. District: 1 Block: 8 Lot(s): 13 3. Zone: CD-4, Overlay/Village District: n/a
4. Historic Structure(s): ☑ No ☐ Yes 5. Flood Hazard Zone: ☑ No ☐ Yes, Flood Zone(s) _____
6. Coastal Area Management Zone: ☑ No ☐ Yes If yes, include application for Coastal Site Plan Review or specify Section allowing exemption: _____
7. Existing Use of Property:
   Mixed-use multi-family development nearing completion
8. Proposed Use of Property as Identified per **Table 4.3.9.A:** Building, Lot & Building Site Principal Uses:
   Mixed-use multi-family development nearing completion

Applicant Information

Applicant Name: RMS 394 West Ave LLC
Billing Address: 148 Broad Street, Stamford, CT 06901
Phone Number: c/o E. Suchy, Esq. 203-252-2656 Email: c/o E. Suchy, Esq. - esuchy@carmodylaw.com
Signature: Carmody Torrance Sandak & Hennessey, LLP Its Attorneys

Property Owner Information and Authorization

Owner of Record: RMS 394 West Ave LLC
Billing Address: 148 Broad Street, Stamford, CT 06901
Phone Number: c/o E. Suchy, Esq. 203-252-2656 Email: c/o E. Suchy, Esq. - esuchy@carmodylaw.com
Signature: Carmody Torrance Sandak & Hennessey, LLP Its Attorneys

**By signing, the property owner confirms that the Applicant has been authorized to apply for Planning & Zoning approval, and attests that all information provided is true and accurate.*

RMS 394 WEST AVENUE LLC
370 WEST AVENUE, NORWALK, CT
APPLICATION FOR SPECIAL PERMIT
NARRATIVE - SCHEDULE A

I. BACKGROUND

RMS 394 West Avenue, LLC ("RMS") is the owner/developer of consolidated of real property located at 370 West Avenue at the corner of Maple Street in Norwalk, Connecticut (the "Property").[1] Construction is nearing completion for the use and occupancy of a mixed-use development approved in 2023 containing 200+ residential units and amenity space, restaurant space, and associated parking and site improvements. Designated as Tax Lot 13 in Block 8 of the First Taxing District, the Property is currently zoned CD-4.[2]

Specifically, the project offers 204 apartments (37 studio, 100 one-bedroom, and 67 two-bedroom units) along with first-floor restaurant space and on-site amenities including bike racks, courtyards, rooftop terrace, solar charging stations, electric vehicle charging stations, indoor resident amenity space, and an outdoor pool. Of the 204 units, 20 (four (4) studio, ten (10) one-bedroom, and six (6) two-bedroom units) will be deed restricted as affordable in perpetuity in accordance with the city's workforce housing regulations, along with a fee paid pursuant to the former Sec. 118-1050D.(2)(c) of the City of Norwalk Building Zone Regulations ("zoning regulations"). A total of 261 parking spaces are required for all uses and 270 parking spaces will be provided in an on-site structured parking garage. In addition, 20,400 sq.ft. of recreation area is required and 33,616± sq.ft. of recreation area is proposed.

II. PROPOSAL

The Applicant proposes to install two (2) cornice signs[3] on the building. (Refer to "Cornice Sign – 370 West Avenue Norwalk, CT RMS Companies South Side of Building," "Cornice Sign – 370 West Avenue – Norwalk, CT South & West Sides of Building," "Cornice Sign – 370 West Avenue, Norwalk, CT South Side," "Cornice Sign – 370 West Avenue, Norwalk, CT West Side of Building," and "Cornice Sign – 370 West Avenue, Norwalk, CT West Side" attached hereto and made a part hereof.). Each sign will be 4' by 13.2' measuring 54 square feet. One sign is proposed to be affixed to the south façade facing the City of Norwalk adjacent parking lot and the other is proposed for the west façade facing the Route 7 Connector. Both signs are proposed to be backlit with a maximum of 200 nits.

Cornice signs require the submission of an application for special permit, pursuant to the recently enacted cornice sign regulations.

In connection therewith, the Applicant submits that the application meets or exceeds the general conditions and standards for this use as set forth in Sec. 8.4.8G.2 (a-o) as follows:

(a) Density of use and bulk of buildings. This standard is not relevant or applicable to the proposed signage for which this special permit application has been submitted. The structure nearing completion complies with the density of use and bulk of buildings requirements for the CD-4 zone.

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[1]Formerly District 1, Block 8, Lots 10, 13 and 40B.

[2]Previously, the Property had been zoned CDB.

[3]Cornice signs were recently approved in the CD-4 zone by special permit.

(b) All proposed uses for which a site plan is required shall provide for ingress and egress to the site which does not adversely impact the normal flow of traffic or normal safe conditions of the roadways. Site plans shall be referred to the Department of Public Works (DPW) and the Transportation, Mobility and Parking Department (TMP) for review and recommendations. This standard is not relevant or applicable to the proposed signage for which this special permit application required especially since no site plan is required.

(c) The Commission may require such reasonable improvements as may be necessary to accommodate traffic increases caused by the proposed development to maintain existing levels of service to improve traffic safety. A traffic impact analysis, as specified below may be required from the applicant to determine the extent of necessary improvements. The proposed signage for which this special permit application has been submitted, has no impact on traffic.

(d) Availability of mass transit facilities and provision of sidewalks, with a minimum clearance of five (5') feet without obstructions. Sidewalks exist, Wheels Bus Route 9 travels directly in front of the Property and Wheels Bus Routes 3, 10 and 11 all travel within four or five blocks of the site, but these are all irrelevant to a request for proposed signage.

(e) Availability and compatibility of utilities. The Property is and will continue to be served by city water and sewer.

(f) Adverse impact from noise, odor, fumes, dust and artificial lighting. Backlighting for the proposed signage will meet the illumination standard of 200 nits.

(g) Signs of size and design that are in harmony with the neighborhood. The proposed cornice signs are similar in size and location to other cornice signs on multi-family and mixed-use developments on West Avenue, notably the Waypointe development across the street.

(h) Adequacy of yards and open space, screening and buffering. This standard is irrelevant to this application, as it relates to signage.

(i) Impact on neighborhood properties, as compared to uses and structures permitted as a matter of right. This application relates to signage not a use or structure. There will be no impact on neighborhood properties, some of which already have cornice signs.

(j) Existing land use in the area. The area surrounding the property is generally developed with single- and multi-family residential complexes, marine-related uses, commercial and other uses.

(k) Proximity of community facilities. Various retail, restaurant and other public venues exist near the site. The Norwalk Maritime Aquarium, restaurants on Washington Street and Veterans' Memorial Park are all within walking distance to the Property.

(l) Compliance with the Zoning Code and Plan of Development. The proposed use is a new use adopted in December 2023 as part of the of the citywide zoning rewrite and not contemplated by the 2019 advisory Plan of Conservation and Development.

(m) Utilization of green infrastructure and other sustainability measures. This standard is not relevant or applicable to the proposed cornice signs.

(n) Conservation of wetlands, watercourses and other ecologically viable lands. No wetlands or watercourses exist on the Property.

(o) No zoning violation exists on the property. There are no known zoning violations on the property.

RMS 394 WEST AVENUE, LLC
370 NORWALK, CT
APPLICATION FOR SPECIAL PERMIT
LIST OF ABUTTING PROPERTY OWNERS WITIN 100' OF SUBJECT PROPERTY
SCHEDULE A

1.
State of Connecticut
Route 7 Connector
Norwalk, CT 06850

Mailing:
c/o Christie LaBella
Connecticut Department of Transportation
Division of Rights of Way
PO Box 317546
Newington, CT 06131-7546

2.
1/20/1
BW Berkeley Quincy LLC
500 West Ave.
Norwalk, CT 06850

Mailing:
c/o Beachwold Residential, LLC
192 Lexington Avenue – Suite 901
New York, NY 10016

3.
1/21/10
BW Waypointe, LLC
515 West Ave.
Norwalk, CT 06850

Mailing:
c/o Beachwold Residential, LLC
257 Park Avenue South – Floor 13
New York, NY 10010

4.
1/11/2
TB Norwalk Apartments, LLC
467 West Ave.
Norwalk, CT 06850

Mailing:
250 Gibraltar Road
Horsham, PA 19044

5.
1/11/1
Norwalk 455 West Avenue, LLC
455 West Ave.
Norwalk, CT 06850

Mailing:
262 Central Park West - #3A
New York, NY 10024

6.
1/9/5
Power Test Realty Co Ltd Partnership
331 West Ave.
Norwalk, CT 06850

Mailing:
292 Madison Avenue
New York, NY 10017

7.
1/9/4
City of Norwalk
Lockwood Mathews Park
299-303 West Ave.
Norwalk, CT 06850

Mailing:
c/o A. Lo
125 East Ave.
Norwalk, CT 06851

8.
1/8/15
City of Norwalk
340 West Ave.
Norwalk, CT 06850

Mailing:
c/o A. Lo
125 East Ave.
Norwalk, CT 06851

9.
1/8/39
City of Norwalk
350 West Ave.
Norwalk, CT 06850

Mailing:
c/o A. Lo
125 East Ave.
Norwalk, CT 06851

10.
1/20/17
Elemi Yiannakides
14 Lynes Place
Norwalk, CT 06850

Cornice Sign - 370 West Avenue, Norwalk CT

RMS COMPANIES

South Side of Building

Cornice Sign - 370 West Avenue, Norwalk CT

RMS COMPANIES

South & West Sides of Building

52.4 Square Feet

Backlit LED Sign

Rich Black Finish

Illumination: Not to exceed 200 nits - Dimmable Controller

Dusk-to-Down Photo Sensor

Cornice Sign - 370 West Avenue, Norwalk CT

RMS COMPANIES

South Side

For illustrative purposes. Not to scale.

Cornice Sign - 370 West Avenue, Norwalk CT
RMS COMPANIES

West Side of Building

NORTH -- Maple Street

SOUTH - Parking Lot

WEST -- NRVT / Route 7

Cornice Sign - 370 West Avenue, Norwalk CT

RMS COMPANIES

West Side

For illustrative purposes. Not to scale.

CARMODY
TORRANCE | SANDAK | HENNESSEY LLP

24

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ZIP 06901 $ 016.56⁰
02 7H
0006154520 DEC 11 2025

State of Connecticut
Route 7 Connector
Norwalk, CT 06850

State of Connecticut
c/o Christie LaBella
Connecticut Department of Transportation
Division of Rights of Way
PO Box 317546
Newington, CT 06131-7546

BW Berkeley Quincy LLC
500 West Ave.
Norwalk, CT 06850

BW Berkeley Quincy LLC
c/o Beachwold Residential, LLC
192 Lexington Avenue – Suite 901
New York, NY 10016-6823

BW Waypointe, LLC
515 West Ave.
Norwalk, CT 06850

BW Waypointe, LLC
c/o Beachwold Residential, LLC
257 Park Avenue South – Floor 13
New York, NY 10010-7358

TB Norwalk Apartments, LLC
467 West Ave.
Norwalk, CT 06850

TB Norwalk Apartments, LLC
250 Gibraltar Road
Horsham, PA 19044

Norwalk 455 West Avenue, LLC
455 West Ave.
Norwalk, CT 06850

Norwalk 455 West Avenue, LLC
262 Central Park West - #3A
New York, NY 10024

Power Test Realty Co Ltd Partnership
331 West Ave.
Norwalk, CT 06850

Power Test Realty Co Ltd Partnership
c/o Getty Realty Co. Ltd Partnership
PO Box 9161
Waltham, MA 02454

City of Norwalk
299-303 West Ave.
Norwalk, CT 06850

City of Norwalk
c/o A. Lo
125 East Ave.
Norwalk, CT 06851

City of Norwalk
c/o Stepping Stones Museum
303 West Ave.
Norwalk, CT 06854

City of Norwalk
340 West Ave.
Norwalk, CT 06850

City of Norwalk
c/o Lockwood Mathews Park Mansion
Attn: S. Gilgore
303 West Ave.
Norwalk, CT 06854

USPS STAMFORD CT 06905-9998 DEC 11 2025

City of Norwalk
350 West Ave.
Norwalk, CT 06850

City of Norwalk
PO Box 5125
Norwalk, CT 06856-5125

Eleni Yiannakides
14 Lynes Place
Norwalk, CT 06850

24 Berkeley, LLC
24 Berkeley Street
Norwalk, CT 06851

24 Berkeley, LLC
4 Merritt Street
Norwalk, CT 06854

520 West Avenue Property, LLC
520 West Avenue
Norwalk, CT 06850

520 West Avenue Property, LLC
c/o Stanley M. Seligson
605 West Avenue
Norwalk, CT 06850

CARMODY
TORRANCE | SANDAK | HENNESSEY LLP

Elizabeth A.B. Suchy
Partner
Main: 203-425-4200
Direct: 203-252-2656
Fax: 203-325-8608
esuchy@carmodylaw.com

1055 Washington Boulevard
Stamford, CT 06901

December 11, 2025

Re: RMS 394 West Avenue, LLC – 370 West Avenue, Norwalk, CT
Application for Special Permit – cornice signs

Dear Neighboring Property Owner:

This firm represents RMS 394 West Avenue, LLC, owner of property with a mixed-use multi-family development nearing completion located at 370 West Avenue in Norwalk, Connecticut (District 1, Block 8, Lot 13) (the "Property"). On December 5, 2025, our client filed an Application for Special Permit with the City of Norwalk Planning & Zoning Commission (the "Commission") for the installation of two (2) backlit cornice signs on the building.

You are being notified of the submission of this application, in accordance with the City of Norwalk Zoning Regulations, because your property may be located within 100' of the Property. The application and supporting documentation are available for review in the City of Norwalk Department of Planning & Zoning ("P&Z") offices located at 125 East Avenue, Norwalk, Connecticut. Additionally, the application and supporting documentation will soon be available to view on the P&Z website (www.norwalkct.gov).

Should you have any questions, please do not hesitate to contact me or Bryan Baker (P&Z principal planner; 203-854-7705; bbaker@norwalkct.gov).

Very truly yours,

Elizabeth A.B. Suchy

EABS
SENT VIA CERTIFICATE OF MAILING

Norwalk Planning & Zoning Commission

125 East Avenue
Norwalk, Connecticut

January 16, 2026

Memorandum

To: Planning & Zoning Commission – Chapin Bryce, Chair
From: Bryan Baker, Principal Planner
Re: #2025-89 SP – RMS 394 West Ave LLC – 370 West Avenue (District 1, Block 8, Lot 12) – Special permit for the installation of backlit cornice signs

Commissioners,

The applicant has applied to install two cornice signs that will be placed horizontally near the top of the mixed-use structure that is nearly complete. One sign is proposed to be installed along the southern building façade which faces the Exit 15 off ramp, and the other sign is proposed to be installed along the western building façade which faces Route 7.

Per the details provided in the application, the signs will be backlit and not exceed 200 nits which is the maximum permitted under the recently adopted cornice sign regulations. Provided that the signs are not directly facing any other nearby properties, any potential adverse impacts would be minimal.

Staff recommends that the application be approved and provides the following resolution:

Draft resolution to approve:

THEREFORE, BE IT RESOLVED by the Norwalk Planning & Zoning Commission that application #2025-89 SP – RMS 394 West Ave LLC – 370 West Avenue (District 1, Block 8, Lot 12) – Special permit for the installation of backlit cornice signs be **APPROVED** subject to the following:

1. That the site shall be developed in accordance with the following plans:
    a. Per the signage exhibits provided as part of the special permit application package; and
2. That any changes to the approved plans shall be submitted to the Commission's Staff (Staff) for review and approval prior to implementation. If any proposed changes are determined to be substantive, Staff shall refer the changes to the Commission for their review and approval prior to implementation; and
3. That prior to the issuance of a Certificate of Zoning Compliance, the applicant shall provide documentation to Staff demonstrating compliance with the maximum illumination measurement permitted (200 nits); and

BE IT FURTHER RESOLVED that this application complies with all applicable sections of the Norwalk Zoning Regulations; and

BE IT FURTHER RESOLVED that the effective date of this action shall be January 30, 2026.

December 17, 2025

Steven Kleppin, Director
Planning & Zoning Department
City of Norwalk
125 East Avenue, Room 129
Norwalk, CT 06856

RE: Site Plan Review Application
Applicant: TCT Enterprises
542 Westport Avenue, Norwalk, CT

Dear Director Kleppin,

We are pleased to submit herewith a Site Plan Review application on behalf of our client, TCT Enterprises, for proposed conversion of a portion of the existing building at 542 Westport Avenue. The parcel is located within the CD-3C zoning district which allows for a commercial recreation establishment as a principal use via site plan review if over 5,000sf. To that end, our client is seeking approval to convert 16,356sf of vacant retail space into an indoor recreation establishment for young children. This space has been vacant since April of 2023 when Bed, Bath & Beyond closed their doors. The remaining 31,225sf of those units (Units 101 and 102) will be available for future tenants.

There are no site improvements proposed for this project. The existing entrance will remain. All work will be done internally with the exception of adding a few new windows to the south side of the building. The number of parking spaces required will not be affected by this change in category according to Norwalk's zoning regulations. The space was previously retail, which required 1 parking space per 500sf of usable floor area. The new use category is commercial recreation establishment, which also has a requirement of 1 space per 500sf. The total site, with all tenant areas considered, requires approximately 349 parking spaces. The available parking onsite totals 688 spaces, a huge surplus of 339. Refer to the parking analysis on the Zoning Site Plan.

In support of the application the following are provided herewith:

- Application Fee: $710 (to be paid by credit card)
- Site Plan Review Application form (1 copy)
- Agent Authorization Letter dated 12/16/2025 (1 copy)
- Neighbor Notification Letter with list of property owners within 100' of the site and certificate of mailing
- Existing Building Location Survey prepared by The Huntington Company last revised August 1, 2001 (1 full size copy and 2 11"x17" copies)
- Zoning Site Plan prepared by Redniss & Mead, Inc. dated 12/16/25 (1 full size copy and 2 11"x17" copies)
- Architectural plans prepared by Achilles Architects dated 12/1/25 (1 full size copy and 2 11"x17" copies)
- Digital copy of all materials sent via email

Based on the above and attached, we trust you will find the application complete and look forward to appearing before the Planning & Zoning Commission at the next available meeting. In the interim, do not hesitate to call with any questions or requests for information.

Sincerely,

Bret D. Holzwarth, P.E.

copy: TCT Enterprises

Site Plan Review Application

City of Norwalk Planning & Zoning Commission
Phone: 203-854-7780
www.norwalkct.gov

Date Received:

Per Section 8.4.5 of the Norwalk Zoning Regulations, the purpose of Site Plan Reviews is to aid in determining the conformity of proposals related to Development, Buildings, Structures, Uses, and other matters with the Zoning Regulations.

1. **Address of Subject Property(s):**

542 Westport Avenue 06851, Norwalk, CT

2. District: 5, Block: 8, Lot(s): 6/0 **3.** Zone: CD-3C, Overlay/Village District:_____

4. Historic Structure(s): ☑ No ☐ Yes **5.** Flood Hazard Zone: ☑ No ☐ Yes, Flood Zone(s) _____

6. Coastal Area Management Zone: ☑ No ☐ Yes If yes, include application for Coastal Site Plan Review or specify Section allowing exemption: _____

7. Existing Use of Property:

VACANT, FORMER BED BATH AND BEYOND - RETAIL

8. Proposed Use of Property as Identified per **Table 4.3.9.A** Building, Lot & Building Site Principal Uses:

COMMERCIAL RECREATION ESTABLISHMENT FOR YOUNG CHILDREN

Applicant Information

Applicant Name: TCT ENTERPRISES
Billing Address: 24 HIGHPOINT ROAD, WESTPORT, CT 06880
Phone Number: 203-803-3509 Email: TCHU611@GMAIL.COM
Signature:

Property Owner Information and Authorization

Owner of Record: ELITE DEVELOPMENT GROUP LLC C/O FELNER CORP
Billing Address: 35 BRENTWOOD AVE #1, FAIRFIELD, CT 06825
Phone Number: 203-331-4770 Email: MATT@FELNERCORP.COM
Signature:

**By signing, the property owner confirms that the Applicant has been authorized to apply for Planning & Zoning approval, and attests that all information provided is true and accurate.*

December 16, 2025

Bret D. Holzwarth, P.E.
Redniss & Mead, Inc.
22 First Street
Stamford, CT 06905

RE: Authorized Agent
542 Westport Avenue, Norwalk, CT

To Whom it May Concern,

Redniss & Mead, Inc., having offices at 22 First Street in Stamford, CT, is hereby authorized to act as our agent in securing the zoning permits and approvals necessary for our renovation project at 542 Westport Avenue as we seek to elevate.

Sincerely,

Thomas Chu,
TCT Enterprises

December 16, 2025

Via Certificate of Mail

Re: 542 Westport Avenue, Norwalk, CT
Site Plan Review Application

Dear Neighbor,

We are writing to notify you that we have submitted an Application for a Site Plan Review on behalf of our client, TCT Enterprises (the "applicant"), for the parcel (the "Property") referenced above. The property is approximately 10.37 acres and is classified as District 5, Block 8, Lot 6 in the CD-3C Zoning District. The applicant is seeking approval to convert a portion of the existing building into an indoor commercial recreation establishment for young children. The plans do not include any site improvements.

The Zoning Regulations require that we provide notice of the filing of the Site Plan Review Application as your property is located within 100 feet of the subject parcel. You may receive further correspondence from us during the municipal review process as required by the Zoning Regulations.

The applications are on file on the Planning & Zoning website and in their office located at Norwalk City Hall, 125 East Avenue, Room 129, Norwalk, Connecticut, 06851. If you have any questions regarding these applications, you may call the Planning & Zoning Office at (203) 854-7780. In addition, please feel free to reach out to me at (203) 327-0500 with any questions.

Sincerely,

Bret Holzwarth, P.E.

cc: TCT Enterprises
Steven Kleppin, Director, Norwalk Planning & Zoning

REDNISS & MEAD LANI

ISULTING | PERMITTING

TCT ENTERPRISES
PLANNING & ZONING SITE PLAN APPLICATION
542 WESTPORT AVENUE
PROPERTY OWNERS WITHIN 100'
CERTIFICATE OF MAIL

S-17-16-0
S31 WESTPORT AVENUE LLC
10 MIDDLE STREET 17TH FL
BRIDGEPORT, CT 06604

S-17-17-0
MUTUAL SECURITY CREDIT UNION
S41 WESTPORT AVE
NORWALK, CT 068S1

S-17-18-0
MUTUAL SECURITY CREDIT UNION
S41 WESTPORT AVE
NORWALK, CT 068S1

FOX PROPERTIES LLC
2370 PARK AVE
BRIDGEPORT, CT 06604

FULLIN ASSOCIATES LLC
1S05 LINDEN HURST AVE
MCLEAN, VA 22101

S31 WESTPORT AVENUE LLC
S31 WESTPORT AVE
NORWALK, CT 068S1-4411

PETERSON ROOSEVELT
5 COUNTRY CLUB CT
NORWALK, CT 06851-S601

DANGELO ANTONIO & 3
COUNTRY CLUB CT
NORWALK, CT 06851-0000

ISAZA KATHERINE
19 COUNTRY CLUB RD
NORWALK, CT 068S1-S603

SUAREZ JUAN & ANGELA
21 COUNTRY CLUB RD
NORWALK, CT 068S1

JOLICOEUR FRITZNER & LOSE
23 COUNTY CLUB RD
NORWALK, CT 06851

ASKEW PATRICIA A
2S COUNTRY CLUB RD
NORWALK, CT 06851-S603

NORWALK S08 REAL ESTATE LLC
276 POST ROAD STE 201
WESTPORT, CT 06880

GILBERTIE PROPERTIES LLC
55 LYONS PLAINS RD
WESTPORT, CT 06880-1304

GREGORY GIBY N & GIBY JAYA
2 1/2 RENZLLI RD
NORWALK, CT 068S1-4408

KUBAN-GONZALES CRISTY
15 RENZULLI RD
NORWALK, CT 068S1

SMITS LAURA M
29 STRATHMORE LN
WESTPORT, CT 06880-0000

UNHOCH NANCY
17 STRATHMORE LN
WESTPORT, CT 06880

KAPLAN KAREN
STRATHMORE LN #G/8
NORWALK, CT 06880

SMITS LAURA M
29 STRATHMORE LN
WESTPORT, CT 06880-0000

BROWN NANCY A TRUSTEE
30 STRATHMORE LN #30
NORWALK, CT 06880

GENUARIO GINA
31 STRATHMORE LN #31
WESTPORT, CT 06880

BIGELOW FAITH L
32 STRATHMORE LN
WESTPORT, CT 06880-4734

KUDRJAVTSEVA JULIA & DMITRI
33 STRATHMORE LN #33
NORWALK, CT 06880

GERWIG ROBERT W TRUSTEE
34 STRATHMORE LN
WESTPORT, CT 06880

SARTORIUS PAMELA
3S STRATHMORE LN
WESTPORT, CT 06880-0000

BERENSTEIN YAKOV &
2S7 HUBBARD AVE
STAMFORD, CT 0690S

SCHMUKLER ARIELA &
37 STRATHMORE LN
WESTPORT, CT 06880-0000

DALY COLLEEN
38 STRATHMORE LN UNIT 38
WESTPORT, CT 06880-4734

STRATHMORE39 LLC
39 STRATHMORE LN #39
NORWALK, CT 06880

REDNISS & MEAD LA

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TCT ENTERPRISES
PLANNING & ZONING SITE PLAN APPLICATION
542 WESTPORT AVENUE
PROPERTY OWNERS WITHIN 100'
CERTIFICATE OF MAIL

S-8-13-0
PITOCCO ALEXIS C & LAUREN
40 STRATHMORE LN
NORWALK, CT 06851

S-8-13-0
GILROY ELIZABETH ANNE
41 STRATHMORE LN
WESTPORT, CT 06880-4715

5-8-13-0
DEANGELIS MARIA CLEMENTINA
42 STRATHMORE LN
WESTPORT, CT 06880-0000

NORRIS JULIA BONNELL
43 STRATHMORE LN # 43
NORWALK, CT 06880

DUBBIN SAMUEL J & LORI R
44 STRATHMORE LN #44
NORWALK, CT 06880

LOWE IDA B
45 STRATHMORE LN
WESTPORT, CT 06880

OWENOKE PROPERTIES LLC
21 BRIDGE SQUARE
WESTPORT, CT 06880

HICKEY HELENE O &
IANNACONE KIMBERLEY A
TRUSTEES OF KENNETH T
HICKEY REVOC TR
47 STRATHMORE LN #47
WESTPORT, CT 06880

MACK PRINZ DANA-LYNN
P.O. BOX 7174
WILTON, CT 06897

QUADRINI ANGELA M
1S8 MILL ST
NATICK, MA 01760

OWENOKE PROPERTIES LLC
21 BRIDGE SQUARE
WESTPORT, CT 06880

KAPLAN KAREN
S2 STRATHMORE LN #52
NORWALK, CT 06880

HESS MYRA A TRUSTEE OF THE
S4 STRATHMORE LN
WESTPORT, CT 06880

ALI MOHAMMAD F & NISHAT TRUSTEES
S6 STRATHMORE LN #56
NORWALK, CT 06880

FIORENZA ANNETTE J
58 STARTHMORE LN
WESTPORT, CT 06880

BENNING PAULETTE
60 STRATHMORE LN
WESTPORT, CT 06880-473S

STILLMAN DEBORAH A
61 STRATHMORE LN
WESTPORT, CT 06880

FLYNN KATHLEEN M
62 STRATHMORE LN
WESTPORT, CT 06880-473S

ODEA KAREN S TRUSTEE
PO BOX 283S
WESTPORT, CT 06880-083S

TSCHILSKE PATRICIA
64 STRATHMORE LN
WESTPORT, CT 06880

JANIS ARACELY
65 STRATHMORE LN
WESTPORT, CT 06880

MONTECALVO LINDA C
66 STRATHMORE LN
WESTPORT, CT 06880

GREGORY LINDA W
67 STRATHMORE LN
WESTPORT, CT 06880-4722

HARNEY JOHN P & MAUREEN P
68 STRATHMORE LN
WESTPORT, CT 06880

MARTINEZ HELEN
69 STRATHMORE LN
WESTPORT, CT 06880

ODEA KAREN S TRUSTEE
PO BOX 2835
WESTPORT, CT 06880-0835

LEICHTER TAMERA
71 STRATHMORE LN
WESTPORT, CT 06880-0000

TRIGA LENORE
73 STRATHMORE LN
WESTPORT, CT 06880-4722

GERPE JERI & MAUEL L
75 STRATHMORE LN #75
NORWALK, CT 06880

HOWITT KAREN
77 STRATHMORE LN
WESTPORT, CT 06880

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542 WESTPORT AVENUE
PROPERTY OWNERS WITHIN 100'
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PHENIX JACOB
79 STRATHMORE LN
WESTPORT, CT 06880-4722

BRANDONISIO ELLEN P
81 STRATHMORE LN
WESTPORT, CT 06880

PETTY LOIS ROBERTS
83 STRATHMORE LN
WESTPORT, CT 06880-0000

MEADE JACALYN TRUSTEE
85 STRATHMORE LN #85
NORWALK, CT 06880

KATZ COHL
87 STRATHMORE LN UNIT 87
WESTPORT, CT 06880-4722

OWENOKE PROPERTIES LLC
21 BRIDGE SQUARE
WESTPORT, CT 06880

HARNEY JOHN P & MAUREEN P
68 STRATHMORE LN
WESTPORT, CT 06880

BENNING PAULETTE
60 STRATHMORE LN
WESTPORT, CT 06880-4735

TRIGA LENORE
73 STRATHMORE LN
WESTPORT, CT 06880-4722

FLYNN KATHLEEN M
62 STRATHMORE LN
WESTPORT, CT 06880-4735

HESS MYRA A TRUSTEE OF THE
54 STRATHMORE LN
WESTPORT, CT 06880

MONTECALVO LINDA C
66 STRATHMORE LN
WESTPORT, CT 06880

QUADRINI ANGELA M
158 MILL ST
NATICK, MA 01760

GILROY ELIZABETH ANNE
41 STRATHMORE LN
WESTPORT, CT 06880-4715

SWALINA HELEN A
28 STRATHMORE LN
WESTPORT, CT 06880

OWENOKE PROPERTIES LLC
21 BRIDGE SQUARE
WESTPORT, CT 06880

GREGORY LINDA W
67 STRATHMORE LN
WESTPORT, CT 06880-4722

KERSTEN HENRIETTE
19 STRATHMORE LN
WESTPORT, CT 06880

LOGAN GRACE A
26 STRATHMORE LN
WESTPORT, CT 06880

MOSIER MARIE H
16 STRATHMORE LN
WESTPORT, CT 06880

BROWN NANCY A
30 STRATHMORE LN
WESTPORT, CT 06880-0000

BERENSTEIN YAKOV & OLGA
257 HUBBARD AVE
STAMFORD, CT 06905-4818

DALY COLLEEN
38 STRATHMORE LN
WESTPORT, CT 06880-4734

VIM PROPERTIES LLC
220 ARDSLEY ROAD
SCARSDALE, NY 10583

MCGOWAN COREEN
12 STRATHMORE LN #12
NORWALK, CT 06880

DULSKI JAY C
13 STRATHMORE LN
WESTPORT, CT 06880-0000

BRIER NANCY
14 STRATHMORE LN
WESTPORT, CT 06880-0000

HALVORSEN GAIL
15 STRATHMORE LN
NORWALK, CT 06880-4700

MOSIER MARIE H
16 STRATHMORE LN
WESTPORT, CT 06880

UNHOCH NANCY J
17 STRATHMORE LN
WESTPORT, CT 06880

(4)

REDNISS & MEAD LLC

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TCT ENTERPRISES
PLANNING & ZONING SITE PLAN APPLICATION
542 WESTPORT AVENUE
PROPERTY OWNERS WITHIN 100'
CERTIFICATE OF MAIL

MĂNOLIU FELICIA
18 STRATHMORE LN #18
NORWALK, CT 06880

KERSTEN HENRIETTE
19 STRATHMORE LN
WESTPORT, CT 06880

MEYER ROBERT F
21 BRIDGE SQUARE
WESTPORT, CT 06880

STALEY ALICE
10 SURF RD
WESTPORT, CT 06880

MALLOZZI ANDREA
22 STRATHMORE LN #22
NORWALK, CT 06880

LISEE JOHN L &
23 STRATHMORE LANE UNIT #23
WESTPORT, CT 06880

ARBULU JEANNETTE
24 STRATHMORE LN
WESTPORT, CT 06880-0000

UNHOCH NANCY
17 STRATHMORE LN
WESTPORT, CT 06880

LOGAN GRACE A
26 STRATHMORE LN
WESTPORT, CT 06880

GOLDSTEIN SHARON CITRIN TRUSTEE
5SS SE 6TH AVE APT 3E
DELRAY BEACH, FL 33463

SWALINA HELEN A
28 STRATHMORE LN
WESTPORT, CT 06880

ALI NISHAT &
56 STRATHMORE LN
NORWALK, CT 06880-0000

KATZ COHL
87 STRATHMORE LN UNIT 87
WESTPORT, CT 06880-4722

STILLMAN DEBORAH A
61 STRATHMORE LN
WESTPORT, CT 06880

HENNEMUTH MARY BEVERLY TRUSTEE
33 STRATHMORE LN
NORWALK, CT 06880-0000

LISEE JOHN L &
23 STRATHMORE LANE UNIT #23
WESTPORT, CT 06880

S-8-13-0
STRATHMORE LANE CONDO
STRATHMORE LANE
WESTPORT, CT 06880-0000

LARACCA PAUL ESTATE
11 RENZULLI RD
NORWALK, CT 068S1-0000

BOUCHER ROBERT L & ROSALIE
2 RENZULLI RD
NORWALK, CT 068S1

WESTPORT 3.0 LLC
34 SOUTH BROADWAY SUITE 60S
WHITE PLAINS, NY 10601

WESTPORT 3.0 LLC
34 SOUTH BROADWAY SUITE 60S
WHITE PLAINS, NY 10601

WESTPORT 3.0 LLC
34 SOUTH BROADWAY SUITE 60S
WHITE PLAINS, NY 10601

WESTPORT 3.0 LLC
34 SOUTH BROADWAY SUITE 605
WHITE PLAINS, NY 10601

WESTPORT 3.0 LLC
34 SOUTH BROADWAY SUITE 60S
WHITE PLIANS, NY 10601

WESTPORT 3.0 LLC
34 SOUTH BROADWAY SUITE 60S
WHITE PLAINS, NY 10601

SACKETT NORWALK 490 LLC
276 POST ROAD STE 201
WESTPORT, CT 06880

WESTPORT 3.0 LLC
34 SOUTH BROADWAY SUITE 60S
WHITE PLAINS, NY 10601

POST MAPLE S06 LLC
276 POST RD WEST STE 201
WESTPORT, CT 06880-4757

NORWALK CITY OF
12S EAST AVE
NORWALK, CT 06851-5702

CASELLA GABRIEL &
80 COUNTY ST UNIT 1/1H
NORWALK, CT 06851-0000

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542 WESTPORT AVENUE
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BROWN LISA G
80 COUNTY ST UNIT #1/1J
NORWALK, CT 068S1-SS44

FLEURANCY EMARIDE
80 COUNTY ST UNIT 1K
NORWALK, CT 068S1-0000

FLEETWOOD WAYNE S
80 COUNTY ST APT 1L
NORWALK, CT 06851-S522

WANG FANG
82 MUSKET RIDGE RD
WILTON, CT 06897

THE JBS REALTY GROUP LLC
4S7 REEF RD
FAIRFIELD, CT 06824

LAYCHAK JOHNNI P
80 COUNTY ST 1/O
NORWALK, CT 068S1

LARSEN ROBERT G
65 PROSPECT ST #6A
STAMFORD, CT 06901

JBS REALTY GROUP LLC
457 REEF RD
FAIRFIELD, CT 06824-0000

PRAMER DAVID E
PO BOX 341
GREENS FARMS, CT 06436-0341

THE JBS REALTY GROUP'LLC
4S7 REEF RD
FAIRFIELD, CT 06824

MATTHEWS MARIANNE TRUSTEE
24S EAST 24TH ST UNIT 1SL
NEW YORK, NY 10010-0000

AVALOTIS KYRA D
80 COUNTY ST 1U
NORWALK, CT 068S1

BAKES ANNETTE
80 COUNTY ST UNIT 10A
NORWALK, CT 068S1-0000

SPIEGELMAN DONALD J
80 COUNTY ST APT 10B
NORWALK, CT 068S1-S501

HAAS ESTHER J
80 COUNTY ST APT 10C
NORWALK, CT 068S1-5S37

STAR INC LIGHTING THE WAY
P.O. BOX 470
NORWALK, CT 06852-0470

STAR INC LIGHTING THE WAY
P.O. BOX 470
NORWALK, CT 06852-0470

ACOSTA ERNESTO
80 COUNTY ST #10F
NORWALK, CT 068S1

DWAN SUZANNE
80 COUNTY ST APT 10G
NORWALK, CT 06851-SS01

HALPERN BETTY S0 % ET AL
INCERTO CHRISTOPHER &
SANDEE (50% INT)
80 COUNTY ST #10-H
Norwalk, CT 068S1

STAR INC LIGHTING THE WAY
P.O. BOX 470
NORWALK, CT 068S2-0470

FERRARO DOMINICK & LUCILLE
80 COUNTY ST #11-B
NORWALK, CT 068S1

GOSTOMSKI MADLYN M &BARRY J &
2331 BLISLAND ST
CARMEL, IN 76032

SINGH TILAK
25 ANDOVER DR
MILFORD, CT 06460

NEWTON ALAN L& DIANA M
80 COUNTY ST #11E
NORWALK, CT 068S1

STRATE DIANE
80 COUNTY ST #11F
NORWALK, CT 068S1

AULENTI LINDA
80 COUNTY ST UNIT 11G
NORWALK, CT 068S1

SMOLENSKY SUSAN G
80 COUNTY ST #11-H
NORWALK, CT 06851

NEGLIA STACEY A
80 COUNTY ST UNIT 11J
NORWALK, CT 06851

MALBIN HARRIET H
80 COUNTY ST #11K
NORWALK, CT 068S1

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PLANNING & ZONING SITE PLAN APPLICATION
542 WESTPORT AVENUE
PROPERTY OWNERS WITHIN 100'
CERTIFICATE OF MAIL

PAPADOPOULOS ANNET
80 COUNTY ST 12A
NORWALK, CT 06851

CHEN YI &
80 COUNTY ST UNIT 12B
NORWALK, CT 06851-0000

VANLAER J ERIC &
80 COUNTY ST APT 12C
NORWALK, CT 06851-5540

GUREYEV STANISLAV
308 LANTANA CROSSING
SPRING BRANCH, TX 78070

BISCEGLIE CHRISTINA T
80 COUNTY ST UNIT 13A
NORWALK, CT 06851-0000

ASHBERG JASON D &
80 COUNTY ST UNIT 13B
NORWALK, CT 06851-0000

COYOTL YOLANDA C
80 COUNTY ST #1313C
NORWALK, CT 06851

LEE SUN HWA
80 COUNTY ST UNIT 8B
NORWALK, CT 06851-0000

LANDMESSER WALDEMAR W
80 COUNTY ST UNIT 13E
NORWALK, CT 06851

LOZADA JOSE A & HUNTER MARGARET L
80 COUNTY ST 13F
NORWALK, CT 06851

MILLER SUSAN E
1 KRISTEN LN
NORWALK, CT 06851-1428

MINOFF BRUCE
454 MAIN AVE
NORWALK, CT 06851-1037

GOO CEDRIC
80 COUNTY ST #1313J
NORWALK, CT 06851

HARA MICHAEL R &
80 COUNTY ST APT 13K
NORWALK, CT 06851-5542

CLIPPER BEVERLY R
6979 SUGAR TREE LANE
FRISCO, TX 75034

JONES DENNIS
80 COUNTY STREET BLDG 2 APT 2B
NORWALK, CT 06851-5515

MCDONALD JAMES L
28 WALTER AVE
80 COUNTY ST
#2/2C
NORWALK, CT 06851

ROQUE SERGIO F & GODOY MARIA CRISTINA
149 HEATHER RDG
SHELTON, CT 06484-4689

HAGOPIAN ERIN E
80 COUNTY ST UNIT 2E
NORWALK, CT 06851-0000

LICATA MARILIZ TRUSTEE OF THE
80 COUNTY ST 2/2F
NORWALK, CT 06851-0000

CASELLA GABRIEL
20 SAYBROOK RD
TRUMBULL, CT 06611

MILLER SUSAN E
1 KRISTEN LN
NORWALK, CT 06851-1428

KRAUSS IRA
80 COUNTY ST #2-J
NORWALK, CT 06850

O'MEARA JUDITH R
80 COUNTY ST #2K
NORWALK, CT 06851-0000

TOMASTO PATRICIA L
80 COUNTY ST #2L
NORWALK, CT 06851-0000

HONIG IRA
88 ANGUS RD N
GREENWICH, CT 06831-4307

ZALEWSKI MICHAL &
80 COUNTY ST UNIT 6
NORWALK, CT 06851-0000

SAFIEH AHMAD FRANK
80 COUNTY ST #2/2O
NORWALK, CT 06851

STEVENS GAIL A
206 OLD OAKS RD
FAIRFIELD, CT 06432-1932

STOJANOWSKI HENIA M (EST OF)
8 BARNUM AVENUE
NORWALK, CT 06851

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542 WESTPORT AVENUE
PROPERTY OWNERS WITHIN 100'
CERTIFICATE OF MAIL

LZ NORWALK LLC
80 COUNTY ST #2/2R
NORWALK, CT 06851

THERIEN BETH J
46 TAYLOR ST, APT 303
STAMFORD, CT 06902-5753

HERMOZA MATTHEW
80 COUNTY ST UNIT 2/2T
NORWALK, CT 06851-5519

DAISY MAY LLC
14 PINE HILL AVE
NORWALK, CT 06855-0000

WALTZER DEBRA E
80 COUNTY ST # 1B
NORWALK, CT 06851-0000

THE JBS REALTY GROUP LLC
457 REEF RD
FAIRFIELD, CT 06824

STEWART JAMES E JR
80 COUNTY ST #1D
NORWALK, CT 06851-0000

PEREZ YESENIA
80 COUNTY ST UNIT 1/1E
NORWALK, CT 06851-0000

JEAN SOPHIA LYNN
80 COUNTY ST UNIT 1F
NORWALK, CT 06851-0000

NORWEST 1G LLC
80 COUNTY ST #1/1G
NORWALK, CT 06851

SCREPETIS CHRISTOS
26 TANAGER LN
TRUMBULL, CT 06611-4618

NOR-WEST ASSOCIATES INC
635 FARMINGTON AVE
HARTFORD, CT 06105-0000

READY STEVEN EDWARD
80 COUNTY ST UNIT 3A
NORWALK, CT 06851-5526

RAMSEY DAVID C &
80 COUNTY ST UNIT 3/3B
NORWALK, CT 06851-0000

KOFFSKY JUDITH B
82 COMPO RD., SOUTH
WESTPORT, CT 06880

VASQUEZ LUIS A & SALDANA YAZMIN
80 COUNTY ST 3D
NORWALK, CT 06851

CAMAS BACUILIMA CARLOS EFRAIN
80 COUNTY ST #3/3E
NORWALK, CT 06851

CHEN RU ZHONG & YANG MEI YUAN
76 NEW ENGLAND AVE
FAIRFIELD, CT 06824

ALDANA EVI S & JENNIFER R
80 COUNTY ST # 3/3G
NORWALK, CT 06851

INTRA-AKSORN SAENGCHAN
28 BRIDGE ST
WESTPORT, CT 06880-4929

RYAN BARBARA J & RICHARD P
44 OAK ST.
WESTPORT, CT 06880

NAVARRA CARMEN
80 COUNTY ST APT 3K
NORWALK, CT 06851-5525

MCGILL DIANE & SEDITA ROSE ANN &
89 BRIGHTWOOD AVE
STRATFORD, CT 06614

STAR INC LIGHTING THE WAY
P.O. BOX 470
NORWALK, CT 06852-0470

O"CALLAGHAN CATHERINE F (1/3) &
80 COUNTY ST UNIT# 4/4C
NORWALK, CT 06851

ROSE SHERON
80 COUNTY ST UNIT 4/4D
NORWALK, CT 06851-0000

REYES JOEL SALCEDO
80 COUNTY ST UNIT 5/5A
NORWALK, CT 06851-0000

TYMINSKI STEPHEN L JR
80 COUNTY ST APT 5B
NORWALK, CT 06851-5528

HANDLER ROBERT J CO-TRUSTEE &
79 QUARRY RD
STAMFORD, CT 06903-5015

LIPSON SCOTT H & PATRICIA
80 COUNTY ST APT 5D
NORWALK, CT 06851-5528

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542 WESTPORT AVENUE
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SON HAK TAE &
80 COUNTY ST UNIT 8B
NORWALK, CT 06851-0000

YANES ENIO JOSUE &
80 COUNTY ST UNIT 5F
NORWALK, CT 06851-0000

MORELL NIKISHA M
80 COUNTY ST UNIT 5G
NORWALK, CT 06851-0000

BERISHA ANTON &
80 COUNTY ST UNIT 5H
NORWALK, CT 06851

LLANOS ALBERTO E &
80 COUNTY ST UNIT 6A
NORWALK, CT 06851-0000

KOCSIS BERTALAN & MARIA
80 COUNTY ST #6/6B
NORWALK, CT 06851

JAIRATH ANOOP & KAUR ANTERPREET
80 COUNTY ST #6-C
NORWALK, CT 06851

PEREZ MARIA D
80 COUNTY ST UNIT 6D
NORWALK, CT 06851-0000

HARRIS SHERRANDA
80 COUNTY ST UNIT 6E
NORWALK, CT 06851-0000

AHMED MAHTAB U TRUSTEE
80 COUNTY ST #6/6F
NORWALK, CT 06851

PAK KUM HEE
80 COUNTY ST APT 6G
NORWALK, CT 06851-5551

ABDELREHIM MOHAMED S & HABIB NSRIN
80 COUNTY ST #6/6H
NORWALK, CT 06851

DICERTO CAROL
80 COUNTY ST UNIT 7A
NORWALK, CT 06851

VICTOR JAYANTHI MARY JOHN &
80 COUNTY ST APT 7B
NORWALK, CT 06851-5532

KOSTICK PATRICIA
80 COUNTRY ST #7C
NORWALK, CT 06851

VALLEJO CAMILLE TRUSTEE
80 COUNTY ST #7/7D
NORWALK, CT 06851

FINN MARK R
492 SHAGBARK DR NORTH
BRISTOL, CT 06010

MIRANDA-MONTERO CYNTHIA
80 COUNTY ST UNIT 7F
NORWALK, CT 06851-5533

COUNTY 807G LLC
80 COUNTY ST #7/7G
NORWALK, CT 06851

COUNTY 807H LLC
44 RUNNING BROOK LN
NEW CANAAN, CT 06840-0000

FREID CLIFFORD
80 COUNTY ST #7/7J
NORWALK, CT 06851

LUPPINO ROCCO
80 COUNTY ST UNIT 7K
NORWALK, CT 06851-0000

DAVID REGINA M & PHILOMENA T
80 COUNTY ST UT7L
NORWALK, CT 06851

WANG YU
80 COUNTY ST #7M
NORWALK, CT 06851

O'BRIEN DEBORAH & GERALD
376 SHORES BLVD
STAUGUSTINE, FL 32086-7346

ROBERTSON ANALISA
80 COUNTY ST UNIT 7/7O
NORWALK, CT 06851-0000

HILLIER FRANCINE J
10 PALMER BRG
FAIRFIELD, CT 06824-7830

DEPANFILIS RUSSELL
80 COUNTY ST UNIT 7/7Q
NORWALK, CT 06851-0000

SEILER HOWARD S & AMY
80 COUNTY ST #8A
NORWALK, CT 06851

SON HAK TAE & LEE SUN HWA
80 COUNTY ST 8B
NORWALK, CT 06851

REDNISS & MEAD
LAND SURVEYING | CIVIL ENGINEERING | PLANNING & ZONING CONSULTING | PERMITTING

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542 WESTPORT AVENUE
PROPERTY OWNERS WITHIN 100'
CERTIFICATE OF MAIL

GARRELICK STUART J DR
80 COUNTY ST 8C
NORWALK, CT 068S1

AGUIRRE ANA ELENA G
80 COUNTY ST #8/8D
NORWALK, CT 068S1

LARMOND SHAUNA
80 COUNTY ST APT 9A
NORWALK, CT 06851-5S01

FAMA JOYCE
80 COUNTY ST #9B
NORWALK, CT 068S1

PRZYBISIKI SUZANNE
17 THREE SEASONS LN
NORWALK, CT 06851-2304

SPANOGHE ANGELINA D
80 COUNTY ST APT 9D
NORWALK, CT 068S1-5536

SYLA URIM & ERMENEIA
80 COUNTY ST #9/9E
NORWALK, CT 068S1

PASSERO PHILLIP J & THERESA
80 COUNTY ST #9F
NORWALK, CT 06851

MURPHY STEPHEN EDWARD &
80 COUNTY ST 9G
NORWALK, CT 068S1

WLOSZEK JACEK &
111 DORA ST
STAMFORD, CT 06902-4420

FRANKS EUGENE J & CHARLOTTE
80 COUNTY ST #9J
NORWALK, CT 068S1

THERMIDOR PIERRE
80 COUNTY ST #9K
NORWALK, CT 06851

NORWEST CONDO
635 FARMINGTON AVE
HARTFORD, CT 0610S

APHONSE MAGDALAH & LAMOUR RICARDO
10 CAROTHERS LN
NORWALK, CT 06851-5503

PHILLIPS LOLA A
11 LEANN DR
NORWALK, CT 068S1-5509

TAKACH MICHAEL J & USHER CHRISTINA M
10 LEANN DR
NORWALK, CT 068S1

QUINTANA MYNOR
12 LEANN DR
NORWALK, CT 068S1

GAVIRIA CLAUDIA
16 LEANN DR
NORWALK, CT 06851

FUENTES ZURI S ORDONEZ &
18 LEANN DR
NORWALK, CT 06851-0000

KELLY ROBERT P & MARJORIE
20 LEANN DR
NORWALK, CT 068S1-5S14

KLEIN PEGGY ANN
15 LEANN DR
NORWALK, CT 06851

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PROPERTY OWNERS WITHIN 100' OF 542 WESTPORT AVENUE, NORWALK, CT							
ID	Site Address	Owner Name	Co-Owner Name	Owner Address	Owner City	Owner S	Owner Zip
103-5-17-16-0	531 WESTPORT AVE	531 WESTPORT AVENUE LLC		10 MIDDLE STREET 17TH FL	BRIDGEPORT	CT	06604
103-5-17-17-0	541 WESTPORT AVE	MUTUAL SECURITY CREDIT UNION		541 WESTPORT AVE	NORWALK	CT	06851
103-5-17-18-0	541 WESTPORT AVE	MUTUAL SECURITY CREDIT UNION		541 WESTPORT AVE	NORWALK	CT	06851
103-5-17-19-0	563 WESTPORT AVE	FOX PROPERTIES LLC		2370 PARK AVE	BRIDGEPORT	CT	06604
103-5-17-257-0	517 WESTPORT AVE	FULLIN ASSOCIATES LLC		1505 LINDEN HURST AVE	MCLEAN	VA	22101
103-5-17-264-0	531 WESTPORT AVE	531 WESTPORT AVENUE LLC		531 WESTPORT AVE	NORWALK	CT	06851-4411
103-5-8-13-0	STRATHMORE LN #G/20	SMITS LAURA M		29 STRATHMORE LN	WESTPORT	CT	06880-0000
103-5-8-13-0	STRATHMORE LN #G/21	UNHOCH NANCY		17 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	STRATHMORE LN #G/8	KAPLAN KAREN	-	STRATHMORE LN #G/8	NORWALK	CT	06880
103-5-8-13-0	29 STRATHMORE LN #29	SMITS LAURA M		29 STRATHMORE LN	WESTPORT	CT	06880-0000
103-5-8-13-0	30 STRATHMORE LN #30	BROWN NANCY A TRUSTEE	-	30 STRATHMORE LN #30	NORWALK	CT	06880
103-5-8-13-0	31 STRATHMORE LN #31	GENUARIO GINA TRUSTEE	-	31 STRATHMORE LN #31	NORWALK	CT	06880
103-5-8-13-0	32 STRATHMORE LN #32	BIGELOW FAITH L	-	32 STRATHMORE LN	WESTPORT	CT	06880-4734
103-5-8-13-0	33 STRATHMORE LN #33	KUDRJAVTSEVA JULIA & DMITRI	-	33 STRATHMORE LN #33	NORWALK	CT	06880
103-5-8-13-0	34 STRATHMORE LN #34	GERWIG ROBERT W TRUSTEE		34 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	35 STRATHMORE LN #35	SARTORIUS PAMELA		35 STRATHMORE LN	WESTPORT	CT	06880-0000
103-5-8-13-0	36 STRATHMORE LN #36	BERENSTEIN YAKOV &	BERENSTEIN OLGA TRUSTEE	257 HUBBARD AVE	STAMFORD	CT	06905
103-5-8-13-0	37 STRATHMORE LN #37	SCHMUKLER ARIELA &	FLYNN PNINA SCHMUKLER	37 STRATHMORE LN	WESTPORT	CT	06880-0000
103-5-8-13-0	38 STRATHMORE LN #38	DALY COLLEEN		38 STRATHMORE LN UNIT 38	WESTPORT	CT	06880-4734
103-5-8-13-0	39 STRATHMORE LN #39	STRATHMORE39 LLC	-	39 STRATHMORE LN #39	NORWALK	CT	06880
103-5-8-13-0	40 STRATHMORE LN #40	PITOCCO ALEXIS C & LAUREN		40 STRATHMORE LN	NORWALK	CT	06851
103-5-8-13-0	41 STRATHMORE LN #41	GILROY ELIZABETH ANNE		41 STRATHMORE LN	WESTPORT	CT	06880-4715
103-5-8-13-0	42 STRATHMORE LN #42	DEANGELIS MARIA CLEMENTINA		42 STRATHMORE LN	WESTPORT	CT	06880-0000
103-5-8-13-0	43 STRATHMORE LN # 43	NORRIS JULIA BONNELL	-	43 STRATHMORE LN # 43	NORWALK	CT	06880
103-5-8-13-0	44 STRATHMORE LN #44	DUBBIN SAMUEL J & LORI R	-	44 STRATHMORE LN #44	NORWALK	CT	06880
103-5-8-13-0	45 STRATHMORE LN #45	LOWE IDA B		45 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	46 STRATHMORE LN #46	OWENOKE PROPERTIES LLC		21 BRIDGE SQUARE	WESTPORT	CT	06880
103-5-8-13-0	47 STRATHMORE LN #47	HICKEY HELENE O	-	47 STRATHMORE LN #47	NORWALK	CT	06880
103-5-8-13-0	49 STRATHMORE LN #49	MACK PRINZ DANA-LYNN		P.O. BOX 7174	WILTON	CT	06897
103-5-8-13-0	50 STRATHMORE LN #50	QUADRINI ANGELA M	-	158 MILL ST	NATICK	MA	01760
103-5-8-13-0	51 STRATHMORE LN #51	OWENOKE PROPERTIES LLC		21 BRIDGE SQUARE	WESTPORT	CT	06880
103-5-8-13-0	52 STRATHMORE LN #52	KAPLAN KAREN	-	52 STRATHMORE LN #52	NORWALK	CT	06880
103-5-8-13-0	54 STRATHMORE LN #54	HESS MYRA A TRUSTEE OF THE	HESS MYRA A REVOCABLE TRUST	54 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	56 STRATHMORE LN #56	ALI MOHAMMAD F & NISHAT TRUSTEES	-	56 STRATHMORE LN #56	NORWALK	CT	06880
103-5-8-13-0	58 STRATHMORE LN #58	FIORENZA ANNETTE J		58 STARTHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	60 STRATHMORE LN #60	BENNING PAULETTE		60 STRATHMORE LN	WESTPORT	CT	06880-4735
103-5-8-13-0	61 STRATHMORE LN #61	STILLMAN DEBORAH A		61 STRATHMORE LN	WESTPORT	CT	06880

PROPERTY OWNERS WITHIN 100' OF 542 WESTPORT AVENUE, NORWALK, CT							
ID	Site Address	Owner Name	Co-Owner Name	Owner Address	Owner City	Owner S	Owner Zip
103-5-8-13-0	62 STRATHMORE LN #62	FLYNN KATHLEEN M		62 STRATHMORE LN	WESTPORT	CT	06880-4735
103-5-8-13-0	63 STRATHMORE LN #63	ODEA KAREN S TRUSTEE		PO BOX 2835	WESTPORT	CT	06880-0835
103-5-8-13-0	64 STRATHMORE LN #64	TSCHILSKE PATRICIA		64 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	65 STRATHMORE LN #65	JANIS ARACELY		65 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	66 STRATHMORE LN #66	MONTECALVO LINDA C	-	66 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	67 STRATHMORE LN #67	GREGORY LINDA W	-	67 STRATHMORE LN	WESTPORT	CT	06880-4722
103-5-8-13-0	68 STRATHMORE LN #68	HARNEY JOHN P & MAUREEN P		68 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	69 STRATHMORE LN #69	MARTINEZ HELEN		69 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	STRATHMORE LN #G/1	ODEA KAREN S TRUSTEE		PO BOX 2835	WESTPORT	CT	06880-0835
103-5-8-13-0	71 STRATHMORE LN #71	LEICHTER TAMERA		71 STRATHMORE LN	WESTPORT	CT	06880-0000
103-5-8-13-0	73 STRATHMORE LN #73	TRIGA LENORE		73 STRATHMORE LN	WESTPORT	CT	06880-4722
103-5-8-13-0	75 STRATHMORE LN #75	GERPE JERI & MAUEL L	-	75 STRATHMORE LN #75	NORWALK	CT	06880
103-5-8-13-0	77 STRATHMORE LN #77	HOWITT KAREN		77 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	79 STRATHMORE LN #79	PHENIX JACOB		79 STRATHMORE LN	WESTPORT	CT	06880-4722
103-5-8-13-0	81 STRATHMORE LN #81	BRANDONISIO ELLEN P		81 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	83 STRATHMORE LN #83	PETTY LOIS ROBERTS	-	83 STRATHMORE LN	WESTPORT	CT	06880-0000
103-5-8-13-0	85 STRATHMORE LN #85	MEADE JACALYN TRUSTEE	-	85 STRATHMORE LN #85	NORWALK	CT	06880
103-5-8-13-0	87 STRATHMORE LN #87	KATZ COHL		87 STRATHMORE LN UNIT 87	WESTPORT	CT	06880-4722
103-5-8-13-0	89 STRATHMORE LN #89	OWENOKE PROPERTIES LLC		21 BRIDGE SQUARE	WESTPORT	CT	06880
103-5-8-13-0	99 STRATHMORE LN #G/10	HARNEY JOHN P & MAUREEN P		68 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	STRATHMORE LN #G/11	BENNING PAULETTE		60 STRATHMORE LN	WESTPORT	CT	06880-4735
103-5-8-13-0	STRATHMORE LN	TRIGA LENORE		73 STRATHMORE LN	WESTPORT	CT	06880-4722
103-5-8-13-0	STRATHMORE LN #G/13	FLYNN KATHLEEN M		62 STRATHMORE LN	WESTPORT	CT	06880-4735
103-5-8-13-0	STRATHMORE LN #G/14	HESS MYRA A TRUSTEE OF THE	HESS MYRA A REVOCABLE TRUST	54 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	STRATHMORE LN #G/15	MONTECALVO LINDA C	-	66 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	STRATHMORE LN #G/16	QUADRINI ANGELA M	-	158 MILL ST	NATICK	MA	01760
103-5-8-13-0	STRATHMORE LN #G/17	GILROY ELIZABETH ANNE		41 STRATHMORE LN	WESTPORT	CT	06880-4715
103-5-8-13-0	STRATHMORE LN #G/18	SWALINA HELEN A		28 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	STRATHMORE LN #G/19	OWENOKE PROPERTIES LLC		21 BRIDGE SQUARE	WESTPORT	CT	06880
103-5-8-13-0	STRATHMORE LN #G/2	GREGORY LINDA W	-	67 STRATHMORE LN	WESTPORT	CT	06880-4722
103-5-8-13-0	STRATHMORE LN # G/22	KERSTEN HENRIETTE		19 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	STRATHMORE LN #G/3	LOGAN GRACE A	-	26 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	STRATHMORE LN #G/4	MOSIER MARIE H		16 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	STRATHMORE LN #G/5	BROWN NANCY A	-	30 STRATHMORE LN	WESTPORT	CT	06880-0000
103-5-8-13-0	36 STRATHMORE LN #G/6	BERENSTEIN YAKOV & OLGA	-	257 HUBBARD AVE	STAMFORD	CT	06905-4818
103-5-8-13-0	STRATHMORE LN #G/7	DALY COLLEEN		38 STRATHMORE LN	WESTPORT	CT	06880-4734
103-5-8-61-0	80 COUNTY ST #1/1H	CASELLA GABRIEL &	CASELLA LENITA	80 COUNTY ST UNIT 1/1H	NORWALK	CT	06851-0000

PROPERTY OWNERS WITHIN 100' OF 542 WESTPORT AVENUE, NORWALK, CT							
ID	Site Address	Owner Name	Co-Owner Name	Owner Address	Owner City	Owner S	Owner Zip
103-5-8-61-0	80 COUNTY ST #1/1J	BROWN LISA G		80 COUNTY ST UNIT #1/1J	NORWALK	CT	06851-5544
103-5-8-61-0	80 COUNTY ST #1/1K	FLEURANCY EMARIDE		80 COUNTY ST UNIT 1K	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #1/1L	FLEETWOOD WAYNE S	-	80 COUNTY ST APT 1L	NORWALK	CT	06851-5522
103-5-8-61-0	80 COUNTY ST #1/1M	WANG FANG		82 MUSKET RIDGE RD	WILTON	CT	06897
103-5-8-61-0	80 COUNTY ST #1/1N	THE JBS REALTY GROUP LLC		457 REEF RD	FAIRFIELD	CT	06824
103-5-8-61-0	80 COUNTY ST #1/1O	LAYCHAK JOHNNI P		80 COUNTY ST 1/O	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #1/1P	LARSEN ROBERT G		65 PROSPECT ST #6A	STAMFORD	CT	06901
103-5-8-61-0	80 COUNTY ST #1/1Q	JBS REALTY GROUP LLC		457 REEF RD	FAIRFIELD	CT	06824-0000
103-5-8-61-0	80 COUNTY ST #1/1R	PRAMER DAVID E	-	PO BOX 341	GREENS FARMS	CT	06436-0341
103-5-8-61-0	80 COUNTY ST #1/1S	THE JBS REALTY GROUP LLC		457 REEF RD	FAIRFIELD	CT	06824
103-5-8-61-0	80 COUNTY ST #1/1T	MATTHEWS MARIANNE TRUSTEE		245 EAST 24TH ST UNIT 15L	NEW YORK	NY	10010-0000
103-5-8-61-0	80 COUNTY ST #1/1U	AVALOTIS KYRA D		80 COUNTY ST 1U	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #1010A	BAKES ANNETTE		80 COUNTY ST UNIT 10A	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #1010B	SPIEGELMAN DONALD J	-	80 COUNTY ST APT 10B	NORWALK	CT	06851-5501
103-5-8-61-0	80 COUNTY ST #1010C	HAAS ESTHER J		80 COUNTY ST APT 10C	NORWALK	CT	06851-5537
103-5-8-61-0	80 COUNTY ST #1010D	STAR INC LIGHTING THE WAY		P.O. BOX 470	NORWALK	CT	06852-0470
103-5-8-61-0	80 COUNTY ST #1010E	STAR INC LIGHTING THE WAY		P.O. BOX 470	NORWALK	CT	06852-0470
103-5-8-61-0	80 COUNTY ST #1010F	ACOSTA ERNESTO		80 COUNTY ST #10F	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST # 1010G	DWAN SUZANNE	-	80 COUNTY ST APT 10G	NORWALK	CT	06851-5501
103-5-8-61-0	80 COUNTY ST # 1010H	HALPERN BETTY 50 % ET AL	-	80 COUNTY ST #10-H	Norwalk	CT	06851
103-5-8-61-0	80 COUNTY ST # 1111A	STAR INC LIGHTING THE WAY		P.O. BOX 470	NORWALK	CT	06852-0470
103-5-8-61-0	80 COUNTY ST #1111B	FERRARO DOMINICK & LUCILLE		80 COUNTY ST #11-B	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #1111C	GOSTOMSKI MADLYN M &BARRY J &	GOSTOMSKI DEBORAH S &	2331 BLISLAND ST	CARMEL	IN	76032
103-5-8-61-0	80 COUNTY ST #1111D	SINGH TILAK		25 ANDOVER DR	MILFORD	CT	06460
103-5-8-61-0	80 COUNTY ST #1111E	NEWTON ALAN L& DIANA M		80 COUNTY ST #11E	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #1111F	STRATE DIANE		80 COUNTY ST #11F	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #1111G	AULENTI LINDA		80 COUNTY ST UNIT 11G	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #1111H	SMOLENSKY SUSAN G		80 COUNTY ST #11-H	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #1111J	NEGLIA STACEY A		80 COUNTY ST UNIT 11J	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #1111K	MALBIN HARRIET H		80 COUNTY ST #11K	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #1212A	PAPADOPOULOS ANNET		80 COUNTY ST 12A	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #1212B	CHEN YI &	QIU CHENDAN	80 COUNTY ST UNIT 12B	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #1212C	VANLAER J ERIC &	TAMSKY STELLA	80 COUNTY ST APT 12C	NORWALK	CT	06851-5540
103-5-8-61-0	80 COUNTY ST #1212D	GUREYEV STANISLAV		308 LANTANA CROSSING	SPRING BRANCH	TX	78070
103-5-8-61-0	80 COUNTY ST # 1313A	BISCEGLIE CHRISTINA T		80 COUNTY ST UNIT 13A	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #1313B	ASHBERG JASON D &	ASHBERG MARIA FERNANDA	80 COUNTY ST UNIT 13B	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #1313C	COYOTL YOLANDA C	JUAN C P FERNANDEZ	80 COUNTY ST #1313C	NORWALK	CT	06851

PROPERTY OWNERS WITHIN 100' OF 542 WESTPORT AVENUE, NORWALK, CT							
ID	Site Address	Owner Name	Co-Owner Name	Owner Address	Owner City	Owner S	Owner Zip
103-5-8-61-0	80 COUNTY ST #1313D	LEE SUN HWA		80 COUNTY ST UNIT 8B	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #1313E	LANDMESSER WALDEMAR W		80 COUNTY ST UNIT 13E	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #1313F	LOZADA JOSE A & HUNTER MARGARET L		80 COUNTY ST 13F	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #1313G	MILLER SUSAN E		1 KRISTEN LN	NORWALK	CT	06851-1428
103-5-8-61-0	80 COUNTY ST #1313H	MINOFF BRUCE	-	454 MAIN AVE	NORWALK	CT	06851-1037
103-5-8-61-0	80 COUNTY ST #1313J	GOO CEDRIC	CHENNY S V LIEM	80 COUNTY ST #1313J	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #1313K	HARA MICHAEL R &	CAVANNA CATHERINE A	80 COUNTY ST APT 13K	NORWALK	CT	06851-5542
103-5-8-61-0	80 COUNTY ST #2/2A	CLIPPER BEVERLY R	FRSCO LAKES	6979 SUGAR TREE LANE	FRISCO	TX	75034
103-5-8-61-0	80 COUNTY ST #2/2B	JONES DENNIS		80 COUNTY STREET BLDG 2 APT 2B	NORWALK	CT	06851-5515
103-5-8-61-0	80 COUNTY ST #2/2C	MCDONALD JAMES L	-	28 WALTER AVE	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #2/2D	ROQUE SERGIO F & GODOY MARIA CRISTINA		149 HEATHER RDG	SHELTON	CT	06484-4689
103-5-8-61-0	80 COUNTY ST #2/2E	HAGOPIAN ERIN E		80 COUNTY ST UNIT 2E	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #2/2F	LICATA MARILIZ TRUSTEE OF THE	LICATA MARILIZ REVOCABLE TRUST	80 COUNTY ST 2/2F	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #2/2G	CASELLA GABRIEL		20 SAYBROOK RD	TRUMBULL	CT	06611
103-5-8-61-0	80 COUNTY ST #2/2H	MILLER SUSAN E		1 KRISTEN LN	NORWALK	CT	06851-1428
103-5-8-61-0	80 COUNTY ST #2/2J	KRAUSS IRA		80 COUNTY ST #2-J	NORWALK	CT	06850
103-5-8-61-0	80 COUNTY ST #2/2K	O'MEARA JUDITH R	-	80 COUNTY ST #2K	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #2/2L	TOMASTO PATRICIA L		80 COUNTY ST #2L	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #2/2M	HONIG IRA	CHAKRIN MARK	88 ANGUS RD N	GREENWICH	CT	06831-4307
103-5-8-61-0	80 COUNTY ST #2/2N	ZALEWSKI MICHAL &	ZALEWSKA ANNA	80 COUNTY ST UNIT 6	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #2/2O	SAFIEH AHMAD FRANK	-	80 COUNTY ST #2/2O	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #2/2P	STEVENS GAIL A	-	206 OLD OAKS RD	FAIRFIELD	CT	06432-1932
103-5-8-61-0	80 COUNTY ST #2/2Q	STOJANOWSKI HENIA M (EST OF)	ANNETTE P WEBB (EXEC)	8 BARNUM AVENUE	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #2/2R	LZ NORWALK LLC	-	80 COUNTY ST #2/2R	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #2/2S	THERIEN BETH J		46 TAYLOR ST, APT 303	STAMFORD	CT	06902-5753
103-5-8-61-0	80 COUNTY ST #2/2T	HERMOZA MATTHEW		80 COUNTY ST UNIT 2/2T	NORWALK	CT	06851-5519
103-5-8-64-0	10 CAROTHERS LN	APHONSE MAGDALAH & LAMOUR RICARDO		10 CAROTHERS LN	NORWALK	CT	06851-5503
103-5-8-7-0	11 LEANN DR	PHILLIPS LOLA A		11 LEANN DR	NORWALK	CT	06851-5509
103-5-8-83-0	10 LEANN DR	TAKACH MICHAEL J & USHER CHRISTINA M		10 LEANN DR	NORWALK	CT	06851
103-5-8-84-0	12 LEANN DR	QUINTANA MYNOR		12 LEANN DR	NORWALK	CT	06851
103-5-8-86-0	16 LEANN DR	GAVIRIA CLAUDIA		16 LEANN DR	NORWALK	CT	06851
103-5-8-87-0	18 LEANN DR	FUENTES ZURI S ORDONEZ &	PAYES-MARTINEZ WALTER OSVALDO	18 LEANN DR	NORWALK	CT	06851-0000
103-5-8-88-0	20 LEANN DR	KELLY ROBERT P & MARJORIE	-	20 LEANN DR	NORWALK	CT	06851-5514
103-5-8-89-0	15 LEANN DR	KLEIN PEGGY ANN		15 LEANN DR	NORWALK	CT	06851
103-5-8-100-0	5 COUNTRY CLUB CT	PETERSON ROOSEVELT	-	5 COUNTRY CLUB CT	NORWALK	CT	06851-5601
103-5-8-101-0	3 COUNTRY CLUB CT	DANGELO ANTONIO &	DANGELO ANNA MARIA FUDA	3 COUNTRY CLUB CT	NORWALK	CT	06851-0000
103-5-8-102-0	19 COUNTRY CLUB RD	ISAZA KATHERINE		19 COUNTRY CLUB RD	NORWALK	CT	06851-5603

PROPERTY OWNERS WITHIN 100' OF 542 WESTPORT AVENUE, NORWALK, CT							
ID	Site Address	Owner Name	Co-Owner Name	Owner Address	Owner City	Owner S	Owner Zip
103-5-8-103-0	21 COUNTRY CLUB RD	SUAREZ JUAN & ANGELA		21 COUNTRY CLUB RD	NORWALK	CT	06851
103-5-8-104-0	23 COUNTRY CLUB RD	JOLICOEUR FRITZNER & LOSE		23 COUNTY CLUB RD	NORWALK	CT	06851
103-5-8-105-0	25 COUNTRY CLUB RD	ASKEW PATRICIA A	ASKEW CHARLES	25 COUNTRY CLUB RD	NORWALK	CT	06851-5603
103-5-8-114-0	508 WESTPORT AVE	NORWALK 508 REAL ESTATE LLC	C/O PARAGON MANAGEMENT GROUP	276 POST ROAD STE 201	WESTPORT	CT	06880
103-5-8-116-0	466 WESTPORT AVE	GILBERTIE PROPERTIES LLC		55 LYONS PLAINS RD	WESTPORT	CT	06880-1304
103-5-8-13-0	11 STRATHMORE LN # 11	VIM PROPERTIES LLC		220 ARDSLEY ROAD	SCARSDALE	NY	10583
103-5-8-13-0	12 STRATHMORE LN #12	MCGOWAN COREEN	-	12 STRATHMORE LN #12	NORWALK	CT	06880
103-5-8-13-0	13 STRATHMORE LN # 13	DULSKI JAY C		13 STRATHMORE LN	WESTPORT	CT	06880-0000
103-5-8-13-0	14 STRATHMORE LN #14	BRIER NANCY		14 STRATHMORE LN	WESTPORT	CT	06880-0000
103-5-8-13-0	15 STRATHMORE LN #15	HALVORSEN GAIL		15 STRATHMORE LN	NORWALK	CT	06880-4700
103-5-8-13-0	16 STRATHMORE LN #16	MOSIER MARIE H		16 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	17 STRATHMORE LN #17	UNHOCH NANCY J	-	17 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	18 STRATHMORE LN #18	MANOLIU FELICIA	-	18 STRATHMORE LN #18	NORWALK	CT	06880
103-5-8-13-0	19 STRATHMORE LN # 19	KERSTEN HENRIETTE		19 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	20 STRATHMORE LN #20	MEYER ROBERT F		21 BRIDGE SQUARE	WESTPORT	CT	06880
103-5-8-13-0	21 STRATHMORE LN #21	STALEY ALICE		10 SURF RD	WESTPORT	CT	06880
103-5-8-13-0	22 STRATHMORE LN #22	MALLOZZI ANDREA	-	22 STRATHMORE LN #22	NORWALK	CT	06880
103-5-8-13-0	23 STRATHMORE LN #23	LISEE JOHN L &	LISEE THERESA B	23 STRATHMORE LANE UNIT #23	WESTPORT	CT	06880
103-5-8-13-0	24 STRATHMORE LN #24	ARBULU JEANNETTE		24 STRATHMORE LN	WESTPORT	CT	06880-0000
103-5-8-13-0	25 STRATHMORE LN # 25	UNHOCH NANCY		17 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	26 STRATHMORE LN #26	LOGAN GRACE A	-	26 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	27 STRATHMORE LN #27	GOLDSTEIN SHARON CITRIN TRUSTEE	GOLDSTEIN PAUL S TRUSTEE	555 SE 6TH AVE APT 3E	DELRAY BEACH	FL	33463
103-5-8-13-0	28 STRATHMORE LN # 28	SWALINA HELEN A		28 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	STRATHMORE LN #G/9	ALI NISHAT &	ALI MOHAMMAD FAISAL	56 STRATHMORE LN	NORWALK	CT	06880-0000
103-5-8-13-0	STRATHMORE LN #G/A	KATZ COHL		87 STRATHMORE LN UNIT 87	WESTPORT	CT	06880-4722
103-5-8-13-0	STRATHMORE LN #G/B	STILLMAN DEBORAH A		61 STRATHMORE LN	WESTPORT	CT	06880
103-5-8-13-0	STRATHMORE LN #G/C	HENNEMUTH MARY BEVERLY TRUSTEE		33 STRATHMORE LN	NORWALK	CT	06880-0000
103-5-8-13-0	STRATHMORE LN #G/D	LISEE JOHN L &	LISEE THERESA B	23 STRATHMORE LANE UNIT #23	WESTPORT	CT	06880
103-5-8-15A-0	13 RENZULLI RD	LARACCA PAUL ESTATE		11 RENZULLI RD	NORWALK	CT	06851-0000
103-5-8-23-0	2 RENZULLI RD	BOUCHER ROBERT L & ROSALIE		2 RENZULLI RD	NORWALK	CT	06851
103-5-8-25-0	556 WESTPORT AVE	WESTPORT 3.0 LLC	-	34 SOUTH BROADWAY SUITE 605	WHITE PLAINS	NY	10601
103-5-8-26-0	4 RENZULLI RD	WESTPORT 3.0 LLC	-	34 SOUTH BROADWAY SUITE 605	WHITE PLAINS	NY	10601
103-5-8-28-0	12 RENZULLI RD	WESTPORT 3.0 LLC	-	34 SOUTH BROADWAY SUITE 605	WHITE PLAINS	NY	10601
103-5-8-33-0	10 RENZULLI RD	WESTPORT 3.0 LLC	-	34 SOUTH BROADWAY SUITE 605	WHITE PLAINS	NY	10601
103-5-8-36-0	8 RENZULLI RD	WESTPORT 3.0 LLC	-	34 SOUTH BROADWAY SUITE 605	WHITE PLIANS	NY	10601
103-5-8-39-0	6 RENZULLI RD	WESTPORT 3.0 LLC	-	34 SOUTH BROADWAY SUITE 605	WHITE PLAINS	NY	10601
103-5-8-41-0	490 WESTPORT AVE	SACKETT NORWALK 490 LLC	C/O PARAGON MANAGEMENT GROUP	276 POST ROAD STE 201	WESTPORT	CT	06880

PROPERTY OWNERS WITHIN 100' OF 542 WESTPORT AVENUE, NORWALK, CT							
ID	Site Address	Owner Name	Co-Owner Name	Owner Address	Owner City	Owner S	Owner Zip
103-5-8-42-0	14 RENZULLI RD	WESTPORT 3.0 LLC	-	34 SOUTH BROADWAY SUITE 605	WHITE PLAINS	NY	10601
103-5-8-5-0	506 WESTPORT AVE	POST MAPLE 506 LLC		276 POST RD WEST STE 201	WESTPORT	CT	06880-4757
103-5-8-51-0	WESTPORT AVE	NORWALK CITY OF	(PUMP STATION)	125 EAST AVE	NORWALK	CT	06851-5702
103-5-8-61-0	80 COUNTY ST #1/1A	DAISY MAY LLC		14 PINE HILL AVE	NORWALK	CT	06855-0000
103-5-8-61-0	80 COUNTY ST #1/1B	WALTZER DEBRA E	-	80 COUNTY ST # 1B	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #1/1C	THE JBS REALTY GROUP LLC		457 REEF RD	FAIRFIELD	CT	06824
103-5-8-61-0	80 COUNTY ST #1/1D	STEWART JAMES E JR	-	80 COUNTY ST #1D	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST # 1/1E	PEREZ YESENIA		80 COUNTY ST UNIT 1/1E	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST # 1/1F	JEAN SOPHIA LYNN		80 COUNTY ST UNIT 1F	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #1/1G	NORWEST 1G LLC	-	80 COUNTY ST #1/1G	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #2/2U	SCREPETIS CHRISTOS		26 TANAGER LN	TRUMBULL	CT	06611-4618
103-5-8-61-0	80 COUNTY ST #2/S/1	NOR-WEST ASSOCIATES INC	-	635 FARMINGTON AVE	HARTFORD	CT	06105-0000
103-5-8-61-0	80 COUNTY ST #3/3A	READY STEVEN EDWARD	ALVES JENNIFER	80 COUNTY ST UNIT 3A	NORWALK	CT	06851-5526
103-5-8-61-0	80 COUNTY ST #3/3B	RAMSEY DAVID C &	RAMSEY YARITZA	80 COUNTY ST UNIT 3/3B	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #3/3C	KOFFSKY JUDITH B		82 COMPO RD., SOUTH	WESTPORT	CT	06880
103-5-8-61-0	80 COUNTY ST #3/3D	VASQUEZ LUIS A & SALDANA YAZMIN		80 COUNTY ST 3D	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #3/3E	CAMAS BACUILIMA CARLOS EFRAIN	CARCAMO ANA D	80 COUNTY ST #3/3E	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #3/3F	CHEN RU ZHONG & YANG MEI YUAN		76 NEW ENGLAND AVE	FAIRFIELD	CT	06824
103-5-8-61-0	80 COUNTY ST # 3/3G	ALDANA EVI S & JENNIFER R	-	80 COUNTY ST # 3/3G	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #3/3H	INTRA-AKSORN SAENGCHAN	-	28 BRIDGE ST	WESTPORT	CT	06880-4929
103-5-8-61-0	80 COUNTY ST #3/3J	RYAN BARBARA J & RICHARD P		44 OAK ST.	WESTPORT	CT	06880
103-5-8-61-0	80 COUNTY ST #3/3K	NAVARRA CARMEN	-	80 COUNTY ST APT 3K	NORWALK	CT	06851-5525
103-5-8-61-0	80 COUNTY ST #4/4A	MCGILL DIANE & SEDITA ROSE ANN &	SEDITA STEPHEN J JR & SEDITA ROBERT	89 BRIGHTWOOD AVE	STRATFORD	CT	06614
103-5-8-61-0	80 COUNTY ST #4/4B	STAR INC LIGHTING THE WAY		P.O. BOX 470	NORWALK	CT	06852-0470
103-5-8-61-0	80 COUNTY ST # 4/4C	O''CALLAGHAN CATHERINE F (1/3) &	O''CALLAGHAN JOSEPH F (1/3) & ETALS	80 COUNTY ST UNIT# 4/4C	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #4/4D	ROSE SHERON		80 COUNTY ST UNIT 4/4D	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #5/5A	REYES JOEL SALCEDO		80 COUNTY ST UNIT 5/5A	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #5/5B	TYMINSKI STEPHEN L JR	-	80 COUNTY ST APT 5B	NORWALK	CT	06851-5528
103-5-8-61-0	80 COUNTY ST #5/5C	HANDLER ROBERT J CO-TRUSTEE &	HANDLER SUSAN C CO-TRUSTEE	79 QUARRY RD	STAMFORD	CT	06903-5015
103-5-8-61-0	80 COUNTY ST #5/5D	LIPSON SCOTT H & PATRICIA	-	80 COUNTY ST APT 5D	NORWALK	CT	06851-5528
103-5-8-61-0	80 COUNTY ST #5/5E	SON HAK TAE &	LEE SUN HWA	80 COUNTY ST UNIT 8B	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #5/5F	YANES ENIO JOSUE &	AGUIRRE ANA MARIA OROZCO	80 COUNTY ST UNIT 5F	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #5/5G	MORELL NIKISHA M		80 COUNTY ST UNIT 5G	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST # 5/5H	BERISHA ANTON &	BERISHA MARTE	80 COUNTY ST UNIT 5H	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #6/6A	LLANOS ALBERTO E &	MOREJON MARIA JOSE	80 COUNTY ST UNIT 6A	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #6/6B	KOCSIS BERTALAN & MARIA		80 COUNTY ST #6/6B	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #6/6C	JAIRATH ANOOP & KAUR ANTERPREET		80 COUNTY ST #6-C	NORWALK	CT	06851

PROPERTY OWNERS WITHIN 100' OF 542 WESTPORT AVENUE, NORWALK, CT							
ID	Site Address	Owner Name	Co-Owner Name	Owner Address	Owner City	Owner S	Owner Zip
103-5-8-61-0	80 COUNTY ST # 6/6D	PEREZ MARIA D		80 COUNTY ST UNIT 6D	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST # 6/6E	HARRIS SHERRANDA		80 COUNTY ST UNIT 6E	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #6/6F	AHMED MAHTAB U TRUSTEE	-	80 COUNTY ST #6/6F	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #6/6G	PAK KUM HEE	-	80 COUNTY ST APT 6G	NORWALK	CT	06851-5551
103-5-8-61-0	80 COUNTY ST #6/6H	ABDELREHIM MOHAMED S & HABIB NSRIN		80 COUNTY ST #6/6H	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #7/7A	DICERTO CAROL		80 COUNTY ST UNIT 7A	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #7/7B	VICTOR JAYANTHI MARY JOHN &	SANTHARAJ EBBY ANTUVA	80 COUNTY ST APT 7B	NORWALK	CT	06851-5532
103-5-8-61-0	80 COUNTY ST #7/7C	KOSTICK PATRICIA		80 COUNTRY ST #7C	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #7/7D	VALLEJO CAMILLE TRUSTEE	-	80 COUNTY ST #7/7D	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #7/7E	FINN MARK R	-	492 SHAGBARK DR NORTH	BRISTOL	CT	06010
103-5-8-61-0	80 COUNTY ST #7/7F	MIRANDA-MONTERO CYNTHIA		80 COUNTY ST UNIT 7F	NORWALK	CT	06851-5533
103-5-8-61-0	80 COUNTY ST #7/7G	COUNTY 807G LLC	-	80 COUNTY ST #7/7G	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #7/7H	COUNTY 807H LLC		44 RUNNING BROOK LN	NEW CANAAN	CT	06840-0000
103-5-8-61-0	80 COUNTY ST #7/7J	FREID CLIFFORD	-	80 COUNTY ST #7/7J	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #7/7K	LUPPINO ROCCO		80 COUNTY ST UNIT 7K	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #7/7L	DAVID REGINA M & PHILOMENA T		80 COUNTY ST UT7L	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #7/7M	WANG YU		80 COUNTY ST #7M	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #7/7N	O'BRIEN DEBORAH & GERALD	-	376 SHORES BLVD	STAUGUSTINE	FL	32086-7346
103-5-8-61-0	80 COUNTY ST #7/7O	ROBERTSON ANALISA		80 COUNTY ST UNIT 7/7O	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #7/7P	HILLIER FRANCINE J		10 PALMER BRG	FAIRFIELD	CT	06824-7830
103-5-8-61-0	80 COUNTY ST #7/7Q	DEPANFILIS RUSSELL		80 COUNTY ST UNIT 7/7Q	NORWALK	CT	06851-0000
103-5-8-61-0	80 COUNTY ST #8/8A	SEILER HOWARD S & AMY		80 COUNTY ST #8A	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #8/8B	SON HAK TAE & LEE SUN HWA		80 COUNTY ST 8B	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #8/8C	GARRELICK STUART J DR		80 COUNTY ST 8C	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #8/8D	AGUIRRE ANA ELENA G	-	80 COUNTY ST #8/8D	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #9/9A	LARMOND SHAUNA	-	80 COUNTY ST APT 9A	NORWALK	CT	06851-5501
103-5-8-61-0	80 COUNTY ST #9/9B	FAMA JOYCE		80 COUNTY ST #9B	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #9/9C	PRZYBISIKI SUZANNE		17 THREE SEASONS LN	NORWALK	CT	06851-2304
103-5-8-61-0	80 COUNTY ST #9/9D	SPANOGHE ANGELINA D	-	80 COUNTY ST APT 9D	NORWALK	CT	06851-5536
103-5-8-61-0	80 COUNTY ST #9/9E	SYLA URIM & ERMENEIA	-	80 COUNTY ST #9/9E	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST # 9/9F	PASSERO PHILLIP J & THERESA		80 COUNTY ST #9F	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #9/9G	MURPHY STEPHEN EDWARD &	MURPHY ANGELINA L	80 COUNTY ST 9G	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #9/9H	WLOSZEK JACEK &	LUPINSKA KATARZYNA	111 DORA ST	STAMFORD	CT	06902-4420
103-5-8-61-0	80 COUNTY ST #9/9J	FRANKS EUGENE J & CHARLOTTE		80 COUNTY ST #9J	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST #9/9K	THERMIDOR PIERRE		80 COUNTY ST #9K	NORWALK	CT	06851
103-5-8-122-0	2 1/2 RENZULLI RD	GREGORY GIBY N & GIBY JAYA		2 1/2 RENZLLI RD	NORWALK	CT	06851-4408
103-5-8-13-0	99 STRATHMORE LN	STRATHMORE LANE CONDO	-	STRATHMORE LANE	WESTPORT	CT	06880-0000

PROPERTY OWNERS WITHIN 100' OF 542 WESTPORT AVENUE, NORWALK, CT							
ID	Site Address	Owner Name	Co-Owner Name	Owner Address	Owner City	Owner S	Owner Zip
103-5-8-124-0	15 RENZULLI RD	KUBAN-GONZALES CRISTY	-	15 RENZULLI RD	NORWALK	CT	06851
103-5-8-61-0	80 COUNTY ST	NORWEST CONDO	-	635 FARMINGTON AVE	HARTFORD	CT	06105

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WESTPORT AVENUE Rte. 1

CL&P Easement V. #3355 P. #119 RM #11698

Easement Granted by Sarno Associates to the State of Connecticut (See Map in Note 12)

Overhead Service Wires

MH CL&P TF 74.36

Concrete Monument Found

Point of Beginning

N 88°59'15" E 189.20' (State Highway Line)

N 86°00'05" E 242.23'

C.L.&P. EASEMENT

conc. apron

conc. walk

Traffic Control

sign

STMH

CB

FF 69.9

FF 72.4

149.10'

conc. curb

49.4'±

48.0'±

conc. walk

27's high (building height)

76.1

N/F FLEET BANK

Retaining wall

N 06°52'30" E

Driveway

stockade fence

N 08°23'30" E 42.62'

asphalt apron

N 12°49'30" W 5.81'

N 30°57'50" E 13.44'

N 23°41'40" W 12.75'

N 09°06'10" W 25.28'

4.)Fence Encroaches 2.5'±

BUILDING F.F. = 65.9 28,864± S.F.

C.L.&P. EASEMENT

conc. walk

17 spaces

8 spaces

ballards

conc. loading dock

10 spaces

N 16°47'20" W 23.40'

Retaining wall

N 12°56'20" W 12.22'

N 12°56'20" W 127.00'

See Inset (Sheet 2 of 2)

3.)Fence Encroaches 1.3'±

N/F FIVE ZERO EIGHT WESTPORT, LLC

N37°55'30"E 33.10'

See Vol. 3641 PG 325 NLR for Lot Combination between Associates and Five Zero Eight Westport, LLC

Former property line (See map in Note 3.B)

N 62°47'10" E 26.52'

25' Sanitary Easement V. #310, P. #367 RM #3364

S03°38'30"W 1.11'

N67°31'40"E 1.26'

N67°31'40"E 37.20'

N.F.

N/F N.R.C. REALTY CO.

2.)Fence Encroaches 1.0'±

25' Wide Connecticut Light & Power Co. Easement V. 522, P. 143

N 65°54'00" E 100.00'

Drainage Easement Over Sanitary Easement V. #2926 P. #253 RM #11382

84.48'

N/F OLYMPIA & PATRICK GILBERT

N 67°03'50" E 98.47'

S 83°03'30" W 71.43'

N 37°06'30" W 41.40'

S 64°30'50" W 21.16'

19.54'

LOT 8 N/F RAYMOND L. KNAPP

LOT 9 N/F ROBERT P. KELLY

8' Working Easement V. #2926 P. #253 RM #11382

S 67°03'50" W 75.00'

S 73°48'00" W 67.65'

S 72°58'40" W 33.24'

N 22°31'10" W 17.98'

LOT 7 N/F ANGELO LIQUORI

N 23°51'20" W 13.20'

N 22°31'10" W 11.79'

CITY OF NORWALK

LOT 6 N/F JEROME DENNER

REFER TO MAP 7402 N.L.R.

RECEIVED ON FILE AUG. 9, 2001 in the Office of the Town Clerk of the Town of Norwalk 12:33 PM Town Clerk

FILE No. 12213 A

To the best of my knowledge and belief, this map is substantially correct as noted hereon.

Charles S. Spath Sr. LS #8176

This document and copies thereof are valid only if they bear the signature and embossed seal of the designated licensed professional. Unauthorized alterations render any declaration null and void.

F9442-1

2 story PARKING GARAGE Upper Level

Access to upper level parking

conc. steps

16 spaces

12 spaces

32 spaces

32 spaces

38 spaces

15 spaces

10 spaces

EXISTING MASONRY BUILDING #542 F.F. = 65.9 59,860± S.F.

N/F FIVE ZERO EIGHT WESTPORT, LLC

N/F PAUL LARACCA

N/F PATRICIA NISON

N/F CAROL MARSEL

N/F DIEGO ISAZA

N/F LEAH HITARNER

N/F FRANK & MILDRED VERTULA

LOT 11

LOT 12

LOT 14

LOT 15

LOT 16

REFER TO MAP 7551 N.L.R.

1.) Fence Encroaches 0.7'±

10 spaces

compact cars

15 spaces

21 spaces

9 spaces

6 spaces

2 spaces

Chain Link Fence

N 17°30'30" E 119.67'

S 85°43'10" W 344.86'

N 23°29'20" W 20.00'

51.88' S88°35'26"W (Calc.)

52.59' N80°27'07"W (RM #11292)

23.54' N 77°44'07" W (Calc.)

23.54' S 77°44'07" W (RM #11292)

N 54°41'20" W 14.71'

"Original Center Line of River" (See RM#11292 and Note 13.)

STRATHMORE CONDOMINIUM

Property Line per RM #9025 (Mapping Overlap)

30' Drainage Easement RM #7557

20' Drainage Easement V. #2926 P. #253 RM #11382

2 story PARKING GARAGE Lower Level 46,879± S.F.

TOP# 70.48.65 INV#47.02

12" RCP (Bubbler Pipe)

6" ADS

asphalt curb

conc. curb

CANOPY

RETAINING WALL

conc. walk

conc. stop block (typ)

RENZULLI ROAD

S 11°10'55" E 221.93'

5.)Fence Encroaches 1.6'±

S 32°01'25" E 111.05'

S 37°08'10" E 126.08'

Chain Link Fence

61.2'±

122.4'±

Access to upper level parking

S 43°44'40" E 158.27'

Commercial/Residence Zone B / Zone B

65.2'±

94.3'±

56.0'

Marble Monument Found

6 spaces

89.8'±

22.9'±

27 spaces

31 spaces

35 spaces

34 spaces

18 spaces

19 spaces

8 spaces

chain link fence

12" RCP (Bubbler Pipe)

ZONE LINE

Wooded Brook

S 48°49'07" W

64.1'±

64.4'±

155.9'±

86.1'±

S 84°48'20" W 44.18'

Iron Pin Set

Iron Pin Found

Concrete Monument Found

Scale 1"=500'

WD FULLIN

LOUIS FULLIN RD.

BISHOP ST.

BROOKFIELD STREET

TILTON CT.

AVENUE

WILLARD ROAD

SITE

RENZULLI RD.

VOLPI

HILL AVENUE

WESTPORT AVE.

1

STRAWBERRY HILL

LEEANN DR.

CARPENTERS LA.

COUNTRY CLUB CT.

COUNTRY CLUB RD.

MUFFIN LA.

COUNTY ST.

SUNLIT DR.

ERIC CT.

PHILLENDRO

WHITE BIRCH COURT

TALLY

ALDWOOD DRIVE

GENDA S HILL ST.

KING STREET

WILLIAM TALLY DRIVE

1. This survey and map has been prepared in accordance with the Sections 20-300b-1 through 20-300b-20 of the Regulations of Connecticut State Agencies – "Minimum Standards for Survey and Maps in the State of Connecticut" as endorsed by the Connecticut Association of Land Surveyors, Inc. The type of survey performed was an Existing Building Location Survey . The boundary determination depicted hereon is based on a Dependent Resurvey conforming to Horizontal Accuracy Class A-2.

SEE SHEET 2 OF 2 FOR NOTES

LEGEND

⊡	COLUMN
———	ZONE LINE
☼	LIGHT POLE
⋈	HYDRANT
STMH	STORM DRAIN MANHOLE
SSMH	SANITARY SEWER MANHOLE
CB	CATCH BASIN
RM	RECORD MAP
V.	VOLUME
P.	PAGE
FF	FINISH FLOOR
N.L.R.	NORWALK LAND RECORDS
CALC.	CALCULATED
⊙	UTILITY POLE
Ⓢ	MANHOLE
S.F.	SQUARE FEET
UTMH	UTILITY MANHOLE
FD	FOUNDATION DRAIN
— — —	ORIGINAL PARCEL LINES

EXISTING BUILDING LOCATION SURVEY

PREPARED FOR

ELITE DEVELOPMENT GROUP, LLC

NORWALK, CONNECTICUT

MAY 29, 2001

REV. JULY 19, 2001

REV. JULY 27, 2001

REV. AUGUST 1, 2001

SHEET 1 OF 2

THIS MAP PRODUCED BY ORIGINAL INK DRAWING ON POLY FILM OR LINEN HUNTINGTON COMPANY 1150 POST ROAD FAIRFIELD, CT 06430

0 1" = 40' 80

THE HUNTINGTON COMPANY, LLC
ENGINEERS & SURVEYORS
#1150 POST ROAD
FAIRFIELD CONNECTICUT
203-259-1091

G:\projects\dwg\3398\dwg\3398-alta.dwg Wed Aug 08 15:55:23 2001 JAA

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#12213-A filed Aug 9, 2001 @ 12:33 PM #1000

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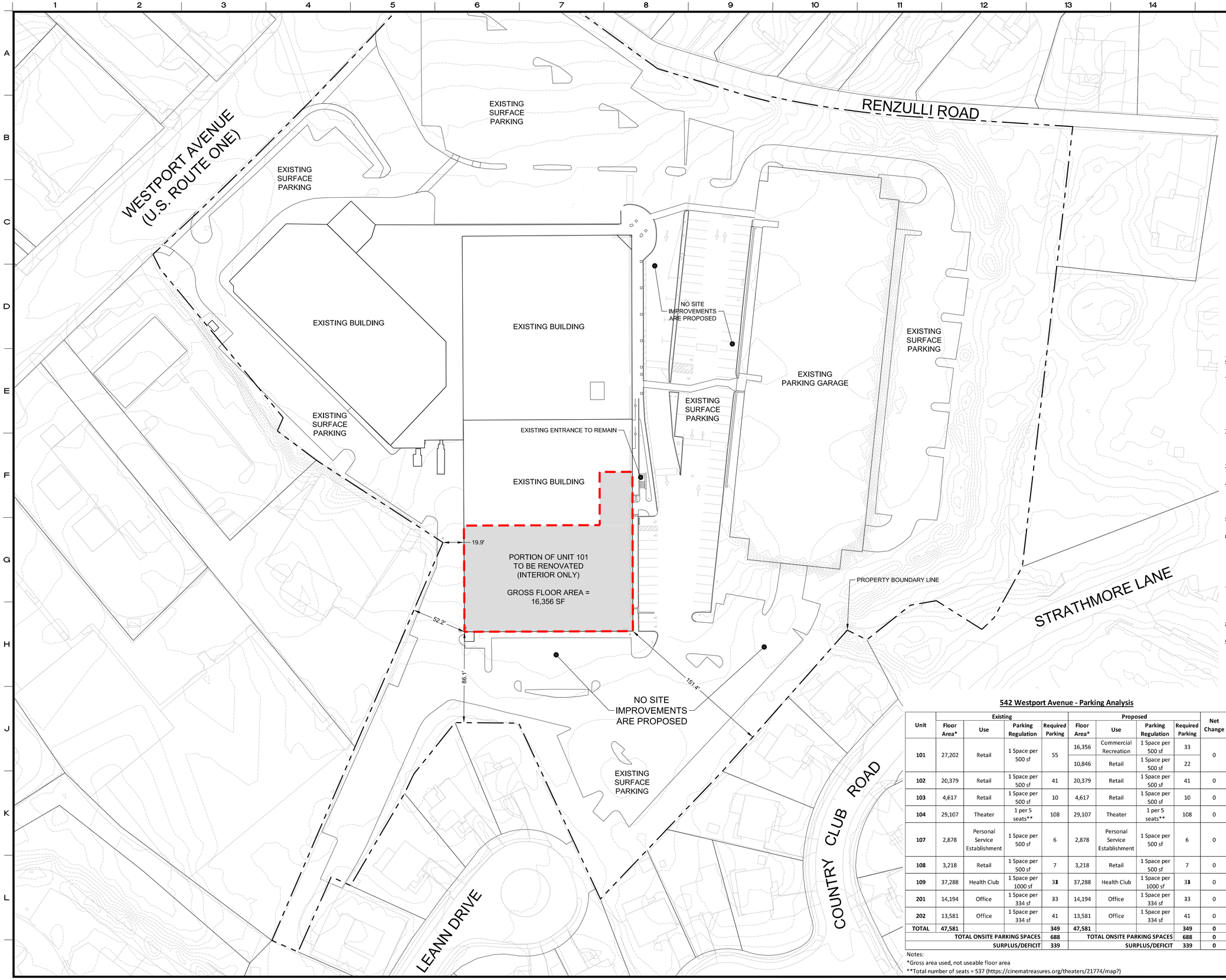


ZONING SITE PLAN NOTES

1. This drawing is intended only to depict zoning information for the proposed renovation at 542 Westport Avenue. This drawing is for Planning & Zoning Commission, Site Plan Review submission only and shall not be used for construction.
2. All survey data is compiled from a combination of a survey by Redniss & Mead and City of Norwalk G.I.S. G.I.S. data is not guaranteed accurate or complete.
3. Wetlands, if any, have not been depicted hereon.
4. Refer to "First Floor Plan" prepared by Achilles Architects for information and design of the building renovations dated 12/01/2025.
5. Property lies in the CD-3C zone.
6. All construction shall comply with City of Norwalk requirements, the State of Connecticut Basic Building Code, Americans with Disabilities Act (ADA), the Connecticut Guidelines for Soil and Erosion and Sediment Control, OSHA and CT DOT Form 819 (latest edition).
7. Subject parcel does not lie within a Special Flood Hazard Area per FEMA Flood Insurance Map Panel No. 349 of 626, effective date June 18, 2010.
8. The property is served by public waters and sewers.
9. No DPW regulated activities are proposed.

542 Westport Avenue - Parking Analysis

Unit	Existing				Proposed				Net Change
	Floor Area*	Use	Parking Regulation	Required Parking	Floor Area*	Use	Parking Regulation	Required Parking	
101	27,202	Retail	1 Space per 500 sf	55	16,356	Commercial Recreation	1 Space per 500 sf	33	0
					10,846	Retail	1 Space per 500 sf	22	
102	20,379	Retail	1 Space per 500 sf	41	20,379	Retail	1 Space per 500 sf	41	0
103	4,617	Retail	1 Space per 500 sf	10	4,617	Retail	1 Space per 500 sf	10	0
104	29,107	Theater	1 per 5 seats**	108	29,107	Theater	1 per 5 seats**	108	0
107	2,878	Personal Service Establishment	1 Space per 500 sf	6	2,878	Personal Service Establishment	1 Space per 500 sf	6	0
108	3,218	Retail	1 Space per 500 sf	7	3,218	Retail	1 Space per 500 sf	7	0
109	37,288	Health Club	1 Space per 1000 sf	33	37,288	Health Club	1 Space per 1000 sf	33	0
201	14,194	Office	1 Space per 334 sf	33	14,194	Office	1 Space per 334 sf	33	0
202	13,581	Office	1 Space per 334 sf	41	13,581	Office	1 Space per 334 sf	41	0
TOTAL	47,581			349	47,581			349	0
TOTAL ONSITE PARKING SPACES				688	TOTAL ONSITE PARKING SPACES			688	0
SURPLUS/DEFICIT				339	SURPLUS/DEFICIT			339	0

Notes:
*Gross area used, not useable floor area
**Total number of seats = 537 (https://cinematreasures.org/theaters/21774/map?)

No.	Date	Revision
I	12/16/2025	SITE PLAN REVIEW APPLICATION

ZONING SITE PLAN
DEPICTING
542 WESTPORT AVENUE
NORWALK, CT
PREPARED FOR
TCT ENTERPRISES

SCALE: 1"=40' 0 40 80

DRAWN BY: HDC | CHECKED BY: BDH

REDNISS & MEAD
LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING
PERMITTING
22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax: 203.357.1118
www.rednissmead.com

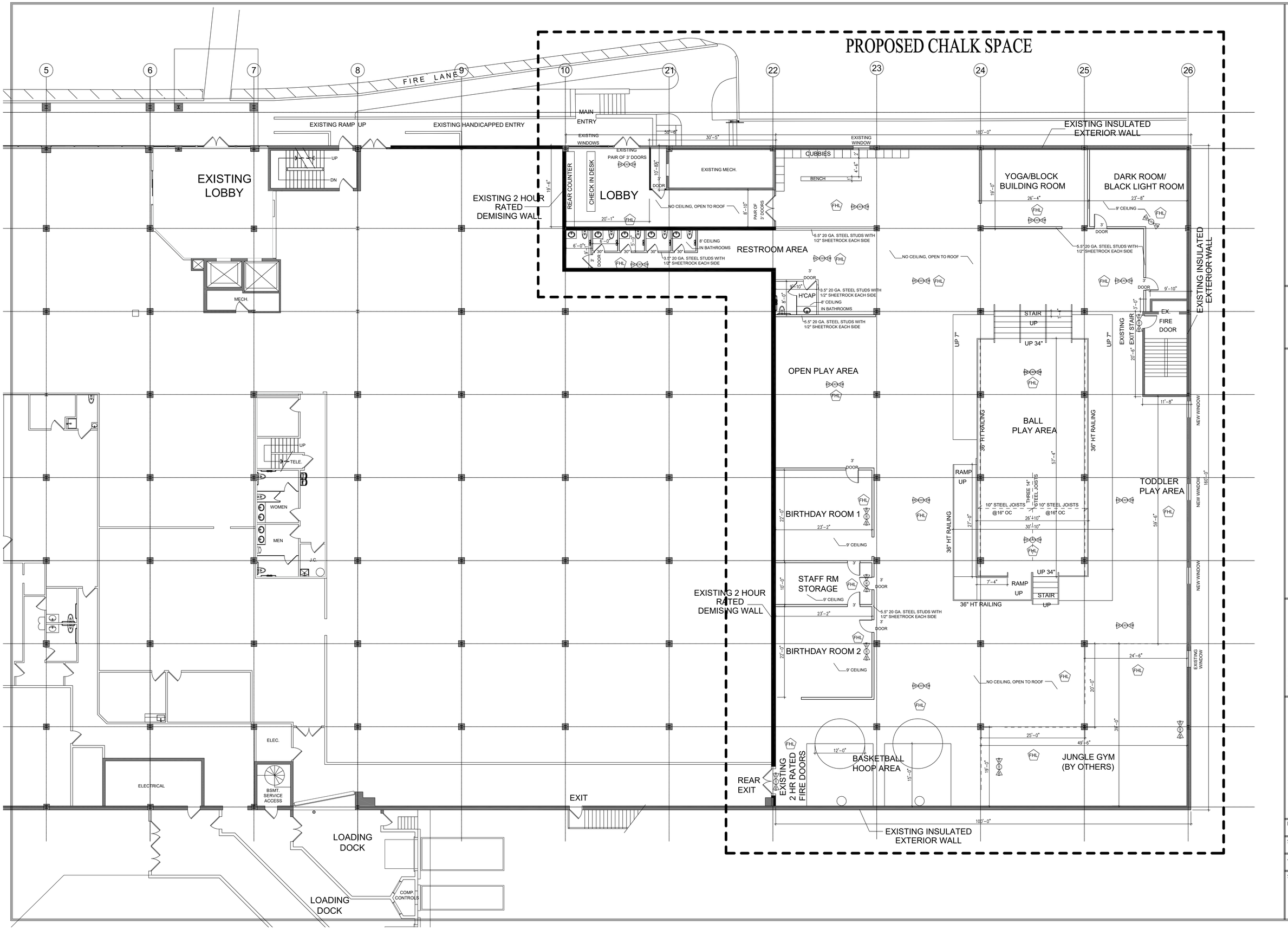
PROFESSIONAL ENGINEER
BRET D. HOLZWARTH
No. 27812
LICENSED
STATE OF CONNECTICUT

BRET D. HOLZWARTH CT. P.E. 27812
December 16, 2025
DATE

This document and copies thereof are valid only if they bear the original and embossed seal of the designated licensed professional. Unauthorized alterations render any declaration hereon null & void.

SHEET No:
ZSP
Comm. No.: 10631

12/12/2025 8:26 AM H:\Jobfiles2\10000\10600\10631\DWG\10631 Master.dwg



JOB TITLE
PROPOSED RENOVATIONS TO THE CHALK SPACE FOR CHILDREN
542 WESTPORT AVENUE
NORWALK, CT 06851

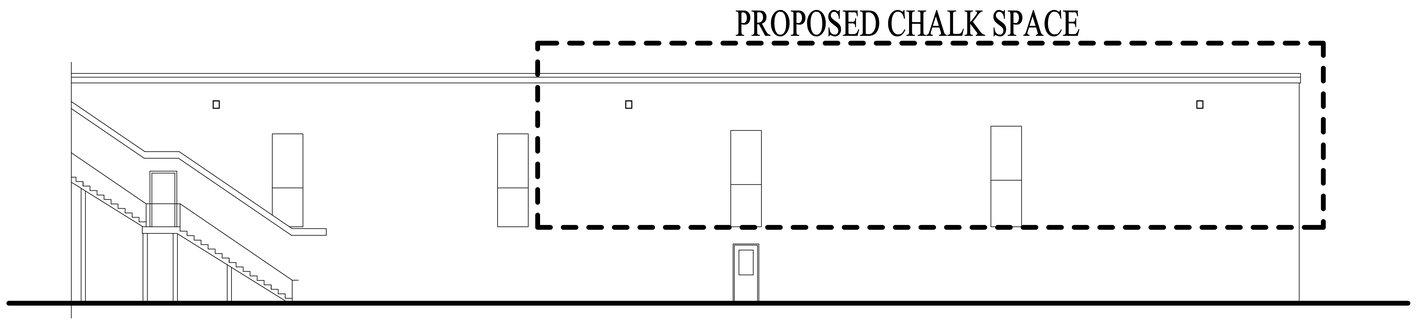
SEAL

Achilles Architects
23 CANDLEWOOD ROAD
(203) 613-3216
TRUMBULL, CT 06611
(203) 220-8870

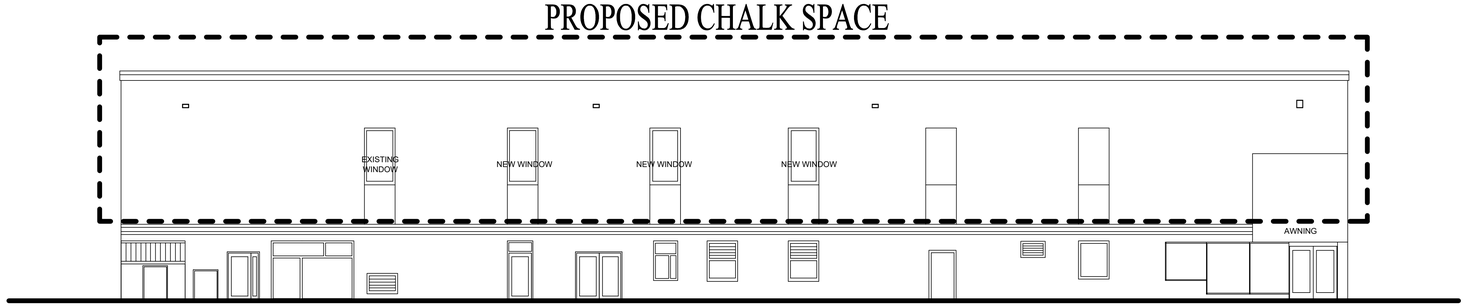
REVISIONS

DRAWING TITLE
FIRST FLOOR PLAN

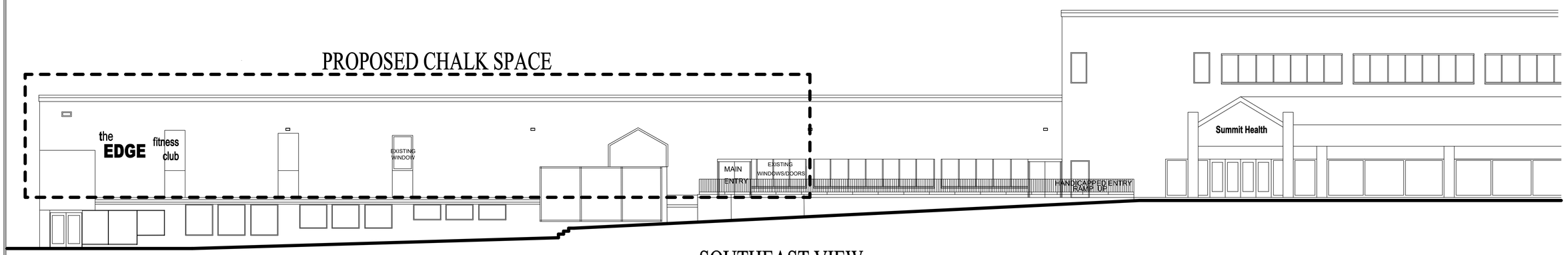
DATE 12-1-25
SCALE 1/8"
JOB NO. 2530
SHEET NO. A-1



NORTHWEST VIEW



WESTERLY VIEW



SOUTHEAST VIEW

JOB TITLE
PROPOSED RENOVATIONS TO
THE CHALK SPACE FOR CHILDREN
542 WESTPORT AVENUE
NORWALK, CT 06851

SEAL

Achilles Architects
23 CANDLEWOOD ROAD TRUMBULL, CT 06611
(203) 613-3216 (203) 220-8870

REVISIONS

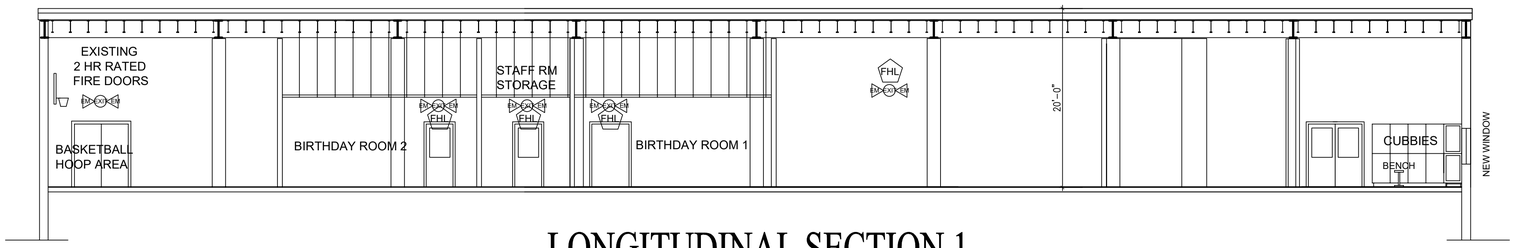
DRAWING TITLE
EXTERIOR ELEVATIONS

DATE 12-1-25

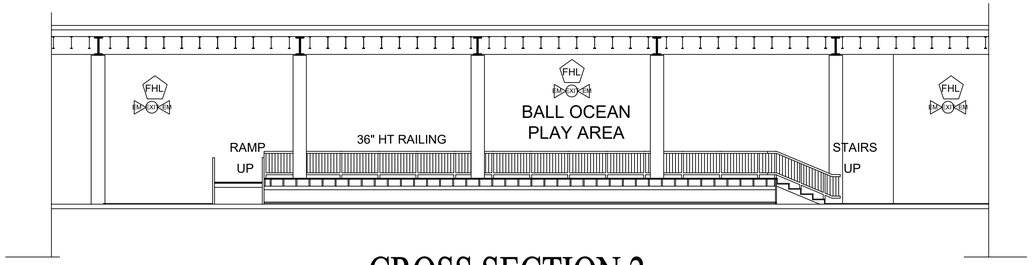
SCALE 1/8"

JOB NO. 2530

SHEET NO.
A-2



LONGITUDINAL SECTION 1



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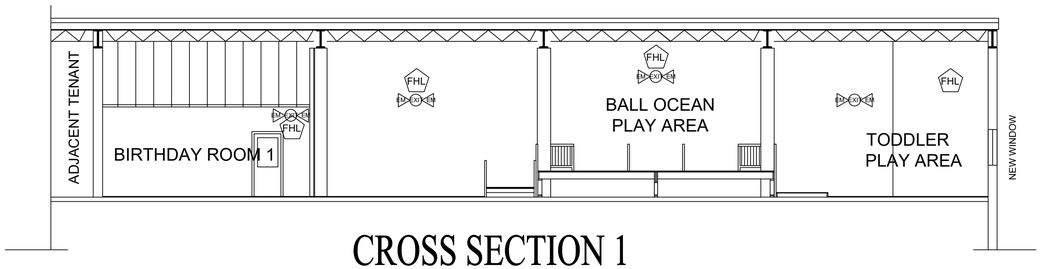

CROSS SECTION 1

JOB TITLE
PROPOSED RENOVATIONS TO
THE CHALK SPACE FOR CHILDREN
542 WESTPORT AVENUE
NORWALK, CT 06851

SEAL

Achilles Architects
23 CANDLEWOOD ROAD
TRUMBULL, CT 06611
(203) 613-3216
(203) 220-8870

REVISIONS

DRAWING TITLE
BUILDING SECTIONS

DATE 12-1-25

SCALE 1/4"

JOB NO. 2530

SHEET NO.
A-3

Traffic Volume Analysis for Chalk
542 Westport Avenue, Norwalk, CT

Chalk's operational model is designed around predictable family visitation patterns that align with typical weekend recreation schedules and weekday routines. Our projected traffic volumes are based on comparable indoor play facilities and reflect natural parent availability around nap times, school schedules, and weekend activities. For this analysis we assume one car per family.

Peak Hours (50-70 families)

Weekend mornings and afternoons represent our highest anticipated traffic periods. Saturdays from 10am-12pm and 2pm-5pm, along with Sundays from 10am-12pm and 2pm-4pm, attract families seeking structured weekend activities. These time slots avoid typical mealtimes and align with children's optimal energy levels, while the 12pm-2pm gap accommodates lunch and nap schedules. We will have birthday time slots as well that will be weekends 10-12, 1-3 and 4-6 which usually are 15-20 families with 2 birthday rooms max at one time.

Moderate Traffic (20-50 families)

Shorter periods include early weekend mornings (Saturday 9am-10am), early evening hours (Saturday 5pm-6pm, Sunday 4pm-6pm), and weekday morning and after-school windows (9am-11am and 3pm-5pm). These periods serve families with flexible schedules, early risers, and those seeking to avoid peak crowds.

Low Traffic (Under 20 families)

Weekday midday hours (11am-3pm) and the weekend lunch window (12pm-2pm) represent our quietest periods. These slots overlap with school hours, nap times, and meal schedules, naturally limiting attendance. This predictable ebb and flow allow for facility maintenance, staff breaks, and private bookings during off-peak hours. During the low traffic weekday hours will be the only time we have planned programming with classes for toddlers 1-5 years old with two time slots of 10am and 11am Monday – Friday. Typical classes will have 5-10 kids attending. This is included in the under 20 families estimate.

Conclusion

This traffic distribution ensures manageable parking demand and minimizes neighborhood impact while providing the community with accessible family recreation options throughout the week.

At the highest peak time, there may be a need for 70 parking spaces. While this maximum parking demand exceeds the estimated 33 spaces for commercial recreation establishments (at 1 space per 500 square feet of usable space), the available onsite parking easily handles this peak with over 300 spaces in surplus of the demand.

Traffic Volume Analysis for Chalk
542 Westport Avenue, Norwalk, CT

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Programing

The space is always free play drop-in time. The member classes will be dedicated for small toddlers that will be music, play doh/arts and crafts, and story time. That programming is still being developed but the design and business plan is the majority of use to be drop in free play. There will be no leagues or classes for non-members available.

Conclusion

This traffic distribution ensures manageable parking demand and minimizes neighborhood impact while providing the community with accessible family recreation options throughout the week.

At the highest peak time, there may be a need for 70 parking spaces. While this maximum parking demand exceeds the estimated 33 spaces for commercial recreation establishments (at 1 space per 500 square feet of usable space), the available onsite parking easily handles this peak with over 300 spaces in surplus of the demand.

Norwalk Planning & Zoning Commission

125 East Avenue
Norwalk, Connecticut

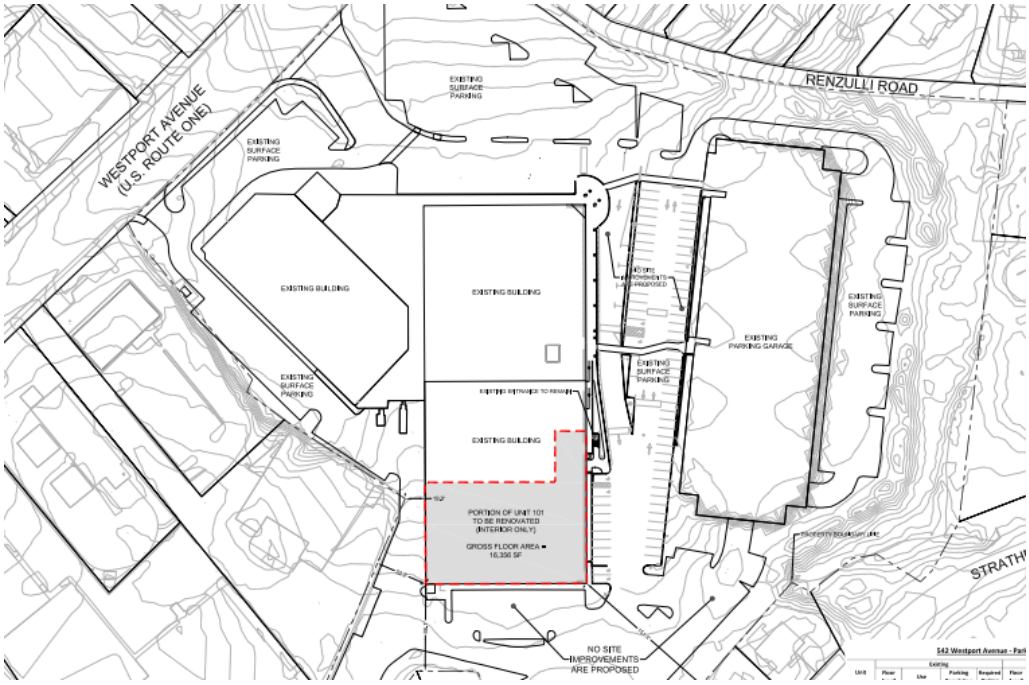
January 16, 2026

Memorandum

To: Planning & Zoning Commission – Chapin Bryce, Chair
From: Bryan Baker, Principal Planner
Re: #2025-93 SPR – TCT Enterprises – 542 Westport Avenue (District 5, Block 8, Lot 6) – Change of use within portion of existing building from Retail to Commercial Recreation Establishment

Commissioners,

The applicant has applied to change the use of a portion of an existing building from Retail to Commercial Recreation Establishment. The existing building is a multitenant building that is currently occupied by a movie theater, gym and spa. Permits have recently been issued for other tenants which include Summit Health and Bob's Stores (retail). The applicant is proposing to utilize about 16,000 square feet of vacant retail space into a commercial recreation establishment for children under their business "Chalk Talk." Because the overall square footage of the use exceeds 10,000 square feet, a site plan review application is required per the Zoning Regulations.

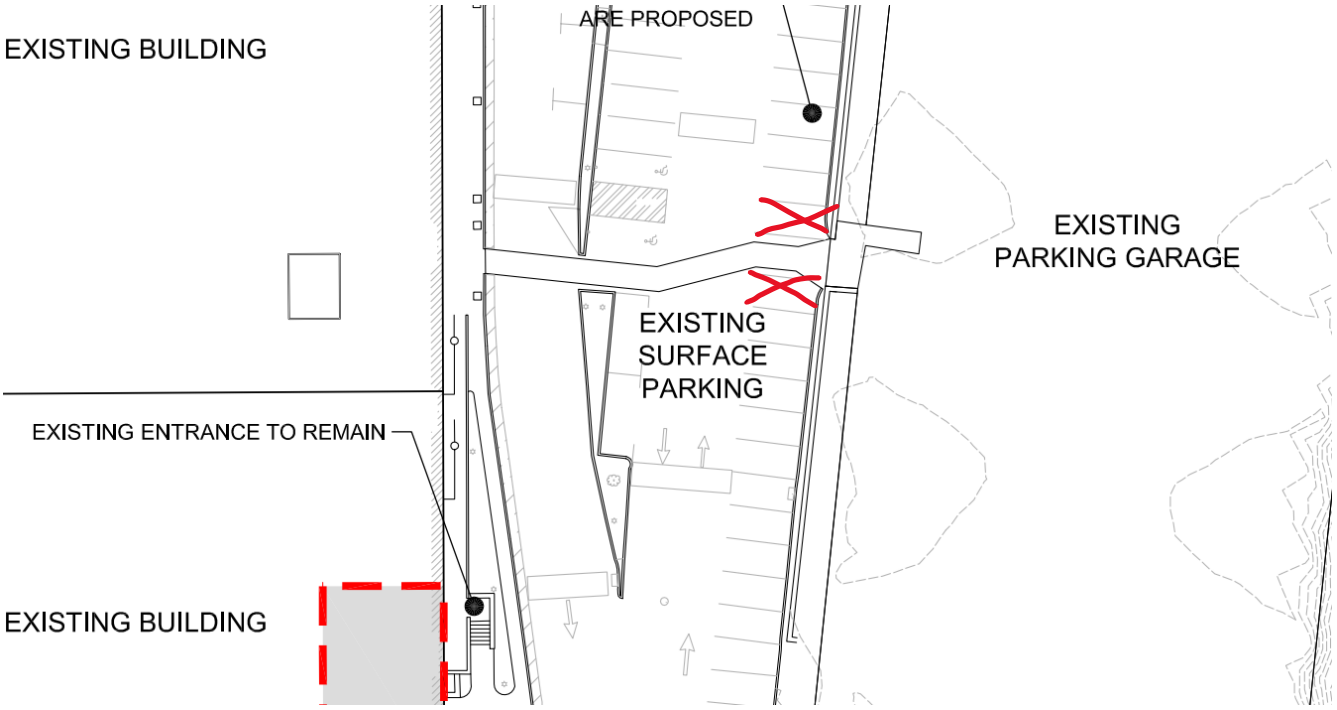


The Commission may recall that during the 2024 regulation re-write and subsequent zoning regulation amendments, Commercial Recreation Establishments were a difficult use to assign a fixed minimum parking requirement. The solution was to allow larger Commercial Recreation Establishments the ability to submit their own parking management plan for review by the Commission under the following regulation.

PRINCIPAL USE	Minimum Number of Parking Spaces Available to Lot Per Unit of Measure
Commercial Recreation Establishment	1 per 500 square feet of total Usable Floor Area if less than 1,500 square feet of Floor Area Subject to the submission of a traffic and parking management plan to be reviewed by the Commission if 1,500 square feet or more of Floor Area.

The applicant has provided a parking management plan which states that the uses on the property would require a minimum of 349 parking spaces and that there are 688 parking spaces available. Therefore, there is a substantial amount of parking provide on-site which will be sufficient for all the uses on the property.

While not necessarily the applicant's responsibility, Staff would like to recommend to the property owner that a couple of parking spaces be removed which are immediately adjacent to the brick crosswalk leading from the parking garage to the building. The removal of these parking spaces will help people see whether a vehicle is driving more easily and create a safer entrance to the building, especially for parents and children who are likely carrying gifts, balloons, etc.



Staff recommends that the application be approved and provides the following resolution:

Draft resolution to approve:

Whereas *the Planning & Zoning Commission recommends that the property owner remove the two parking spaces located adjacent to the brick crosswalk;*

THEREFORE, BE IT RESOLVED by the Norwalk Planning & Zoning Commission that application #2025-93 SPR – TCT Enterprises – 542 Westport Avenue (District 5, Block 8, Lot 6) – Change of use within portion of existing building from Retail to Commercial Recreation Establishment be **APPROVED** subject to the following:

1. That the site shall be developed in accordance with the following plans:
    a. Per architectural drawings entitled “Proposed Renovations to The Chalk Space for Children, 542 Westport Avenue, Norwalk, CT 06851,” prepared by Achilles Architects, dated 12/1/2025; and
2. That any changes to the approved plans shall be submitted to the Commission’s Staff (Staff) for review and approval prior to implementation. If any proposed changes are determined to be substantive, Staff shall refer the changes to the Commission for their review and approval prior to implementation; and
3. That any and all conditions required by Norwalk Health Department are applicable to this approval; and
4. That any and all conditions required by Norwalk WPCA are applicable to this approval; and
5. That any and all conditions required by Norwalk DPW are applicable to this approval; and
6. That a Connecticut licensed engineer shall certify that all the required improvements, including any required off-site improvements, were installed to City standards prior to the issuance of a Certificate of Zoning Compliance (COZC); and

BE IT FURTHER RESOLVED that this application complies with all applicable sections of the Norwalk Zoning Regulations; and

BE IT FURTHER RESOLVED that the effective date of this action shall be January 30, 2026.

Memorandum

January 21st, 2026

To: Planning & Zoning Commission – Chapin Bryce, Chair

From: Planning & Zoning Staff

Re: Amendment to the Citywide Plan – Arts and Culture Plan

Dear Commissioners,

The City has completed an Arts and Culture Plan and would like to include the plan within the Citywide Plan (POCD). The action before you is the formal referral of the amendment to Economic and Community Development Committee of the Common Council.

Proposed Amendment:
Page 112, Chapter 6, Preserving & Promoting Our Historic Heritage, Arts & Culture.
iv. Implement the recommendations of the Arts and Cultural Plan (2025, as amended). The City will further evaluate, modify as necessary and implement recommendations within the plan. ~~Develop a strategic plan for arts and culture that is focused on enhancing Norwalk's identity as destination for arts and culture. This plan should include an analysis of the current and potential economic contribution of arts and culture to Norwalk.~~

When: 2025-2029
Who: Economic and Community Development Department; Arts Commission
Resources: Staff Time; consultant

The draft Plan can be view at: https://www.norwalkct.gov/DocumentCenter/View/37942/City-of-Norwalk-Arts--Cultural-District-Plan-1

For your convenience, I have attached the full page 250 of the Citywide Plan. The Citywide Plan can be viewed at: https://www.norwalkct.gov/DocumentCenter/View/36676/Norwalk-Citywide-Plan-2025-amend-signed

City of Norwalk

Arts & Cultural District Plan

DECEMBER 2025

CULTURAL PLANNING GROUP

I ♥ NORWALK

TABLE OF CONTENTS

Introduction....1

- Why the Norwalk Arts District....2
- Benefits of an Arts District....4
- Planning Process....5
- Norwalk's Creative Economy....8
- Lessons from Other Districts....13
- What We Heard: Needs and Opportunities....16

The Plan....21

- Introduction....22
- Identity of the District....23
- District Geography....26
- Functions of the District....28
- Management, Operations and Governance....38
- Funding....42
- Consolidated Recommendations and Implementation....44
- Implementation Grid....47

Attachments....57

- Small Scale Activations....58
- Resources for Wayfinding Programs....62
- Cultural Districts Comparison Study....63
- Group Event Engagement Input....70
- Glossary....82

INTRODUCTION

The Norwalk Art Space
Patrick Sikes, 2021

WHY THE NORWALK ARTS DISTRICT

Vibrant communities have those special places that draw people in with their distinctive cultural character. Arts and cultural districts serve as community anchors—destinations where people gather for memorable performances, discover unique finds, or simply enjoy the energy of a place that truly comes alive. While each cultural district has its own personality, successful ones share important elements:

Cultural districts are defined as well-recognized, labeled areas of a city in which a high concentration of cultural facilities and programs serve as the main anchor of attraction. They help strengthen local economies, create an enhanced sense of place, and deepen local cultural capacity. (Americans for the Arts).

Norwalk's Arts District, officially designated by the State of Connecticut in 2023, authentically embodies this definition. Artists, entrepreneurs, business owners, and residents are naturally drawn to the District's neighborhoods, particularly Wall Street and SoNo. Early momentum is already evident—the District is attracting fresh talent, generating investment, welcoming new residents, and gaining regional recognition. This foundation creates an exceptional opportunity to develop a fully realized arts and culture district.

With thoughtful stewardship, the District can become a driving force that strengthens local businesses and educational institutions, supports artists, builds cultural organizations, enhances tourism, and celebrates historic assets. It can establish Norwalk as a sought-after regional destination—a community recognized for its history, culture, and diversity. The District can improve perceptions of safety, accessibility, and livability while supporting the city's broader goals of sustainability, equity, economic growth, and quality of life.

For Norwalk's creative community—artists, cultural nonprofits, arts businesses, and creative professionals—strategic District management offers significant opportunities for growth. It promises greater visibility, expanded recognition, new collaborative possibilities, a creative hub, and strengthened community connections. Many in Norwalk's arts community have been working toward this moment and are ready to contribute to its success. The District also provides valuable support for the diverse small businesses that have chosen to locate here—restaurants, cafes, boutiques, services, and professional firms that give the area its character. Foot traffic along Wall Street and Washington Street is already growing, and focused District development can make it a compelling destination for both Norwalk residents and regional visitors.

For residents, the District offers the promise of more vibrant neighborhoods, engaging family destinations, stronger community connections, and improved public spaces.

All the elements are in place for the Norwalk Arts District to flourish. This plan provides a community-supported roadmap to realize that potential.

Norwalk Mural Park
Scott Chiappetta, 2021

BENEFITS OF AN ARTS DISTRICT

There are numerous direct and indirect benefits to fully realizing the Norwalk Arts District. Those benefits include:

Serving as an economic engine that increases property values, attracts new businesses, creates jobs, and boosts local spending through cultural tourism and increased foot traffic.

Becoming a hub for innovation and supporting entrepreneurship of creative businesses.

Serving as a community connector and community cross-roads, bridging diverse neighborhoods and demographics through shared cultural experiences and programming.

Supporting youth by connecting those seeking creative outlets and careers with mentorship opportunities, creative career pathways, and engaging activities that keep young talent in Norwalk.

Positioning Norwalk as a weekend destination, attracting visitors from surrounding communities, the NYC metro area and beyond.

Being a catalyst for historic preservation by incentivizing adaptive reuse of historic buildings while honoring Norwalk's architectural heritage.

Strengthening a sense of place by promoting walkability, outdoor programming, and a range of arts and creative engagement.

PLANNING PROCESS

The Norwalk Arts District plan was developed by the City of Norwalk in collaboration with stakeholders, the broader community, a Steering Committee, the Norwalk Arts & Culture Commission, and a consulting team. Preplanning began in January 2025, community engagement and additional research were conducted between April and September, and the first draft of the plan developed in September.

Community Engagement

Norwalk Arts District Plan Steering Committee

Composed of community leaders and stakeholders from diverse sectors and backgrounds – arts, city government, historic preservation, education, Arts Commission, and business. The committee met four times to advise on the planning process, provide information and input, and review the draft plan.

Marc Alan
Factory Underground/NACC Member

Brian Bidolli
Norwalk Redevelopment Agency

Anna Breault
City of Norwalk

Tod Bryant
Norwalk Preservation Trust

Alex Cross
City of Norwalk

Heather Dunn
Council Member/Arts Advocate

Sabrina Godeski
City of Norwalk

Danny Loftus George
Norwalk Conservatory of the Arts/NACC Vice Chair

Jay Habansky
City of Norwalk

Amy Holomakoff
Factory Underground

Stephen Ivan
Norwalk Redevelopment Agency

Diane Jellerette
Norwalk Historical Society/Mill Hill

Brian Kaspr
Flat Vernacular/NACC Chair

Steve Kleppin
City of Norwalk

Carly Kramer
Norwalk Redevelopment Agency

Duvian Montoya
Norwalk Art Space

Steve Rust
Theater Projects/NACC Member

Jalin Sead
Council Member/District Rep

Erika Wesley
Fairfield County Cultural Alliance

David Westmoreland
Mathews Mansion/Historical

Darlene Young
Council Member/District Rep

Stakeholder Interviews and Group Discussions

Interviews
Marc Alan, Factory Underground
Tod Bryant, Historic Preservation Trust
Danny Loftus George, President & Founder, Norwalk Conservatory of the Arts
Josh Goldstein, Common Council Member
Jay Habansky, Chief of Economic Development, City of Norwalk
Rabbi Yehoshua S. Hecht, Beth Israel Chabad of Westport/Norwalk
Brian Kaspr, Chair, Norwalk Arts &Cultural Commission
Steve Kleppin, Director, Planning and Zoning
Tom Livingston, Chief of Staff, City of Norwalk
Jason Milligan, Milligan Realty
Diana Muller, Director of Marketing & Development, Norwalk Conservatory of the Arts
Mayor Harry W. Rilling, City of Norwalk
Daniel Shlayen, AGW Partners
Robert Stowers, Director, Parks & Recreation
Darlene Young, Common Council Member

Group Discussions
Artist & Creatives Roundtable Mixer, Spacecat Whisker Room

Restaurant Roundtable Breakfast

Robert Lee, Dippin' Chicken
Alan Heron, Flying Scotsman
Chris Hickey, Spread
Blanca Restiano, Coals Pizza, Mr. Mango
Keith Mahler, District Music Hall

Developer/Property Owner Lunch & Chat

Clay Fowler
Todd McClutchey, JHM Financial
Kim Morque, Spinnaker
Emmy Sasaki, Tom Rich Co.
Daniel Schlayen, AWG

Arts and Cultural Businesses

Mark Alan, Factory Underground
Elizabeth Fort, Senior Administrator, Lockwood Matthews Mansion
Wendy Gerbier, Board Member, Norwalk Symphony Orchestra
Kimberly Henrikson, Executive Director, Center for Contemporary Printmaking
Amy Holomakoff, School Director, Factory Underground
Diane Jellerette, Norwalk Historical Society.
Keith Mahler, District Music Hall
Sandra Miklave, Executive Director, Norwalk Symphony Orchestra
Kyla Pitruzzello, District Music Hall
Zuri Soto, Director of Outreach and Media, Factory Underground
Robert Townes, Stepping Stones for Children Museum

Artists Discussion Group

Robert Abriola, Norwalk Arts & Culture Commission
Kimberley Henrickson, Executive Director, Center for Contemporary Printmaking
Kevin Huffman, Norwalk Arts & Culture Commission, Norwalk Film Festival
Duvian Matoya, Executive Director, Norwalk Art Space
Janay Sylvester, Norwalk Arts & Culture Commission
Oksana Tanasiv, Oksana Tanasiv Gallery

Staff Work Session/Business Development & Tourism

Anna Breault, Special Event Coordinator
Alex Cross, Business Development Manager
Sabrina Godeski, Director

Resident's Open House

The planning team produced an open, community drop-in session at the Norwalk SoNo Collection on July 29, 2025. Graphically displayed information on the Norwalk Arts District and questions regarding the plan were provided to stimulate and collect community members' ideas. An art-based table offered children and adults an opportunity to create paper leaves for a Wishing Tree, a creative mode of engagement in planning.

Business Mixer

The planning team produced a business mixer for business and property owners and other stakeholders at Space 67 Studios, co-hosted by Space 67, on July 31, 2025. Similar to the Residents' Open House earlier that week, the Mixer provided attendees opportunities to learn and register opinions about the Norwalk Arts District, as well as the art-based Wishing Tree table.

Community Survey

A bilingual community survey was distributed widely to city and partner agency lists between July 30 and September 15, 2025, garnering 390 responses. The survey introduced the Norwalk Arts District and asked what respondents would like to see in both the Wall Street and SoNo/Washington Street areas, what the District should strive to accomplish, how people would like to find out about cultural activities that interest them, and where they currently attend cultural events.

Community Tour

Walking and driving tours of the District and its subareas.

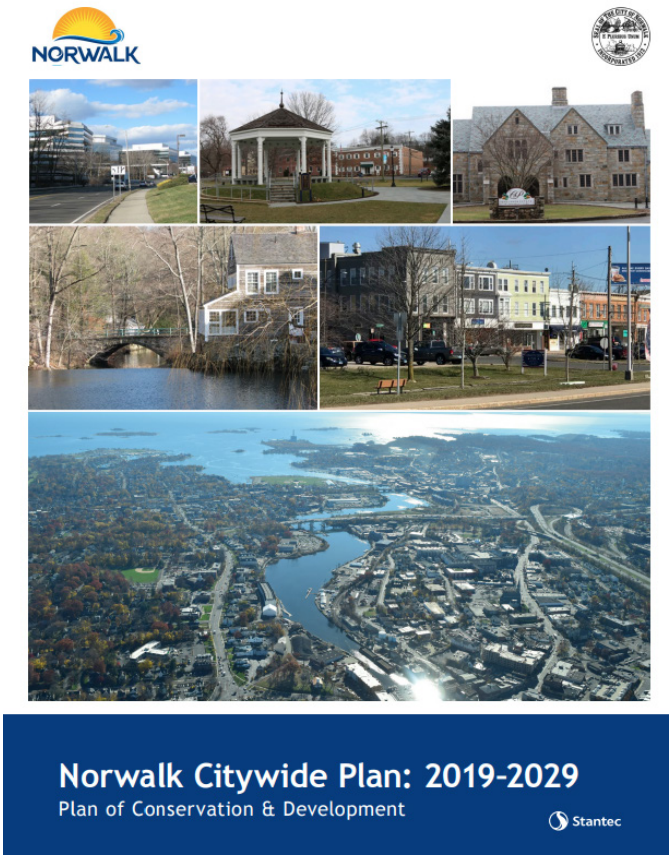
Background Document Review

Review of relevant plans, studies and other documentation, including:

- Norwalk Citywide Plan of Conservation and Development
- Wall Street/West Avenue Neighborhood Plan:
- South Norwalk TOD Plan
- Various additional planning efforts and redevelopment specific plans
- Norwalk Arts District Cultural District / Application to State of Connecticut

Comparison Districts Study

A comparison of six cultural districts in cities with specific relevance to Norwalk (see Appendix: Cultural Districts Comparison Study).



Norwalk Citywide Plan: 2019-2029 Title Page

Norwalk Cultural District Application Package Front Page

River Street Mural by Javier Eastman
Victoria Urso, 2025

NORWALK'S CREATIVE ECONOMY

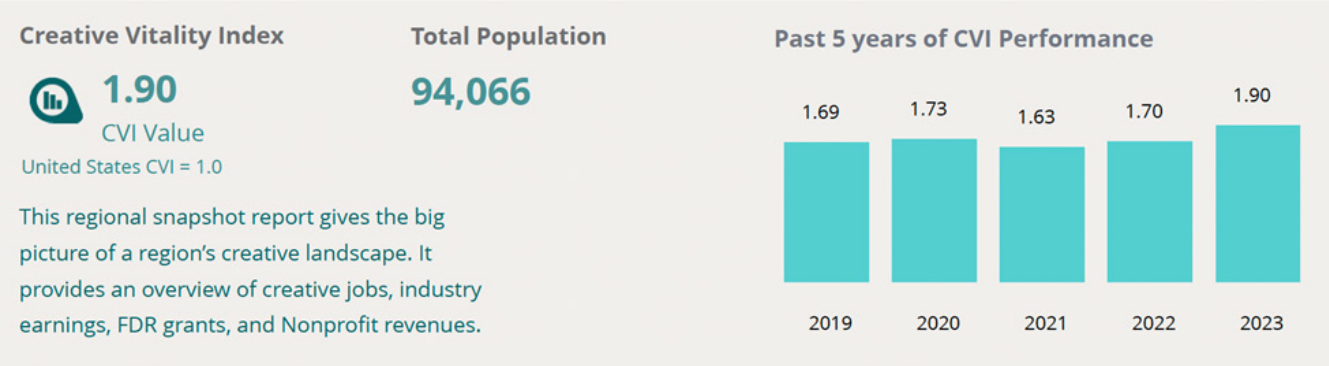
Understanding Norwalk's creative economy is essential to effective arts district planning and management. The creative sector represents a significant economic force in the city, encompassing creative occupations, cultural industries, and nonprofit arts organizations that collectively contribute to Norwalk's economic vitality and quality of life.

Economic Impact and Creative Vitality

Norwalk demonstrates strong creative vitality with a Creative Vitality Index (CVI)[1] of 1.90 in 2023—nearly double the national baseline of 1.0. This indicates that Norwalk has almost twice the per capita concentration of creative activity compared to the United States as a whole. The city's CVI has shown steady growth over the past five years, rising from 1.69 in 2019 to its current level, representing a 12% increase and signaling a strengthening creative economy.

This creative vitality translates into substantial economic activity. In 2023, Norwalk's creative sector generated:

- $328.3 million in creative industry earnings
- Nearly $985 million in creative industry sales
- $50.2 million in cultural nonprofit revenues (a 49% increase from 2022)
- 4,653 creative jobs



[1] *Creative Vitality™ Suite is an industry standard data solution for measuring the for-profit and nonprofit arts, culture, and creative sectors provided by Western States Arts Federation.*

Creative Workforce

Norwalk's creative workforce of 4,653 jobs in 2023 represents diverse occupations spanning technology, design, media, arts, and cultural management. The sector has shown modest but consistent growth since 2022.

The top five creative occupations by employment are

- Software Developers – 888 jobs (19% of creative workforce)
- Marketing Managers – 358 jobs
- Writers & Authors – 310 jobs
- Graphic Designers – 245 jobs
- Musicians & Singers – 179 jobs

Beyond these leading occupations, Norwalk's creative workforce includes significant concentrations in:

- Visual Arts & Design: Art directors (138), fine artists and illustrators (172), interior designers (115), craft artists (75), special effects artists and animators (63), and various specialized designers totaling over 600 jobs
- Media & Communications: Editors (147), interpreters and translators (150), producers and directors (134), public relations specialists (119), and broadcast/media technical positions
- Performing Arts: Musicians, singers, actors, dancers, and other performers totaling approximately 340 jobs
- Cultural Heritage: Curators (15), museum technicians (14), archivists (9), and librarians (42)
- Architecture & Related: Architects (73), landscape architects (20), and interior designers (115)

The creative workforce commands strong wages, with median hourly earnings of $29.80 and average hourly earnings of $39.95 across all creative occupations. High-wage occupations include marketing managers ($76.83 median hourly), public relations managers ($73.02), software developers ($66.06), and architects ($48.52).

Location Quotient Analysis

Several creative occupations show exceptional concentration in Norwalk compared to national averages, as measured by location quotient (LQ). An LQ above 1.0 indicates higher-than-average concentration. Occupations with the highest concentration include:

- Museum Technicians and Conservators (LQ 2.30)
- Advertising and Promotions Managers (LQ 2.28)
- Interior Designers (LQ 2.27)
- Lighting Technicians (LQ 2.24)
- Marketing Managers (LQ 2.10)
- Curators (LQ 2.11)
- Editors (LQ 2.03)
- Writers and Authors (LQ 2.01)
- Designers (various specializations, LQ 1.91-2.00)
- Film and Video Editors (LQ 1.95)
- Graphic Designers (LQ 1.91)
- Archivists (LQ 1.89)
- Special Effects Artists and Animators (LQ 1.71)
- Web Developers (LQ 1.68)
- Landscape Architects (LQ 1.61)

These concentrations suggest Norwalk has developed particular strengths in design, publishing, advertising/marketing, museum services, and digital media—sectors that benefit from and contribute to the arts district ecosystem.

Creative Industries

Norwalk's creative industries generated $985 million in sales and $328 million in earnings in 2023, supporting 4,038 industry jobs. The top five creative industries by earnings are:

1. **Advertising Agencies** – $71.3 million in earnings
   - 482 jobs
   - Location Quotient 4.65 (exceptional national concentration)
   - Average earnings per job: $148,003

2. **Content Providers (Media Streaming, Social Networks)** – $35.8 million in earnings
   - 209 jobs
   - $198 million in sales
   - Location Quotient 2.43
   - Average earnings per job: $170,714

3. **Motion Picture and Video Production** – $29.6 million in earnings
   - 159 jobs
   - $107.5 million in sales
   - Location Quotient 1.59
   - Average earnings per job: $185,490

4. **Graphic Design Services** – $23.0 million in earnings
   - 281 jobs
   - $37.6 million in sales
   - Location Quotient 3.52 (strong concentration)
   - Average earnings per job: $81,458

5. **Public Relations Agencies** – $17.4 million in earnings
   - 128 jobs
   - $41.0 million in sales
   - Location Quotient 3.08
   - Average earnings per job: $135,386

Cultural Nonprofit Sector

Norwalk's cultural nonprofit sector showed remarkable growth in 2023, with revenues reaching $50.2 million—a 49% increase from 2022 ($24.5 million growth). This surge indicates strong community support for arts and culture, increased programming, and potentially significant capital campaigns or major gifts.

The cultural nonprofit landscape includes balanced representation across theater companies, symphony orchestras, museums, arts education, visual arts, music organizations, historical organizations, and community cultural programming.

Economic Context for the Arts District

This creative economy data reveals several important considerations for arts district planning and management:

Established Creative Hub: With a CVI of 1.90 and high location quotients across numerous creative occupations and industries, Norwalk functions as an established creative economy hub. The arts district builds upon—rather than attempts to create—this existing foundation.

High-Wage Creative Sector: Creative occupations in Norwalk command above-average wages, with median hourly earnings approaching $30 and many positions significantly higher. This indicates the creative sector attracts and retains skilled professionals who contribute to the local economy as both producers and consumers.

Diverse Creative Ecosystem: Norwalk's creative economy spans traditional arts (visual arts, performing arts, museums), creative services (design, architecture, advertising), digital/media production, and cultural heritage. This diversity creates opportunities for cross-sector collaboration and innovation within the arts district.

Strong Commercial Creative Services: The concentration of advertising agencies, graphic design firms, public relations agencies, and marketing services indicates a robust business-to-business creative services sector that could engage with and benefit from arts district initiatives.

Growing Nonprofit Cultural Sector: The dramatic growth in cultural nonprofit revenues (49% in one year) demonstrates strong and increasing philanthropic support for arts and culture in Norwalk, providing a foundation for arts district programming and development.

Real Estate Considerations: The presence of 799 independent artists, writers, and performers, along with hundreds of other creative professionals, creates demand for affordable workspace, exhibition venues, performance spaces, and creative retail opportunities—all key components of successful arts districts.

Tourism and Cultural Economy Links: Industries such as museums ($2.1M earnings), theater companies, dance companies, and performing arts presenters ($3.2M earnings) directly support cultural tourism, complementing the district's potential as a regional cultural destination.

Retention and Attraction: Norwalk's high concentration of creative talent (nearly 5,000 creative jobs) represents both an asset to retain and a competitive advantage for attracting additional creative businesses and professionals. Arts district development should address workspace affordability, networking opportunities, and quality of life amenities that keep creative professionals in Norwalk.

Regional Positioning: Location quotients above 2.0 for advertising, marketing, design, publishing, and museum services indicate Norwalk serves regional and potentially national markets in these sectors—positioning the arts district as more than a local amenity but as a driver of regional creative economy development.
This economic foundation provides the arts district with an established creative workforce to engage and serve; strong commercial creative sectors that can partner in district initiatives; a growing cultural nonprofit sector with increasing capacity and resources; high-wage creative professionals who support local businesses and services; diverse creative specializations that enrich the cultural landscape; and regional competitive advantages in specific creative industries.

Effective arts district management should leverage these economic strengths while addressing the needs of creative workers and businesses for affordable space, networking infrastructure, business support services, and an enhanced quality of place that attracts talent and investment.

Washington Street
Jeff Klein, 2019

LESSONS FROM OTHER DISTRICTS

What lessons can we draw from cultural districts in other places? Cultural districts are distinct from one another, based on their unique characteristics, history, and arts presence. Nonetheless, comparisons demonstrate strong throughlines and models for the Norwalk Arts District. The planning team identified six US cities that share both similarities and differences to Norwalk and are aspirational (for full study report, see Appendix: Cultural Districts Comparison Study).

Boulder, CO Pearl Street District
Fort Worth, TX Cultural District
Knoxville, TN Arts District

New Orleans Warehouse Arts District
Philadelphia Avenue of the Arts
Portland, ME Arts District

Boulder Bookstore, Boulder, CO Pearl Street District

New Orleans Warehouse Arts District

Points of comparison include:

- Identity
- Area
- Goals
- Key Assets
- Programs
- Management
- Funding
- Population
- Observations

Overall Conclusion: The most successful cultural districts combine professional management, stable funding, consistent programming, and compact geographic scale. Norwalk's challenge will be adapting these proven models to work within its larger geographic footprint while leveraging its unique creative community, maritime heritage, historic properties, multicultural character and strong presence of residents to create a differentiated regional arts destination.

Observations

•**Goals and Functions**: All districts have marketing and promotion as a primary goal and an essential function. Most districts also focus on the visitor experience and physical environment - cleanliness, safety, and walkability. Also, most districts have a primary function to produce a wide variety of public programming, much of it free.

•**Management**: All but one district have a management entity with professional staff and ongoing operational funding. Boulder and Knoxville have two organizations that collaborate, dividing responsibility between an arts agency and a business improvement district.

•**Geographic Area:** Four districts have "compact, walkable areas" that are strongly associated with successful districts, since they provide a concentration of assets and visitor experience. By contrast, Norwalk is much larger, extending approximately 1.5 miles from Wall Street through West Avenue to Washington Avenue, and nearly 4.5 miles from its northern to southern boundaries. Philadelphia and Fort Worth were selected as comparable districts in part because they also have larger areas. Philadelphia extends approximately 1 mile and Fort Worth 2.1 miles.

•**Connectivity:** Larger geographic areas pose significant challenges with connectivity and coherence. The larger districts – Philadelphia and Fort Worth – have made specific efforts to enhance connectivity. Philadelphia has the advantage of a corridor (a ten-block area of Broad Street) served by a subway line; it has made long-term and ongoing efforts to improve the pedestrian experience and create public spaces with streetscaping and urban design improvements. Fort Worth has relied primarily on mixed use real estate developments to provide infill and connectivity.

•**Programming:** In every district, the arts organizations and businesses provide a rich array of public programming. In addition, the districts themselves produce regular and special event programs to provide consistent activation and define the character/attraction of the area. The most common program is a monthly art walk, which provides continuity and creates connections within the district. All districts produce large, signature events. Most also produce a range of smaller-scale activations, programs, and events throughout the year.

•**Residential Population:** Norwalk is distinguished in part by its large resident population. Several comparison districts also have significant residential populations and have supported residential/mixed use real estate development. Philadelphia has an active "Friends of" organization that produces networking, social, and community service events. The presence of residents – those who live in the district or in the city – influences the character of programming and marketing, as distinguished from districts focused primarily on tourism.

•**Key Assets:** Each district has a unique mix of cultural assets that help define its identity. That said, there are different emphases that inform programming and other activities. Philadelphia is focused primarily on performing arts and Fort Worth on its major museums and entertainment venues. Boulder, Knoxville and Portland rely on smaller-scale, community-oriented events, shopping,

restaurants, and arts venues. New Orleans is heavily influenced by its long history and NOLA cultural traditions that predated the formation of the district.

•**Funding:** All districts except New Orleans have ongoing sources of operating funds that support a level of organizational capacity for management, marketing, programming and other functions. Sources include business improvement district revenues, city funding, grants, contributions, sponsorships, fundraising events, program revenues, and state and federal funding.

Norwalk Oyster Festival
Patrick Sikes, 2021

"Welcome to Norwalk" Mural
Ernesto Maranje, 2024

WHAT WE HEARD: NEEDS AND OPPORTUNITIES

The Norwalk Arts District stands at a pivotal moment with the opportunity to fully capitalize on the recent formal designation by the Connecticut Office of the Arts Cultural Districts program. The success potential for the District is significant if built on clear strategies. Through extensive community engagement, a clear picture emerges of both the remarkable opportunities and pressing needs that will shape the District's future.

Connectivity: Bridging a Dynamic But Dispersed District

The District's expansive geography—spanning from the historic charm of South Norwalk through contemporary Waypointe development, to the emerging vitality of Wall Street and West Avenue—presents both its greatest asset and its most significant challenge. Engagement participants emphasized the critical importance of "connecting all areas under a unified identity" while maintaining each area's distinctive character. This geographic breadth requires intentional efforts to weave together sub-districts for both residents and visitors

The community has identified several promising solutions that address connectivity of each of the natural sub-district areas. Examples include an art trail along West Avenue that could create a cultural corridor, building on the existing Norwalk River Valley Trail infrastructure and streetscape improvements, and consistent wayfinding to help visitors navigate between the District's diverse offerings, from South Norwalk's restaurant scene to Wall Street's emerging creative spaces. The concept of a trolley or shuttle system was suggested, reflecting recognition that physical connectivity is essential for the District's success—particularly given that improved transportation ranked among top infrastructure priorities.

Programming and street-level activation would offer additional tools to enhance connectivity. The community's enthusiasm for

for "First Friday open house events" and art walks with QR codes linking to local businesses demonstrates appetite for experiences that naturally draw people across District boundaries. As one participant in the business mixer noted, the goal is to "distinguish Norwalk from other towns while ensuring all areas feel connected under one vibrant identity."

Infrastructure and Basic Needs: Foundation for Success

Across all engagement opportunities, three infrastructure themes emerged with striking consistency: cleanliness and maintenance, parking and wayfinding, and lighting and addressing safety perceptions. These logistical concerns are fundamental to creating the welcoming, safe environment that cultural districts require to thrive and were a top priority among engagement participants.

The universal concern about visibility and access reflects the District's current challenge in showcasing its assets. A consistent theme was the difficulty in communicating events to both residents and visitors, and the challenge in discovering events by the public, "especially for those not on social media." There is a need for strong promotion through multiple channels. This aligns directly with wayfinding needs—both physical signage and digital promotion that helps people find and navigate the District's offerings.

The community highly ranked the desire for "street performers and outdoor live arts," while indicating the success of this programming would depend on successfully addressing lighting and safety perceptions. The strong support for enhanced lighting isn't just about actual safety—it's about creating the comfortable atmosphere where families feel welcome to attend evening events and where the District can extend its activity hours.

There were numerous suggestions for consistent and reliable transportation infrastructure, particularly a trolley/shuttle concept. This was cited as both practical and an opportunity for branding or distinguishing boundaries of the District and addressing the large geography. Such a system could become a signature feature that sets Norwalk apart while solving real connectivity challenges between District areas.

Artist Support and Anti-Displacement: Sustaining Creative Community

The District's authenticity depends on supporting the artists and creative entrepreneurs who are essential to the purpose and character of the District, yet who face mounting pressure from rising rents and limited support systems to build and expand their practices. A range of issues were identified by engagement participants including the desire for city-owned affordable housing for artists—specifically noting it should not be "developer-controlled"—and rent subsidies for businesses that generate street traffic.

The need for affordable space extends beyond housing to include studio and workspace needs. The community's suggestion to "work with existing organizations like Space 67 Studio and Factory Underground to provide affordable creative spaces" recognizes that solutions should build on established creative infrastructure rather than starting from scratch. Live/work options emerged as particularly

important, reflecting artists' need for integrated spaces that support both their creative practice and residential needs within the District they help animate.

Artists need more than affordable space—they need economic opportunities that provide sustainable livelihoods, not just exposure. There is an opportunity for the District to take the lead on marketing, branding and promotion that stimulate work opportunities for artists.

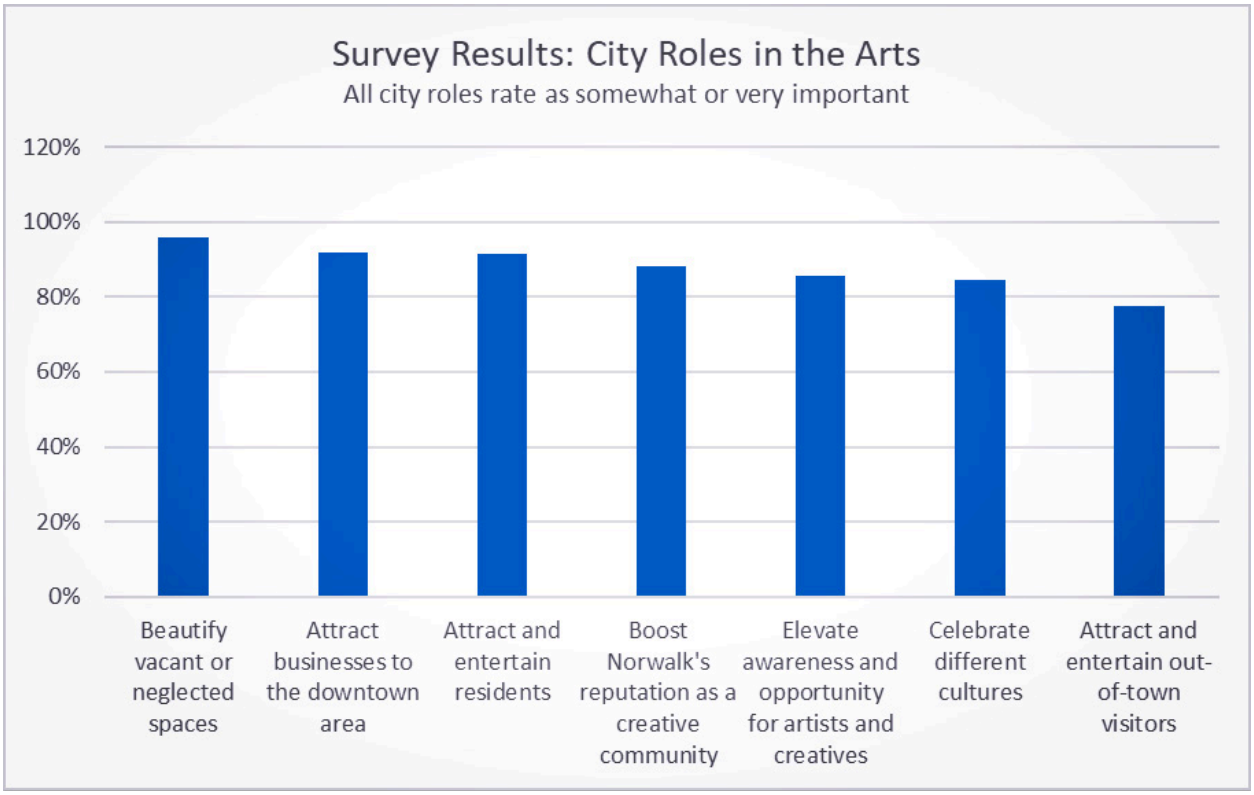


Figure 1 How IMPORTANT is it that Norwalk utilizes arts and cultural experiences and events to...

Historic Preservation

The District is distinguished by its major concentration of historic structures and accompanying history and heritage. Stakeholders consistently acknowledged with pride the city's history and historic building stock and view the District as a new way to promote preservation and maintain a sense of place. Preservation is a recognized function of the City through its Historical Commission and the nonprofit Historic Preservation Trust provides community leadership and advocacy in Norwalk. There are many opportunities for the District to support the work of preserving historic structures as well as legacy businesses, programs, and others that embody and reflect the city's remarkable history. Renovating the 1914 Palace Theater, now closed, is but one preservation opportunity. Supporting development of design standards for the District will also help assure that new construction is appropriate for its historic environment.

Arts & Culture

Norwalk's racial, ethnic, and economic diversity are celebrated as fundamental to the area's appeal and future potential. While the District is named the "Arts District," it must reflect Norwalk's culture as well as its arts community. This means producing and supporting cultural activities as well as arts events. It also means assuring diverse representation in District governance, leadership, management, community engagement, and programming.

Community Engagement

Stakeholders, many of whom work and/or live in the District, emphasize the need for ongoing stakeholder and community engagement in the workings of the District. They view engagement as necessary to assure District management and governance remain connected to community realities and opportunities, and to generate community support for District initiatives. There should be multiple channels for stakeholder and community engagement, such as elections, advisory bodies, feedback opportunities, and evaluations.

Organizational Structure: Building Management Capacity

The consensus on needing professional management reflects the District's readiness to evolve from organic growth to strategic development. The strong support for a Business Improvement District (BID) model among stakeholders indicates understanding that sustainable funding requires buy-in from property owners and businesses who benefit from District improvements

The recommended transition approach—beginning with the City Business Development & Tourism Office as manager before evolving to a BID—offers a practical pathway that builds capacity while developing community support. This model provides accountability through its revenue structure while ensuring community connection through its governance approach.

There was a strong theme of recognizing the importance of collaboration with existing organizations, suggesting that effective management should coordinate rather than replace current creative initiatives. The District management entity should serve as a connector and amplifier for the community's existing energy and expertise.

Navigating Areas of Tension

Several productive tensions emerged from community conversations, reflecting the District's complexity and the need for nuanced approaches to its development.

Geographic Scope and Identity: While some feel the current District boundaries are too expansive and unfocused, others recognize the economic development potential of the larger geography. A consistent theme to "connect all areas" while maintaining distinct identities suggests a both/and approach. The District can embrace its geographic diversity as a strength while developing sub-area programming that celebrates each neighborhood's unique character.

Development Balance: The tension between encouraging growth and preventing displacement requires careful attention to development scale and type. There were strong preferences expressed to focus on developing more opportunities for small "organic" businesses, particularly encouraging local entrepreneurs. This approach can distinguish and strengthen the local identity and appeal of the District.

Programming Philosophy: The community's top ranking of street performers and outdoor live arts, combined with their emphasis on community-focused events, suggests a preference for programming that serves residents first while naturally attracting visitors. However, their recognition of major signature festivals as important indicates openness to larger-scale programming when it aligns with community values.

Opportunities for Transformation

The identified needs point toward significant opportunities for positive change. The community's enthusiasm for programming, evidenced by detailed suggestions ranging from historical reenactments to community festivals and celebrations to programming that provides opportunities for all ages, reveals deep engagement and creative energy ready to be channeled.

The strong preference for family programming and youth offerings—particularly the call for "more offerings for children, especially young kids"—indicates opportunity to position the District as a multigenerational community asset. The suggested activities and programming for various age groups demonstrate an appetite for programming that brings different demographics together.

The community's vision extends beyond programming to encompass District identity, with calls for merchandise that lets residents show community pride. This reflects understanding that the District should be something residents claim and celebrate, not just a destination for outsiders.

The overwhelming sentiment from community engagement reflects a population ready for authentic, inclusive arts programming that celebrates Norwalk's unique character while supporting local businesses and fostering genuine connections. This readiness, combined with the District's official designation and existing creative infrastructure, creates a foundation for transformative development that honors community values while achieving ambitious goals.

THE PLAN

"Wall Street Is On the Rise" Mural
Victoria Urso, 2025

INTRODUCTION

This plan provides a comprehensive framework for developing the Norwalk Arts District into a thriving cultural and economic hub. Building on extensive community engagement, comparative research, and analysis of successful districts nationwide, the plan addresses the unique opportunities and challenges facing Norwalk's geographically expansive district. The following sections outline the strategic components necessary for the District's success:

Identity of the District establishes the authentic character and distinctive positioning that will differentiate Norwalk in the regional cultural landscape, building on its post-industrial heritage, diversity, and creative energy.

District Geography addresses the District's larger-than-typical footprint and presents strategies for organizing it as a collection of connected sub-districts—Wall Street, Waypointe, and Washington Street/SoNo—each functioning as walkable mini-districts within the larger whole.

Functions of the District defines four core strategic priorities that will guide management efforts: Connectivity and Unification, Marketing and Branding, Economic Development, and Programming and Activation. These interconnected functions create a comprehensive framework for cultural and economic development.

Management, Operations and Governance recommend a phased approach beginning with City-led management and transitioning to an independent Business Improvement District (BID) structure, ensuring professional capacity and sustainable operations.

Funding outlines diverse revenue streams necessary to support District operations, from special assessment districts to grants, sponsorships, and earned income.

Consolidated Recommendations and Implementation Grid provide a prioritized roadmap organized by timeline and function, with clear actions, priorities, and resource requirements to guide implementation over the coming years.

Together, these elements create a practical pathway forward that honors Norwalk's authentic character while building the infrastructure, programming, and community connections necessary for long-term success

Lockwood-Mathews Mansion Museum
Jeff Klein, 2019

IDENTITY OF THE DISTRICT

The Norwalk Arts District's identity emerges from a compelling blend of authentic realness and creative transformation that sets it apart in Fairfield County's cultural landscape. Unlike the polished affluence of neighboring communities, Norwalk embraces what stakeholders consistently describe as its "gritty, authentic" character—a post-industrial edge that artists and developers recognize as a genuine differentiator rather than a limitation to overcome.

Historic Foundation, Contemporary Vision

The District's identity is anchored in the historic authenticity of Wall Street and Washington Street, where stakeholders see opportunity to honor the past while boldly shaping the future. This isn't about museum-piece preservation but rather about leveraging historic character as a foundation for contemporary creativity. The area's industrial heritage, evidenced in its sturdy brick buildings and authentic urban texture, provides the kind of substantial creative spaces that artists seek and the atmospheric backdrop that makes cultural districts memorable.

Norwalk has evolved from its industrial origins into something new: a post-industrial landscape where, in early stages of redevelopment, "lower rents and commercial properties made it possible for extraordinary and unique assets like the Factory Underground" and similar creative enterprises to take root. This economic accessibility, rare in the region, has enabled organic artistic development that feels authentic rather than manufactured. There were strong sentiments expressed that though this was the basis for the current character, it will be challenging to expand given the rise in rents and realities of development occurring within the District.

Diversity as Distinguishing Strength

Perhaps most significantly, the District's identity is defined by Norwalk's racial, ethnic, and economic diversity—a characteristic that multiple community groups celebrated as fundamental to the area's appeal and future potential. This diversity isn't incidental to the District's cultural identity; it is the cultural identity. In a region where many communities struggle with homogeneity, Norwalk's

multicultural character provides both creative richness and market differentiation.

This diversity extends beyond demographics to encompass the range of artistic expression, business types, and community needs that the District must serve. The substantial and growing residential population ensures that the District's identity will always be shaped by people who call Norwalk home, creating natural balance against purely tourism-driven development.

Building on Established Assets

The District's identity builds on substantial existing assets that provide both credibility and momentum. The Norwalk Conservatory of the Arts, which is expanding its real estate footprint, student body, and degree programs, establishes the area's educational credentials while Factory Underground and associated music venues give it contemporary creative authenticity. The Maritime Aquarium serves as a proven regional draw, while the growing concentration of arts businesses on Wall Street demonstrates market validation of the District's creative potential.

The Norwalk River Valley Trail represents both literal and metaphorical connection—linking the District to broader regional recreation networks while embodying Norwalk's relationship with its natural environment. The area's historic architecture provides the substantial, character-rich spaces that creative enterprises require and that visitors find memorable.

The District has multiple transportation assets offer multiple current and future potential benefits. The South Norwalk station, which is served by the Metro-North Railroad and is an Amtrak stop, is located just two blocks south of Washington Street and provides walking access to the broader District. The station will also become a greater transportation hub, since the City plans to move its Norwalk Transit bus hub to the station in about two years. These connections will directly benefit connectivity within the District, linking rail and bus service in Norwalk. In addition, the station is the focal point of a Transit Oriented Development (TOD) Redevelopment Plan, which calls for mixed use development in the area that could encompass affordable artist housing, live/work, and arts spaces. The TOD Redevelopment Plan also calls for sidewalk, streetscape, and bike lane improvements to enhance mobility.

Regional Differentiation

In the competitive Fairfield County cultural landscape, the District's identity offers clear differentiation from more sanitized destinations. Where Stamford presents corporate sophistication and other regional communities offer suburban charm, Norwalk provides urban authenticity with genuine creative energy. The District's post-industrial character and economic accessibility attract artists and creative entrepreneurs who might be priced out of more gentrified areas, ensuring ongoing creative vitality.

Evolutionary Pathway

The District's identity will likely evolve along the trajectory from "gritty but changing" to "authentically creative"—maintaining its industrial character and economic accessibility while adding layers of artistic sophistication and cultural programming. This evolution should enhance rather than replace the characteristics that currently attract creative residents and businesses.

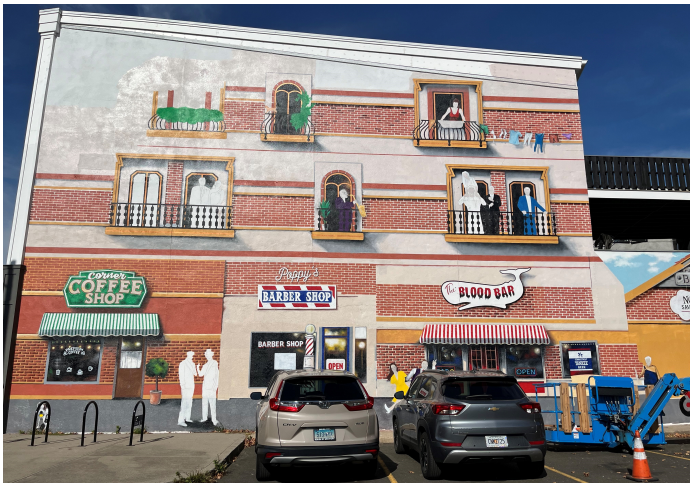
The key to successful identity evolution lies in celebrating what makes Norwalk distinctive rather than trying to

replicate what works elsewhere. The District's identity should amplify its diversity, honor its industrial heritage, and leverage its authentic urban character as assets that differentiate it in an increasingly homogenized regional market.

As the District matures, its identity will be measured not just by what it offers visitors but by how well it serves as a creative home for the diverse community that gives it life. This residential grounding ensures that the District's identity remains authentic and sustainable rather than merely performative—a crucial distinction that will determine its long-term success and regional significance.

"Art Capital of the World" Mural
Scott Chiappetta, 2021

South Norwalk
Patrick Sikes, 2021



Main Street Mural
Unknown, 2025

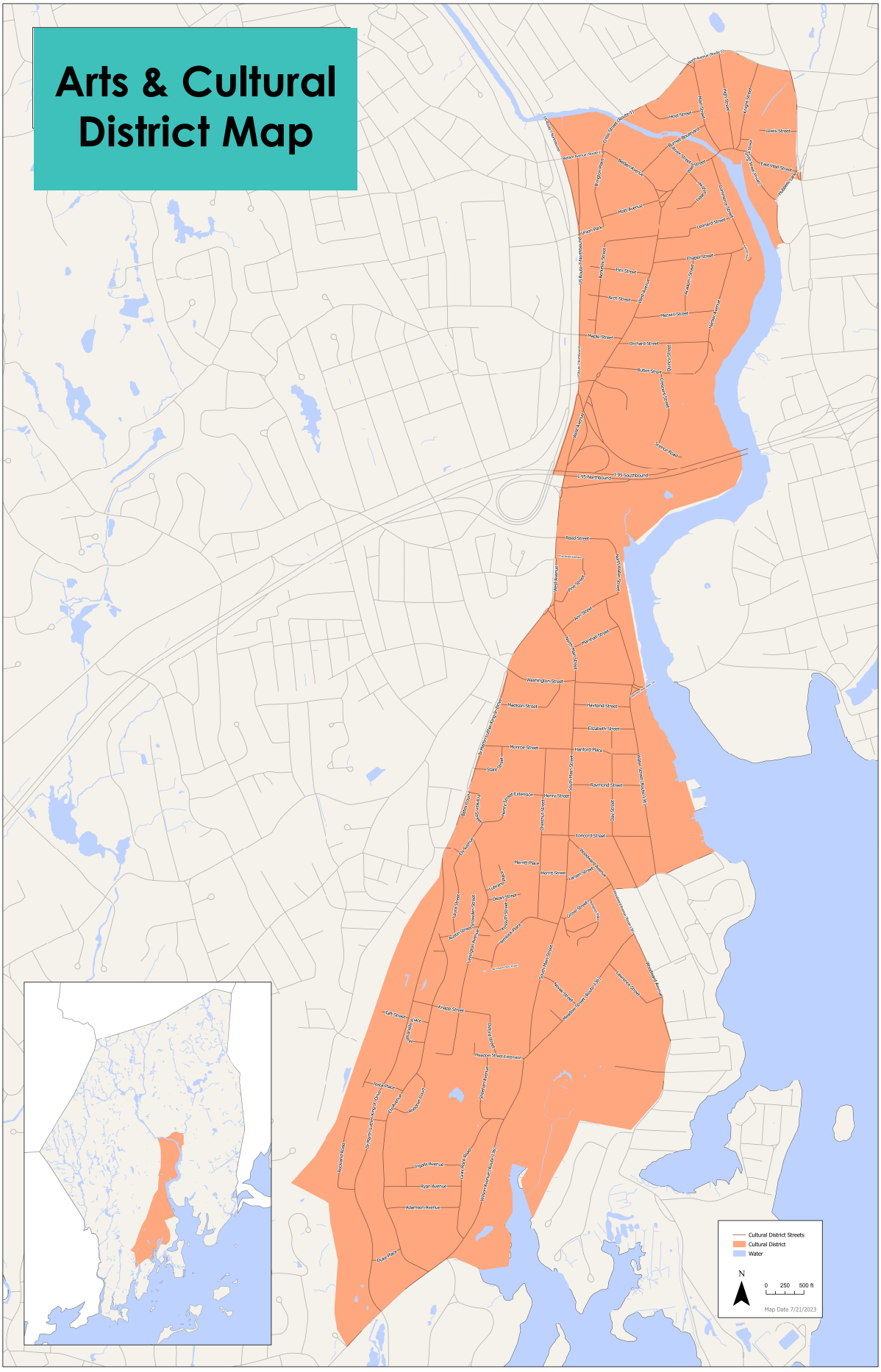
DISTRICT GEOGRAPHY

The Norwalk Arts District encompasses a larger-than-normal geographic area, offering both challenges and advantages. Its core area extends approximately 1.5 miles from Wall Street through West Avenue to Washington Street, and nearly 4.5 miles from its northern to its southern boundary with an average width of about a half-mile wide. In addition, the northern and southern areas are bifurcated by I-95. This does not match the classic definition for a district to be "compact and walkable." Smaller areas have the benefit of concentrating the visitor experience, encouraging strolling and exploration, and strengthening the sense of place. Accordingly, Norwalk's sprawling size is a distinguishing feature requiring specific adaptations to compensate but also to capitalize on its advantages.

For example, the large geographic area has multiple overlays with other districts and zones providing economic and other benefits. There are an Opportunity Zone and an Enterprise Zone offering incentives and other resources for targeted economic activity. There are also three historic districts that offer designation and incentives and . underscore the community's history and architecture: Washington Street, Whistleville, and Wall Street. In addition, the Redevelopment Area, encompassing a Transit-Oriented Development (TOD) District and the Lexington Avenue Neighborhood, is contained within the District boundaries in South Norwalk. See Building on Established Assets, above, for more information on transportation and connectivity related to the TOD and the South Norwalk train station

The Norwalk Arts District can best be seen and organized as a collection of sub-districts that each function as "compact and walkable" mini districts. The most recognizable are Wall Street, Waypointe, and Washington Street/SoNo. The District management can address the diversity and complexity of places and identity with clear programming and marketing that differentiates and promotes each. The District's size also underscores the need to provide connectivity among its sub-areas, through programs, public art, urban design, transportation, and wayfinding.

Arts & Cultural District Map



Halloween Nightfair
Lori Hillsberg, 2025

FUNCTIONS OF THE DISTRICT

The Norwalk Arts District serves multiple interconnected functions that together create a comprehensive framework for cultural and economic development. Through extensive community engagement, four core functions emerged with remarkable consensus, each addressing fundamental needs while building toward a unified vision for the District's future. The four core functions that should serve as the strategic priorities of a management entity are:

- Connectivity and Unification
- Marketing and Branding
- Economic Development
- Programming and Activation

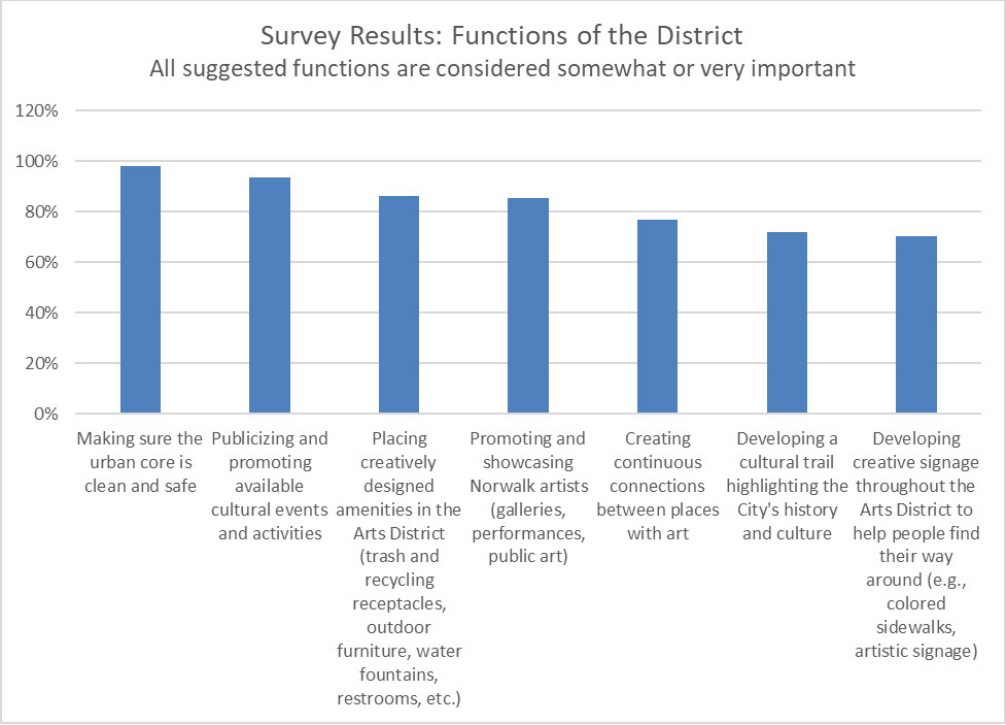


Figure 2 How IMPORTANT are the following to include in the Norwalk District plan?..

In addition to the four core functions, the District will need to address issues common to business improvement districts, such as street and sidewalk cleaning, safety patrols, lighting that promotes security, street concierge services, and the like.

Connectivity and Unification: Bridging Divided Communities

Perhaps the most critical function of the District is serving as a unifying force that connects its sub-areas, for example the Wall Street corridor and South Norwalk—communities historically divided by the I-95 barrier. This physical separation has created not just logistical challenges but psychological distance between neighborhoods that share common interests and complementary assets. The District functions as both a literal and symbolic bridge, creating reasons for residents to move fluidly between areas while developing a shared identity that transcends geographic boundaries.

This connectivity function extends beyond overcoming highway barriers to encompass the broader challenge of linking diverse neighborhoods, demographic groups, and economic sectors under one cultural umbrella. Three primary sub-areas are Wall Street, Waypointe and Washington Street/SoNo. The District also serves as common ground where East Norwalk residents can connect with South Norwalk businesses, where longtime residents can engage with newcomers, and where different cultural communities can find shared celebration and expression.

Marketing and Branding: Establishing a Unified Identity

The District functions as Norwalk's primary vehicle for developing and projecting a coherent cultural identity both locally and regionally. This branding function addresses the consistent community call for unified identity, comprehensive wayfinding, and coordinated promotion that helps residents and visitors alike understand what Norwalk offers and how to access it.

Wayfinding[2] : Wayfinding includes signage but, in an Arts District, may also express and augment the creative identity of the place. It is an opportunity to create distinction between each of the three sub-districts – Wall Street, Waypointe, SoNo – as well, that may include color coding, graphic images, and other tools in the design of a wayfinding 'brand book.' Wayfinding for the District should be about navigating the resources, venues, assets (e.g., murals, designated busker points, studios and galleries, etc.) and businesses in each sub district. One set of wayfinding issues concerns helping people find the District's assets – informing them about its different theatres, hotels, arts organizations, parks and other spaces, as well as its historic buildings, and directing people to them. A second set of issues is helping people coming for a performance or event navigate from parking or mass transit to their destination. A third set of issues relates to the entry and exit pathways to the District and guiding people into or through it. It is an opportunity to show intersection with the Norwalk River Valley Trail. A fourth is the creative possibilities of engaging people in an arts experience as they explore or navigate the District. It is recommended that a priority step when management is in place is to develop a wayfinding plan, in connection with the brand, that can explore and develop these ideas.

[2] *An example of a wayfinding project in Berea, KY, funded through the NEA's Creative Placemaking program*

Branding: Rather than simply promoting individual businesses or events, the District can develop an umbrella brand that elevates the entire area's profile. This includes developing visual identity systems, creating consistent messaging, and ensuring that the District's authentic character translates clearly to different audiences. The marketing function encompasses both digital promotion and physical wayfinding that makes the District's assets discoverable and accessible.

Marketing: There is a great deal of marketing "noise" in the environment and consumers now receive and seek out information in many more and distinct channels than in previous generations. The District's marketing task is more complex and must be nuanced and nimble to be effective. This suggests a robust digital and social media effort supplemented by advertising in traditional media, printed materials (e.g., flyers, postcard, posters), a word-of-mouth effort, and other tactics. District management should partner with and build on current marketing efforts for Norwalk, and supplement its work with research to measure and refine the outcomes of its marketing. District marketing should be based on a comprehensive marketing plan and program that is developed as an initial step once management is in place. Key issues and opportunities for the marketing plan and program are to:

- Establish a brand and identity for the District
- Develop an audience for the District that builds upon existing efforts for each sub area of the District (Wall Street, SoNo and Waypointe).
- Establish partnerships and clarify roles with marketing partners, such as the Wall Street Business Alliance.
- Create a process for achieving consensus on and coordination of marketing messages and approaches beginning with the Advisory Board and in directing marketing efforts with constituents across the District
- Create promotions and cross-promotions with businesses and other entities within the District.
- Create promotions for Norwalk residents that "invite" the community to experience the District.
- Create promotions and experiences designated for the large population of residents of the District.
- Create and maintain a District website.
- Create a mobile app to support district marketing and activities, perhaps with a geolocation function.
- Establish and manage an ongoing and robust social media program.
- Create an internal communications platform for District stakeholders.
- Establish communications with street ambassadors (clean-and-safe staff), concierges and other people in the District.
- Establish success metrics and an assessment program to monitor progress and adjust the plan as appropriate and in relation to assessment findings.

Economic Development: Catalyzing Sustainable Growth

The District should function as an economic engine that supports existing local businesses while attracting new investment, visitors, and residents. Economic development here operates on multiple levels: generating foot traffic for retail businesses, creating market conditions that support creative enterprises, and establishing Norwalk as a destination that retains educated workforce and attracts creative professionals. The District contains overlapping zones for Enterprise, Redevelopment, Opportunity and Transit, each of which offers economic benefits and incentives that can align with District objectives.

This function recognizes that cultural districts succeed economically when they create authentic value for multiple stakeholders. Local businesses benefit from increased visibility and customer base, property owners see enhanced values, and the broader community gains from increased tax base and job creation. The District's economic function balances support for existing enterprises with attraction of new businesses that complement rather than displace established community assets.[3]

Programming and Activation: Creating Continuous Vibrancy

"In creative placemaking, partners from public, private, non-profit, and community sectors strategically shape the physical and social character of a neighborhood, town, city, or region around arts and cultural activities. Creative placemaking animates public and private spaces, rejuvenates structures and streetscapes, improves local business viability and public safety, and brings diverse people together to celebrate, inspire, and be inspired."

The District functions as a platform for regular programming that keeps public spaces active and provides ongoing reasons for people to visit, linger, and return. This activation encompasses everything from street-level performers (buskers), weekly farmers markets, to annual signature festivals, creating a calendar of activities that serves different demographics and interests while maintaining consistent energy throughout the District. It also serves to tie each sub-district together as a coordinated geography.

Programming serves multiple subfunctions: providing performance and exhibition opportunities for local artists, creating family-friendly activities that build community connections, generating economic activity for local businesses, and establishing Norwalk's reputation as a place where interesting things happen regularly. Programming should build on community preferences for street performers, outdoor live arts, and community-focused events while creating space for larger signature festivals that attract regional attention.

SoNo Saturday Market
VisitNorwalk.com, 2025

[3] *Examples of economic development, programs to support creative practices and businesses will be referenced here. An example of professional development opportunities is Assets for Artists – A4A.*

[4] *Creative Placemaking, Markusen, Ann; Gadwa, Anne; National Endowment for the Arts White Paper; 2010.*

Scott Chiappetta, 2021

Creative Experiences: Providing creative experiences on the street expresses the identity and heart of the District. The field of possibility is substantial, with opportunities to activate public spaces throughout Wall Street, Waypointe, and Washington Street/SoNo. These experiences celebrate Norwalk's post-industrial character, maritime heritage, and diverse creative community. Note that these experiences overlap with and support the programming priorities discussed earlier in this section.

Lori Hillsberg, 2025

Performance Activation Outside Venues: Creative opportunities exist to extend performances beyond traditional venues. This might include lunchtime performances in parks and public spaces near cultural institutions like the Norwalk Conservatory of the Arts, Factory Underground, and District Music Hall, as well as pre- and post-performance activities that encourage audiences to linger and explore the District. Outdoor spaces like Irving Freese Park and areas along the Norwalk River Valley Trail offer natural gathering points for these activations.

Biking in Norwalk, *John Vorhees III, 2025*

Art Trail and Wayfinding Integration: The Norwalk River Valley Trail and West Avenue corridor provide natural pathways for an art trail concept that could include permanent and temporary installations, performance spaces, and interactive elements. This art trail could connect the District's sub-areas while celebrating Norwalk's industrial heritage and natural environment. QR codes at installations could link visitors to artist information, local businesses, and digital content, creating an integrated physical and virtual experience.

capitoloutdoor.com

Electronic Information Points: As the District develops its wayfinding system, consideration should be given to including digital information kiosks at strategic locations. These could serve the dual purpose of providing promotional content about upcoming events and venues while also displaying rotating digital art pieces by local artists. Integration with the District's broader digital marketing strategy would ensure consistent messaging and user experience.

Lori Hillsberg, 2023

Parks and Public Spaces: The District contains several parks and public gathering spaces that can serve as venues for regular programming. Irving Freese Park, spaces along the Norwalk River Valley Trail, and pocket parks throughout the District offer opportunities for yoga and fitness sessions, mini-performances, noontime concerts, and community gatherings. Programming these spaces approximately 60% of daytime hours would provide consistent activation while maintaining their character as public gathering places. Collaborative festivals and events produced in partnership with District organizations could activate larger areas seasonally.

Scott Chiappetta, 2021

Street Activation Throughout the District: The District should embrace street-level creative experiences including busking, temporary art installations, food trucks, and pop-up performances on sidewalks, parks, and other public spaces. Multiple walls and buildings throughout the District could serve as canvases for murals, digital projections, and temporary artworks. The District management should work with the City to develop streamlined permitting processes that encourage rather than restrict creative expression, building on the successful mural policy advocated by the Arts and Culture Commission. Designated busking points with clear guidelines could provide performance opportunities for local musicians and artists while enhancing the District's vibrancy.

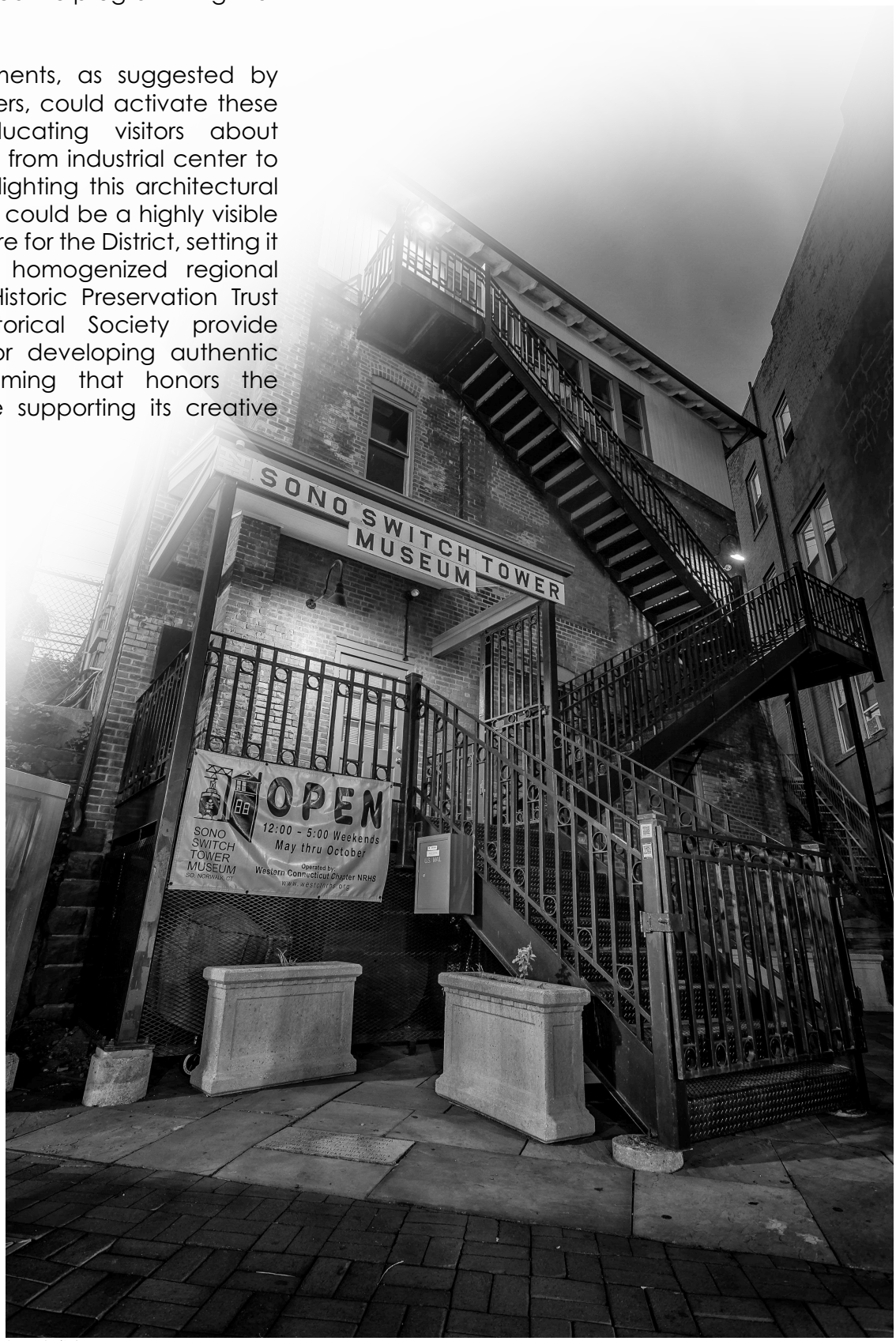
Patrick Sikes, 2021

Digital and Virtual Experiences: While the District focuses on authentic, in-person creative experiences, digital components can enhance visitor engagement and accessibility. The District's mobile app and digital presence could include self-guided tours of historic buildings, public art walks, and location-based storytelling experiences. Geolocation services could serve as a digital docent for visitors exploring the District. Some public art installations might incorporate augmented reality components that reveal additional layers of meaning or historical context.

Historical Experiences and Heritage Activation: The District is distinguished by significant historic structures including the Lockwood-Mathews Mansion, historic buildings along Wall Street and Washington Street, and the currently closed Palace Theater. Maritime heritage sites and industrial-era buildings throughout the District provide rich opportunities for historical interpretation. These assets offer

possibilities for engaging visitors through digital storytelling, interpretive signage, architectural tours, historic lighting installations, and creative programming that brings history alive.

Historical reenactments, as suggested by community members, could activate these spaces while educating visitors about Norwalk's evolution from industrial center to creative hub. Highlighting this architectural and cultural history could be a highly visible distinguishing feature for the District, setting it apart from more homogenized regional destinations. The Historic Preservation Trust and Norwalk Historical Society provide natural partners for developing authentic historical programming that honors the District's past while supporting its creative future.



SoNo Switch Tower Museum
Jeff Klein, 2019

Public Art Integration: Enhancing Visual Identity: The District functions as a canvas for public art that enhances visual appeal while expressing community character and values. This function can operate through multiple mechanisms: requirements or incentives for private developers, expansion of existing city programs, and individual project opportunities that arise organically.

Public art serves both aesthetic and practical functions—creating landmarks that aid wayfinding, generating social media content that promotes the District, providing platforms for local artist expression, and contributing to the authentic creative atmosphere that differentiates Norwalk from more sterile destinations.

The development of public art guidelines and processes ensures that artistic interventions align with community values while maintaining high quality standards.

The District's public art can build on existing storefront improvement programs, supporting small-scale temporary interventions like creative signage and storefront exhibits that allow individual businesses to contribute to the District's overall creative character while expressing their own identity.

'Welcome to Norwalk" Mural
Ernesto Maranje, 2024

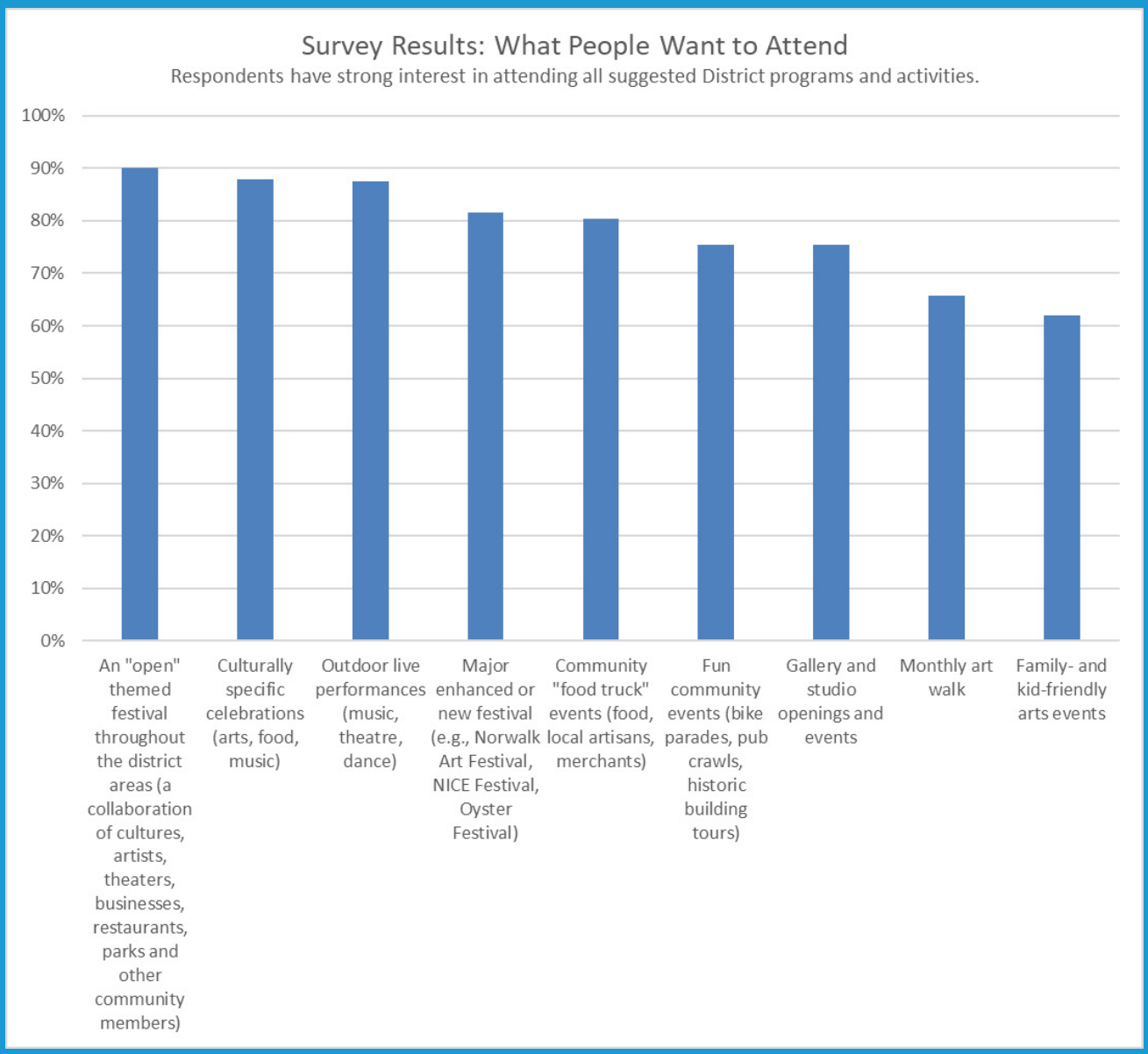


Figure 3 How interested would you be in visiting the Wall Street/West Avenue and South Norwalk districts to attend each of these events or activities?

Festival and Signature Events: Establishing Regional Presence: The District functions as host for major festivals and signature events that establish Norwalk's regional cultural presence while celebrating its unique identity. These larger-scale events complement regular programming by creating annual moments of concentrated activity that attract visitors, generate media attention, and provide economic impact that supports year-round operations.

Signature events should emerge from and express Norwalk's distinctive characteristics —its diversity, maritime heritage, post-industrial character, or creative community. Rather than importing generic festival concepts, the District's signature event function should develop programming that could only happen authentically in Norwalk, creating competitive advantage in the regional cultural marketplace.

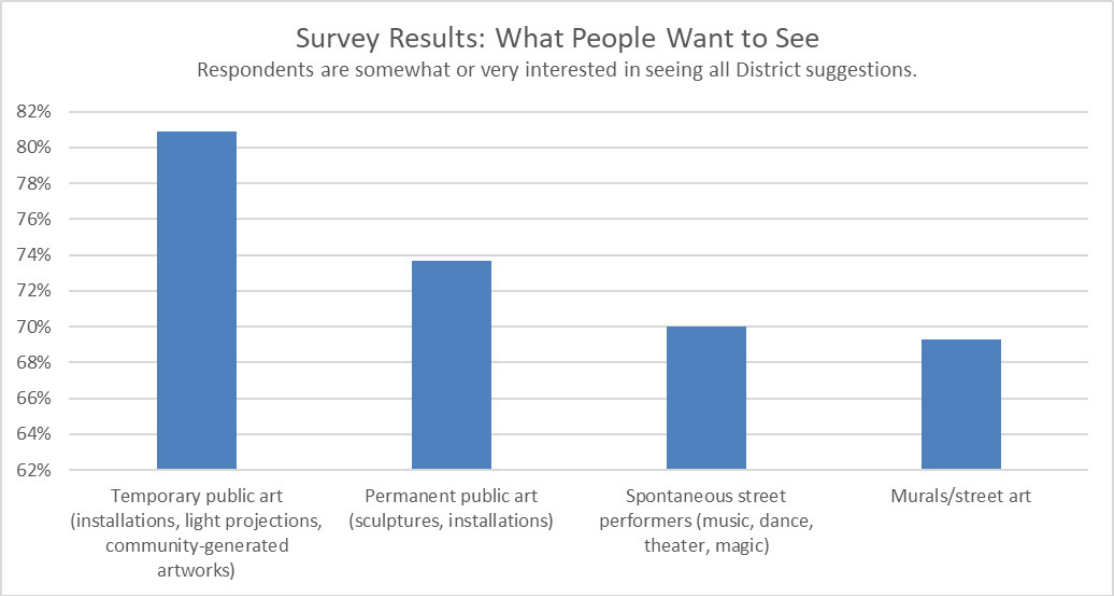


Figure 4 How interested would you be in visiting the Wall Street/West Avenue and South Norwalk districts to see the following?

Integrated Function Framework

These core functions work synergistically rather than independently. Connectivity enables more effective marketing by giving visitors coherent experiences to promote. Economic development provides resources for programming and public art. Programming creates content for marketing while generating economic activity. Public art enhances the District's marketability while providing venues for programming.

The District's success will be measured not by excellence in any single function but by how effectively they reinforce each other to create a comprehensive cultural and economic development platform that serves residents, supports businesses, and attracts visitors while maintaining the authentic character that makes Norwalk distinctive.

The Norwalk Art Space Performance
Patrick Sikes, 2021

MANAGEMENT, OPERATIONS, AND GOVERNANCE

To fully realize the potential of the District will require establishing a governance structure that reflects the range of stakeholders and creating a management structure for comprehensive operations that has the authority, capacity and resources necessary for implementation of this plan.

Management

Stakeholders agree that an effective and efficient management structure for the District is critical and must be led by a capable, consolidated organization. There are several options that emerged through the planning process that include integrating management within the City or creating a new entity whose sole purpose is District management. While the option of embedding District management within an existing organization was suggested, no clear or obvious organization was identified through the planning process.

It is recommended that for the greatest impact and efficiency that a sequential approach be considered, beginning with integrating management within the City, and transitioning over a period of three to five years to a structure under an independent business improvement district (BID).

Step 1: The Business and Tourism Development Office (BTDO) already manages most arts and cultural initiatives within the District and has demonstrated community-oriented effectiveness. There will be considerable effort needed to create and manage the District, requiring dedicated staff whose sole function is District management and development.

It is important that this not be seen as simply an extension of existing city services but a distinct function within BDTO. It would be best for the City to commit to multiyear funding for District operations and activities during start-up, while the BID is being planned, to provide a more stable base of implementation of this plan. BDTO would act as the District's initial fiscal agent and would provide policy direction, personnel management, programmatic oversight and organizational direction during the startup phase. BDTO has the existing relationships and experience to launch the District effectively. This initial phase would minimally take two to three years but may be up to five years. The department will need

qualified staff to oversee all aspects of District formation and initial programming. The first step in launching the District is for the Common Council and Economic and Community Development Committee to review this recommendation and authorize the department to serve as the incubating agency.

Step 2: Based on stakeholder input, there is strong interest in establishing a special services district, more commonly termed a Business Improvement District (BID), covering the District area. Property owners have expressed willingness to participate in such a structure. The BID should be a single entity that manages the Arts District, along with other BID responsibilities, for efficiency and minimal duplication of effort. This organization would be responsible for maintaining the brand and vision of the District, working with appropriate City departments regarding development and programming, and building capacity to raise private funds to support operations. The BID model would provide sustainable funding through property assessments while allowing for additional revenue through grants, sponsorships, and earned income. As it matures, this entity might also play a role in raising capital dollars to develop needed cultural facilities and artist housing.

Given the scale and geographic scope of the District, it may be advisable to establish two subdistricts within the BID – one from Wall Street to I-95 and a second in SoNo. The BID can be structured from the start to accommodate subdistricts and serve their differing interests..

The BID would assume the Arts District functions initiated by the BDTO but could continue to partner on specific initiatives. City staff or contract positions could transfer to the BID, in a negotiated process becoming employees of the BID.

For more detail on creating a BID, please see Business Improvement District section.

Priorities

When District management is established, it is recommended that their work plan include:

- Establish design standards for the District and serve as steward of the brand, including public art guidelines, streetscape improvements, economic development priorities, marketing and promotion, and signage/wayfinding systems.
- The management entity should work closely with Planning and Zoning, the Arts and Culture Commission, and the Historic Preservation Trust to ensure that development and improvements enhance the District's authentic character while supporting arts and cultural uses. This includes developing guidelines that encourage rather than restrict creative expression, as demonstrated by the successful mural policy advocated by the Arts and Culture Commission.
- District staff should maintain formal liaison relationships with the Arts and Culture Commission, Planning and Zoning, the Special Events Committee, Parks and Recreation, Historic Preservation Trust, and business associations whose work directly affects the District.

The success of the District will depend on high levels of communication, coordination and collaboration among the various stakeholders that operate within the District boundaries. The District Manager can provide a key coordination point that supports the activities of each partner while advancing the overall vision for the arts and culture District. Regular quarterly meetings should be established to ensure ongoing alignment and collaborative problem-solving.

The District should prioritize hiring staff with demonstrated experience in arts administration, economic development, marketing/promotion, and community engagement.

Given Norwalk's diversity and the District's commitment to authentic community representation, staff should reflect the community's demographics and have proven ability to work across cultural and economic differences. Initial staffing should include a District Manager and a Programming Coordinator, with expansion based on revenue growth and programming success. There will eventually be need for marketing, development, and other positions.

Business Improvement District

Since a Business Improvement District, known technically as a Special Services District, is the recommended management and governing entity for the Arts District, following a start-up period, it's useful to outline how a BID is formed and what it can do. A BID provides substantial authority and capacity, which will greatly assist the Arts District to fulfill its goals and promise. A BID has taxing authority, can own property, borrow money, provide municipal services, and/or own and operate public improvements.

BIDs in Connecticut are governed by state as well as municipal law. Creating a BID involves significant planning and preparation, plus voter approval by a majority of property owners in the district.

Steps to create a BID are:

1. Municipal ordinance: Norwalk's Common Council formally initiates the process by adopting an ordinance establishing the district. While, Norwalk has designated the Arts District, the BID would require a separate action. Note that while the common Council must take action, a BID is typically initiated by property owners seeking extra public services and willing to pay for them through higher property taxes.
2. Property owner approval: The ordinance takes effect only if the affected property owners vote within 60 days to approve it.
3. Voting requirements: A district is formed if a majority of the taxpayers within each grouping approves it in a referendum and the assessed value of their property exceeds half the assessed value of all property within their grouping.

Different types of properties and property owners can be treated differently within a BID, to reflect the benefits they receive. The BID can define groupings of properties, such as by land use (commercial, residential, industrial) and/or subdistrict within the overall geography of the district (Wall Street, SoNo). These groupings may be taxed at different rates, or at a zero rate, since they may receive different levels of benefits. This means, for example, that individual residential properties (houses, condos) can be effectively included in the BID but not taxed or taxed at a lower rate. Voter approval in forming the district is adjusted accordingly, so each grouping of property owner must approve the district formation with a majority of taxpayers and at least half of the assessed value of all property in the grouping.

It is important to note that a BID formed under Connecticut law is a public entity with governmental authority, not a nonprofit organization. State law requires that a BID be governed by an elected Board of Commissioners, elected every two

years. There may also be ex officio Board members. Board composition and selection is set by the municipality within certain state guidelines but, for example, can include tenants as well as property owners in elections of Commissioners. This provides an important mechanism for community responsiveness and political accountability.

A BID clearly provides a powerful platform for Arts District leadership and management, while facilitating community engagement and accountability.

Governance

The City should establish a District Advisory Board to assist in the formation and ongoing guidance of the District. This advisory body should be drawn from the existing Steering Committee that participated in this planning process, augmented by additional stakeholders who can bring resources, policy knowledge, and community representation. It is recommended that the Advisory Board be initiated as a sub-committee of the Arts and Culture Commission. The board should include members from the Arts and Culture Commission, Wall Street Association, business and property owners, artists, cultural organizations (such as the Norwalk Conservatory of the Arts, Factory Underground, Art Space), and community representatives. This advisory body can transition at a later date into an oversight Board of a Business Improvement District (BID) when launched, as a sub-committee of the BID Board of Commissioners..

Miracle on Wall Street
Scott Chiappetta, 2022

FUNDING

Successful districts require a management structure with strong organizational capacity. Capacity is necessary for the myriad tasks of District management, to lead, program, and market the District, develop and promote its identity, manage relationships, and fulfill the District's goals. All of this, of course, requires sufficient operating funds and human resources. In addition, having diversified revenues is desirable, providing greater financial stability and buffering downturns in one or more sources of revenue.

Norwalk is in the process of considering creation of a special services district (SSD or business improvement district) for areas within the Norwalk Arts District. SSDs require a majority of property owners in the district to agree to an additional property tax to fund agreed-on benefits. This is a strong possibility for providing at least some of the needed funding and management for the Norwalk Arts District. There is strong precedent for this approach. A number of Connecticut cities, including Stamford, New Haven, New Britain, Danbury, and Manchester have special services districts, although none are organized to fund an arts district. Several of the comparison cultural districts elsewhere in the U.S. rely on business improvement districts at least in part for funding and management. The key advantages are that an SSD provides a stable source of basic operating support, organizational capacity, and direct accountability to property owners. An SSD for Norwalk would presumably encompass valuable functions in addition to the arts, such as clean and safe streets, marketing of local businesses, and programming, all of which would align with and benefit the Norwalk Arts District.

It will clearly be important to integrate funding for the Norwalk Arts District into planning for a potential SSD in Norwalk. Also, the larger geographic area of the Norwalk Arts District suggests considering a similarly large geographic area for an SSD, which would generate substantially more revenues and benefit a larger group of stakeholders. It will also be imperative to articulate the benefits of the Norwalk Arts District for property owners to justify their support for including it in an SSD.

In addition to potential SSD property tax revenues, the Norwalk Arts District can cultivate diversified funding. Sources include sponsorships, contributions, City funding, program revenues, private grants, state and federal funding, fundraising events, and memberships.

City Funding

The City can finance the cost of launching the District for an initial period of time, while an SSD is developed and a managing organization stood up. In the future, the City be a funding partner for ongoing operations and special projects. The City can also continue to leverage its infrastructure improvements, as it has been doing in the Wall Street area, and other City spending to benefit the District.

Program Revenues

These can be generated through vendor fees, admissions, concessions, and other income generated by District activities involving sales.

Private Grants

Grants from foundations and corporations will be dependent on an alignment of the donor's fields of interest with District needs.

State and Federal Grants

These grants are currently in a state of disruption and uncertainty but have in the past been valuable sources for arts projects, capital projects, and other initiatives (as opposed to general operating support).

Fundraising Events

Events generally require a large outlay of resources, human and financial, but can generate significant community support.

Memberships

A "Friends of" organization can generate membership fees and contributions to support the District, particularly among District residents.

Diversifying funding will require the Norwalk Arts District to have an active fund development office with qualified staff and to manage multiple donor and grantor relationships.

Norwalk Art Festival
Patrick Sikes, 2021

CONSOLIDATED RECOMMENDATIONS AND IMPLEMENTATION

The Norwalk Arts District is at a pivotal moment, ready to capitalize on the recent designation from the State of Connecticut, with significant potential to become a driving force for economic development, cultural vitality, and community connection. This plan, built on extensive community and stakeholder engagement, and an analysis of successful district models nationwide, identifies a clear pathway forward that builds on Norwalk's distinct character while addressing its unique challenges as a geographically expansive district.

The recommendations prioritize establishing professional management capacity, creating sustainable funding mechanisms, and implementing programming that serves both residents and visitors while supporting local artists and businesses. Success will depend on taking a phased approach that builds momentum through early wins and lays the groundwork for long-term sustainability and growth.

Foundation Building (Years 1-3)

IMMEDIATE MANAGEMENT STRUCTURE

- **ESTABLISH CITY LED MANAGEMENT**: THE BUSINESS DEVELOPMENT AND TOURISM DEPARTMENT SHOULD SERVE AS THE INITIAL DISTRICT MANAGEMENT ENTITY, HIRING DEDICATED STAFF WHOSE SOLE FUNCTION IS DISTRICT DEVELOPMENT AND OPERATIONS. RECRUIT A DISTRICT MANAGER AND PROGRAMMING COORDINATOR WITH DEMONSTRATED EXPERIENCE IN ARTS ADMINISTRATION, ECONOMIC DEVELOPMENT, AND COMMUNITY ENGAGEMENT. IDEALLY, THE DISTRICT MANAGER (AND OTHER DISTRICT STAFF) IS IN PLACE AS A CITY EMPLOYEE IN THE FIRST PHASE AND TRANSITIONS TO WORKING FOR THE BID WHEN ESTABLISHED.
- **COMMIT MULTI-YEAR CITY FUNDING**: A COMMITMENT OF MULTI-YEAR FUNDING WILL BE NECESSARY TO BUILD THE MANAGEMENT SYSTEMS AND INFRASTRUCTURE FOR THE DISTRICT. THE CITY SHOULD PROVIDE STABLE FUNDING FOR DISTRICT OPERATIONS DURING A 3-YEAR STARTUP PHASE WHILE A BUSINESS IMPROVEMENT DISTRICT (BID) IS DEVELOPED AND IMPLEMENTED, AND THERE IS A RAMP-UP OF RESOURCES TO OPERATE THE DISTRICT.
- **CREATE A DISTRICT ADVISORY BOARD**: FORM AN ADVISORY BODY DRAWING FROM THE CURRENT STEERING COMMITTEE, AS WELL AS IDENTIFYING OTHER REPRESENTATIVES FROM THE ARTS AND CULTURE COMMISSION, BUSINESS OWNERS, PROPERTY OWNERS, ARTISTS, CULTURAL ORGANIZATIONS, AND COMMUNITY MEMBERS THAT WOULD PROVIDE GUIDANCE IN DISTRICT DEVELOPMENT.
- **ESTABLISH A BUSINESS IMPROVEMENT DISTRICT**: WHEN IN PLACE, A PRIORITY FOR MANAGEMENT IS TO LAY THE GROUNDWORK FOR AN INDEPENDENT BID STRUCTURE WITH SUSTAINABLE PROPERTY ASSESSMENT FUNDING.
- **DIVERSIFY REVENUE STREAMS**: DEVELOP THE CAPACITY IN THE FIRST THREE YEARS FOR SEEKING GRANTS, SPONSORSHIPS AND PROGRAM REVENUES. THIS WILL CREATE A PLATFORM THAT CAN TRANSITION TO THE BID.

Essential Infrastructure Improvements

- **Commission Design of a Comprehensive Wayfinding System**: Install consistent signage and digital wayfinding that connects Wall Street, Waypointe, and Washington Street/SoNo sub-districts, establishes a system for geographic differentiation and enhances the brand of the District.
- **Address Basic Infrastructure Needs**: Focus on cleanliness and maintenance, improved lighting for safety perceptions, and enhanced parking solutions.
- **Develop Transportation Connectivity**: Explore development of a trolley or shuttle system to physically connect District sub-areas and serve as a branding opportunity. Consider building on the City's existing Wheels 2U on-call transportation service as an alternative to a dedicated trolley/shuttle. Leverage the upcoming relocation of the City's Norwalk Transit hub to the South Norwalk train station as an opportunity to address District transportation needs. Support increased mobility improvements called for in the South Norwalk TOD Redevelopment Plan (sidewalks, streetscape, bike lanes, arts spaces)

Quick Win Programming

- **Launch Monthly Art Walks**: Establish First Friday or similar regular programming to create consistent District activation and visitor expectations.
- **Initiate Public Art Projects**: Begin small-scale, temporary public art installations and expand existing mural programs. Consider community-involved projects to increase public engagement.
- **Activate Street-Level Programming:** Establish a program to encourage and support street performers (e.g., create designated areas with guidelines or policies for permitting, hours, use of electronic amplification, etc.), outdoor live arts, and pop-up activations that

enhance liveliness throughout the District.

- **Considerations in Programming:**
  - Maintain a regular programming calendar that serves multiple demographics and interests.
  - Create family-friendly activities that build community connections while attracting visitors.
  - Provide performance and exhibition opportunities for local artists.
  - Balance community-serving events with larger signature festivals for regional attraction.

Ongoing Priority Considerations

Expanded Programming and Identity

- **Develop Signature Annual Events**: The process of developing one or more signature events should begin in Phase 1. It may be an opportunity to build upon/expand existing events that have the potential for growth. Large-scale festivals would ideally celebrate Norwalk's unique identity—diversity, maritime heritage, and post-industrial character and leverage the distinct nature and geography of the District.
- **Strengthen Sub-District Programming**: Develop distinct programming for Wall Street, Waypointe, and Washington Street/SoNo while maintaining a unified District brand.
- **Support Artist Community**: Address the needs of Norwalk's artist community, such as facilitating opportunities to increase or maintain affordable space and live/work projects. Also, developing artists' funding programs and work opportunities, promoting local artists and productions, and incentivizing artist residencies. Artists should be engaged in leadership and decision making for the District on an ongoing basis. The District can also set standards to assure professional compensation for artists' work in the District.
- **Expand Public Art:** Continue and expand the initial focus on temporary, community-engaged, and mural projects to include add larger and iconic artworks. Look for opportunities to use public artworks to reinforce connectivity (on trails, as wayfinding, and for gateways).

Marketing and Branding

- **Implement Design Standards:** Establish District design guidelines in collaboration with Planning and Zoning and the RDA that enhance authentic character while supporting arts and cultural uses and establish a cohesive visual identity and messaging that authentically represent Norwalk's character.
- **District and Event Marketing:** Implement a multi-channel marketing strategy including digital, traditional media, word-of-mouth, and other creative efforts that reflect the multiplicity of ways people now access information. Partner with existing marketing efforts while developing District-specific promotional capacity.

Community Centered Approach

- **Prioritize Residents:** Prioritize programming and development that serves residents first while naturally attracting visitors.
- **Build on Norwalk's Authenticity:** Maintain authentic character by building on the existing creative community and preventing displacement.
- **Community Representation:** Ensure diverse community representation in governance and programming decisions.

The success of these recommendations depends on recognizing that the Norwalk Arts District's geographic scale and diversity are assets to be leveraged rather than problems to be solved. By embracing its authentic character, supporting its existing creative community, and building professional management capacity with sustainable funding, the District can become a unique regional destination that genuinely serves its community while driving economic development and cultural vitality.

Implementation Grid

Year 1 focuses on establishing the management foundation; establishing the District brand and a master marketing plan; launching quick-win programming and beginning the BID development process.

Year 2 emphasizes building momentum through infrastructure improvements including installation of wayfinding and geographic demarcation of the District and subdistricts, expanding programming, and formalizing the BID structure.

Year 3 centers on completing the transition to independent BID management, launching major signature programming, and achieving marketing maturity.

Years 4-5 target sustainable operations, physical development projects, and regional leadership.

Each phase builds logically on the previous one, with early actions creating the foundation for later developments. The plan balances immediate visible wins (like First Friday events) with longer-term capacity building (like BID establishment), and includes specific metrics for tracking progress.
The structure allows for flexibility while maintaining clear priorities and accountability timeframes.

Function/Strategy	Action	Resources
YEAR 1: Foundation Building (Months 1-12)		
Immediate Priority Actions (Months 1-3)		
Establish Management Structure		
	Common Council Economic and Community Development Committee reviews and authorizes ECDD to serve as incubating agency	Staff and committee time
	Secure multi-year City funding commitment (minimum 3 years)	Funding required for specific line items below. Focus is on city supporting the District operations for a period of up to 3 years until the BID (special services district) is established and providing operating funds.
	Hire District Manager (full-time position)	Est. $100-125K annually for salary, benefits and related costs
	Establish District Advisory Board drawing from Steering Committee and additional stakeholders	Staff and committee time

Launch Quick Win Programming		
	Initiate monthly First Friday Art Walk (or similar regular event)	Staff time in organizing along with resources invested in promotional materials
	Begin street performer/busking pilot program with designated locations and guidelines. Additionally, identify infrastructure improvements to create designated busking areas/zones.	Establish guidelines and review with Advisory Board and internal city departments as required
	Activate existing public spaces with small-scale temporary programming	See appendix section on links to small-scale activation examples and suggestions and approaches and budget ranges to consider.
Begin Infrastructure Planning		
	Identify priority lighting and safety improvement locations	Coordinate with public works and develop a capital needs budget
	Survey parking and transportation connectivity challenges	Staff time and potential consultant cost
Short-Term Actions (Months 4-12)		
Build Management Capacity		
	Hire Programming Coordinator	Estimate salary and related costs of $75-85,000 annually.
	Establish formal liaison relationships with Arts & Culture Commission, Planning & Zoning, Historic Preservation Trust, Parks & Recreation	Staff time
	Create quarterly stakeholder coordination meetings	
	Develop District operations manual and brand guidelines framework	

Initiate BID Development Process		
	Convene property and business owners to introduce BID concept	Staff time
	Present benefits analysis and funding projections	
	Begin informal polling of property owner support	
	Research Connecticut BID models and legal requirements	
Develop Brand and Marketing Foundation		
	Issue RFP for brand identity and marketing plan development	Staff time and research
	Commission brand identity system (logo, visual standards, messaging)	Est. consulting and related costs in a range from $40,000-$60,000. Refer to the appendix section for resources for branding and wayfinding design firms
	Launch basic District website and social media presence	Design and consulting fees
	Create initial promotional materials and event calendar system	Design and consulting fees
	Conduct comprehensive wayfinding needs assessment	Consulting fees for design firm specializing in wayfinding and placemaking. Estimate fees in the range of $30,000-$50,000 for assessment. Refer to section the appendix on resources for wayfinding design firms.
Expand Programming		
	Establish 2-3 additional recurring programs (outdoor concerts, family activities, etc.)	Refer to appendix section on examples and approaches to activation
	Launch small-scale temporary public art projects	
	Pilot weekend street activation in one sub-district	

Community Engagement		
	Host quarterly community forums to build resident and business connection to and a sense of ownership of the District	Staff time
	Establish artist/creative community advisory group	
	Create business owner networking events	
	Survey residents and visitors on programming preferences to establish ongoing assessment and evaluation processes of District activities	
YEAR 2: Building Momentum (Months 13-24)		
Priority Actions (Months 13-18)		
Complete Essential Planning		
	Finalize and adopt comprehensive wayfinding plan	Consulting fees for design firm specializing in wayfinding and placemaking. Estimate fees in the range of $50,000-$90,000 – this may include the assessment indicated above. Refer to section the appendix on resources for wayfinding design firms.
	Complete marketing strategy and implementation roadmap	Engage a marketing firm to develop a comprehensive marketing master plan. Estimate fees in the range of $50,000 - $75,000
	Develop public art guidelines and installation procedures	Engage a firm specializing in public art master planning and program design to develop procedures and program guidelines. Estimate range of $40,000 - $70,000.
	Create design standards for District development	Integrated with branding and/or wayfinding design projects

Implement Infrastructure Improvements - Phase 1		
	Install priority wayfinding signage at major entry points and key intersections	Capital expenditure. Costs will depend on design, fabrication and materials costs
	Complete lighting improvements in highest-priority areas	Capital expenditure, to be determined
	Launch improved parking information system (signage, digital, maps)	Capital expenditure, to be determined
Formalize BID Structure		
	Develop BID petition and secure property owner signatures	Staff time, legal and professional costs of BID approval and formation
	Common Council adopts ordinance establishing special services district	
	Plan and advocate for, and conduct, the required property owner voter referendum	
	Designate District Advisory Board as BID oversight body	
	Establish BID operational budget and assessment structure	
Expand Marketing and Promotion		
	Launch comprehensive digital marketing campaign	Staff time and expenses to be determined with marketing plan
	Develop partnerships with regional media outlets	Staff time
	Create District mobile app or enhanced digital presence	Engage app design firm. Cost and fees to be determined
	Implement multi-channel event promotion system	Staff time

Ongoing Actions (Months 13-24)		
Programming Expansion		
	Develop first signature annual festival concept and plan	Year one is likely to require significant investment in key components and testing revenue models to build into an annual event. Recommend budget up to $300,000 for initial event
	Expand monthly programming to all three sub-districts	To be determined. Utilize guide on small scale activation for budget development
	Launch public art installation series	Staff time plus project costs TBD
	Establish artist-in-residence or artist showcase program	Establish an annual budget for artist in residence fees with a range of $12,000 - $18,000 annually per residency plus allocation for project costs (materials, etc.)
Artist and Creative Community Support		
	Identify and catalog affordable space opportunities	Staff time
	Launch small grant or microgrant program for artists	Budget to be determined based on the number of microgrants available in the program. Recommend minimum microgrants of $5,000 with 10-12 available annually
	Create artist directory and promotional platform	Staff tome

Revenue Development		
	Hire or contract for development/fundraising capacity	Costs will vary depending on if engaging hourly or on standing retainer. Anticipate hourly minimum of $50 - $75 an hour for grant writers
	Secure first major corporate or business sponsorships	Staff and/or contract time
	Apply for state and federal grants	Staff and/or contract time
	Launch "Friends of Norwalk Arts District" membership program	Staff time for program design, launch and ongoing management
Community Engagement		
	Host quarterly community forums to strengthen resident and business connection to and a sense of ownership of the District	Staff time
	Continue artist/creative community advisory group	
	Continue business owner networking events	
	As needed, survey residents and visitors on programming preferences to establish ongoing assessment and evaluation processes of District activities	

YEAR 3: Consolidation and Growth (Months 25-36)		
Priority Actions (Months 25-30)		
Complete BID Transition		
	Transfer District management from City to independent BID structure	Staff and Advisory Board time
	Transition District Manager and staff to BID employment	
	Establish BID Board of Commissioners with formal governance structure	
	Implement full BID revenue collection and operations	
Infrastructure Improvements - Phase 2		
	Complete comprehensive wayfinding system installation	Capital expenditure budget to be developed as needed
	Implement additional lighting and safety improvements	
	Launch trolley/shuttle feasibility study or pilot program	
	Complete streetscape improvements in priority areas	
Major Programming Launch		
	Debut first major signature annual festival	Staff time and program budgets for each item as developed during planning
	Establish full calendar of recurring monthly/weekly programs	
	Launch substantial public art commissions (temporary or permanent)	
	Implement historical interpretation/heritage activation projects	

Ongoing Actions (Months 25-36)		
Organizational Capacity Building		
	Add Marketing Director position	Estimate salary and related costs between $90,000 - $110,000
	Expand programming and operations staff as needed	To be determined based on available fund through newly established BID
	Develop volunteer program structure	Staff time
Evaluate and Refine		
	Conduct comprehensive program evaluation	Staff time
	Survey stakeholders, residents, and visitors	
	Assess economic impact and foot traffic data	
	Refine strategies based on performance data	
Long-Term Planning		
	Develop 5-year strategic plan for BID	Staff time if managed internally. Estimate $45,000 - $70,000 if consulting/external planners are engaged
	Identify capital project priorities (Palace Theater, public spaces, etc.)	Staff time
	Plan affordable housing/live-work space development strategies	Staff time. Integrate with strategic planning
	Expand artist support programs and anti-displacement initiatives	Staff time. Integrate with strategic planning
Deepen Community Integration		
	Expand multicultural programming reflecting Norwalk's diversity	Staff and Advisory Board time
	Strengthen youth and family programming	
	Enhance accessibility and inclusion across all programs	
	Build neighborhood-specific programming in each sub-district	

Community Engagement		
	Host quarterly community forums to strengthen resident and business connection to and a sense of ownership of the District	Staff time
	Continue artist/creative community advisory group	
	Continue business owner networking events	
	As needed, survey residents and visitors on programming preferences to establish ongoing assessment and evaluation processes of District activities	
YEARS 4-5: Maturation and Expansion. - Strategic Goals for Measuring District Success		
Sustainable Operations		
Achieve stable diversified revenue streams (BID assessments, grants, sponsorships, earned income)		
Demonstrate measurable economic impact (property values, business growth, job creation)		
Maintain robust programming calendar year-round		
Physical Development		
Support adaptive reuse of historic buildings (Palace Theater priority)		
Facilitate artist housing and live-work space development		
Implement major public space improvements		
Complete connectivity improvements between sub-districts		
Program Excellence		
Establish signature events with regional/national recognition		
Maintain diverse programming serving multiple demographics		
Support thriving local artist community with opportunities and resources		
Create model for equitable cultural district development		
Regional Leadership		
Position Norwalk as Connecticut cultural district model		
Share best practices with other communities		
Attract state and national attention/awards		
Generate cultural tourism economic impact		

ATTACHMENTS

SMALL SCALE ACTIVATIONS

Following are examples of small-scall activations and approaches to placemaking for consideration in developing a program for the Norwalk Arts District.

Examples:

- Sebastopol, California's temporary parklets using plywood and OSB walls, customized by adjacent businesses for a successful one-day activation
- Nashville's Civic Design Center using PARK(ing) Day parklets to demonstrate value of public space before transitioning to permanent installations
- Minneapolis' Cultural Districts Pop-up Art & Cultural Activations Program providing grants up to $5,000 for temporary projects including dance, drumming, performance, interactive installations, and hands-on activities
- Seattle's Arts in Parks program commissioning site-specific outdoor temporary artworks lasting 45 days to eight weeks
- Three New York City BIDs partnering to display art in vacant storefronts and create gallery walks
- Downtown Orlando's activation program expecting over 850 experiences programmed annually with $1.189 million in funding
- Boston's Neighborhood Activation Grant program supporting community-focused arts activations in public spaces
- Covington, Kentucky's themed parklets including a life-size xylophone outside a toy shop and a boxing ring near a barber shop

Quick Win Programming: Small-Scale Temporary Activations

Street-Level Pop-Up Installations

Parklets (Temporary Public Spaces) Parklets transform one or two parking spaces into vibrant community gathering places, typically measuring 8 feet by 18 feet, with elevated platforms that create seating areas, greenery, and bike parking. In Sebastopol, California, community members constructed three temporary parklets using plywood floors and OSB walls, which were then customized by adjacent businesses with seating and artwork for a one-day activation that demonstrated strong community interest. Nashville's Civic Design Center used temporary parklets on PARK(ing) Day to advocate for permanent public space, eventually leading to their first permanent parklet installation.

For Norwalk: Wall Street and Washington Street could host temporary parklets outside restaurants, galleries, or music venues like District Music Hall, creating instant gathering spaces that test community interest before committing to permanent installations.

Pop-Up Parks and Play Spaces Moveable and pop-up installations can be deployed flexibly, including locating freestanding play installations on sidewalk corners, creating "pop-up parks-within-parks" at existing parks, or housing installations in repurposed shipping containers that transport between locations. The Bethel Revitalization Initiative hosted a two-day "Bethel Better Block" event with multiple pop-ups in the downtown area, incorporating a temporary multimodal lane for walking, bicycling, and wheelchairs.

For Norwalk: Irving Freese Park or spaces along the Norwalk River Valley Trail could host weekend pop-up play installations or interactive art experiences, particularly family-friendly activations that address community requests for more children's programming

Community Arts Activations

Temporary Art Installations and Interactive Projects Minneapolis' Cultural Districts Pop-up Art & Cultural Activations Program provides grants up to $5,000 for temporary projects including dance, drumming, songwriting, performance, improv theater, poetry, puppetry, interactive installations, hands-on activities for youth and families, and storytelling through film and visual art. Seattle's Arts in Parks program commissions artists to create site-specific outdoor temporary artworks or social practice activities lasting 45 days to eight weeks, with projects designed to activate spaces, engage pedestrians, and create unique sense of place through creative practice.

For Norwalk: District management could launch a small grants program (starting with $1,000-$3,000 awards) for local artists to create temporary installations at rotating locations throughout the three sub-districts, building on Norwalk's existing creative community at spaces like Space 67 Studios and Factory Underground.

Vacant Storefront Activations Three New York City BIDs partnered with an arts nonprofit to display art and create gallery walks in vacant storefronts, creating themes, putting together calls for submissions to artists, and recruiting property owners. Downtown Orlando's activation program, managed by United Arts with $1.189 million in funding, focuses on public spaces, sidewalks, storefronts, and buildings, expecting over 850 experiences programmed throughout the year.

For Norwalk: Empty storefronts along Wall Street could become rotating artist showcases or community exhibition spaces, with simple window installations visible 24/7 and occasional open-studio hours on First Fridays.

Performance and Cultural Programming

Street Performance and Busking Programs Minneapolis Downtown Improvement District produced live streaming shows from street performers and specially recorded "Street Show Gems" taped at quintessential downtown locations, with artist payments matched by contributions to social justice organizations.

For Norwalk: Launch a designated busking program with permitted performance spots at key locations (outside Factory Underground, along Washington Street restaurant row, at the Waypointe plaza) with clear guidelines for hours, amplification, and tip collection. Start with weekend programming and expand based on community response.

Social Practice and Community Engagement Activities Boston's Neighborhood Activation Grant program supports community-focused arts and cultural activations including site-specific performance art, immersive arts installations, community celebrations, interactive theater productions, film screenings with conversation, cultural festivals, and community dialogues that center the arts. Funded activations emphasize community engagement and site-specific responsiveness, incorporating hands-on activities that respond directly to community needs while centering community-driven cultural practices.

For Norwalk: Host monthly community art-making events in public spaces (similar to the successful "Wishing Tree" engagement used during planning), outdoor film screenings on building walls, or storytelling circles that celebrate Norwalk's diverse immigrant communities and multicultural heritage.

Tactical Urbanism and Demonstration Projects

Quick-Build Street Transformations Pop-up designs and activations use a "do-it-yourself" approach to temporarily transform public space, using examples like converting parking spaces into parklets and using alleys for community events, with planning consisting of engaging community members, building demonstration projects, and hosting events. In Covington, Kentucky, a group called Curb'd created temporary parklets as fun reflections of neighboring areas—including a life-size xylophone outside a toy shop, a boxing ring themed parklet near a barber shop, and a huge igloo where visitors could hang personal handwritten wishes.

For Norwalk: Create themed temporary installations that reflect neighborhood character—maritime-themed parklets near the waterfront in SoNo, music-themed installations near District Music Hall, or industrial-heritage designs along Wall Street's historic corridor.

Pilot Programming Before Permanent Investment Pop-up parklets in Sebastopol used lightweight, moveable furniture that residents could easily reconfigure for different group sizes, and umbrellas that could be repositioned for shade, demonstrating that flexible design elements invited more visitors and led several businesses to express interest in permanent parklets.

For Norwalk: Test concepts like the proposed trolley/shuttle with a weekend pilot using rented vehicles before committing to permanent infrastructure. Try temporary protected bike lanes with paint and cones before permanent installation. Host a one-day "open streets" event closing part of Wall Street or Washington Street to cars.

Implementation Strategies for Quick Wins

Low-Cost Materials and DIY Approach Start with simple, affordable materials: plywood platforms, potted plants, folding chairs, string lights, paint, and chalk. Partner with local businesses, artists, and community volunteers for design and construction.

Lending Library of Materials Communities can reduce expenses associated with pop-ups by creating a lending library of materials that community members can use to host events, and by creating resources to help build safer pop-up installations including guidance for quick-build parklets and pedestrian plazas.

Streamlined Permitting Work with the City to develop expedited permit processes for temporary activations lasting one day to several months, similar to approaches used during COVID-19 for outdoor dining.

Seasonal and Event-Based Timing Launch initial activations during warmer months (May-October) and tie them to existing events (farmers markets, First Fridays, festivals) to build on existing foot traffic.

Evaluation and Documentation Photograph all activations, count participants, gather informal feedback, and track social media engagement. Use data to demonstrate impact and build support for permanent installations or expanded programming

Budget Considerations

Micro-Activations: $500-$2,000
- Chalk art installations
- Temporary window displays
- Small pop-up performances
- Community art-making stations

Small-Scale Activations: $2,000-$5,000
- Simple parklets (one weekend)
- Temporary mural projects
- Pop-up artist showcases
- Interactive installations

Mid-Scale Activations: $5,000-$15,000
- Multi-day events
- Multiple simultaneous activations
- More substantial temporary structures
- Artist residencies or extended programming

These quick wins generate immediate visibility, test community response, demonstrate District momentum, and create content for marketing—all while building toward more substantial long-term programming and infrastructure investments.

Norwalk Mural Park
Scott Chiappetta, 2021

Washington Street
Jeff Klein, 2019

RESOURCES FOR WAYFINDING PROGRAMS

MIG is a comprehensive multidisciplinary firm offering Environmental Graphic Design and Wayfinding as part of broader planning and design services including Cultural Places, Downtown Planning and Design, Placemaking, and Public Art Consulting.

RSM Design specializes in well-designed wayfinding systems that add value to cultural centers, galleries, museums, and entertainment districts.

Corbin Design has proven experience with Fort Worth's Cultural District, creating systems that differentiate districts while trailblazing between them using color logic incorporated into signage

Two Twelve is a minority- and women-owned New York firm with extensive performing arts experience including the Perelman Performing Arts Center and David H. Koch Theater at Lincoln Center

Mijksenaar has 35 years of experience with museums and cultural environments, focusing on creating identity through wayfinding

Gensler is a global architecture, design, and planning firm with extensive wayfinding experience with MoMA, Cedars-Sinai Hospital, San Francisco Airport, and other clients.

Sheffield Island Ferry
Patrick Sikes, 2021

CULTURAL DISTRICTS COMPARISON STUDY

The purpose of the comparison study is to inform planning and management choices for the Norwalk Arts District. Six districts were selected based on having one or more relevant characteristics to Norwalk: mixed arts/history focus; significant residential population; nearby competition; strong business/property owner presence; and/or similar city population size (~92,000). To be clear, arts and culture districts are highly individualized and distinct from one another, reflecting their unique mix of cultural assets, history and culture, objectives, and many other factors. Therefore, this comparison is best viewed as a collection of insights from across places that share both similarities and differences to Norwalk.

Boulder CO Pearl Street District
Fort Worth TX Cultural District
Knoxville TN Arts District
New Orleans Warehouse Arts District
Philadelphia Avenue of the Arts
Portland ME Arts District

A table with data for each district on the following is attached:

- Identity
- Area
- Goals
- Key Assets
- Programs
- Management
- Funding
- Population
- Observations

Overall Conclusion: The most successful cultural districts combine professional management, stable funding, consistent programming, and compact geographic scale. Norwalk's challenge will be adapting these proven models to work within its larger geographic footprint while leveraging its unique maritime heritage, historic properties, and multicultural character to create a differentiated regional arts destination.

SONO Sign
Patrick Sikes, 2021

Overall Observations

- **Goals and Functions**: All districts have an objective of marketing and promotion. Most focus on cleanliness, safety, and walkability – the visitor experience. Also, most produce a wide variety of public programming, much of it free. Districts with a strong presence of arts institutions rely less on district-produced programs and more on programming offered by the institutions.
- **Management**: All but one district have a management entity with professional staff and ongoing operational funding. Boulder and Knoxville have two organizations that collaborate, dividing responsibility for arts and a business improvement district. The Arts District of New Orleans is the outlier, being a small budget and all-volunteer nonprofit.
- **Area:** Four districts have "compact, walkable areas" that are strongly associated with successful districts, since they provide a concentration of assets and visitor experience. By contrast, Norwalk is larger, extending approximately 1.5 miles from Wall Street through West Avenue to Washington Avenue, and nearly 2.5 miles to its southern boundary. Philadelphia and Fort Worth were selected as comparable districts in part because they also have larger areas. Philadelphia extends approximately 1 mile and Fort Worth 2.1 miles.
- **Connectivity**: Larger geographic areas pose significant challenges with connectivity and coherence. The larger districts – Philadelphia and Fort Worth – have made specific efforts to enhance connectivity. Philadelphia has the advantage of a corridor (a ten-block area of Broad Street) served by a subway line; it has made long-term and ongoing efforts to improve the pedestrian experience and create public spaces with streetscaping and urban design improvements. Fort Worth has relied primarily on mixed use real estate developments to provide infill and connectivity.
- **Programming:** Apart from the programming provided by the arts organizations and businesses in the district, districts themselves produce regular and special event programs to provide consistent activation and define the character/attraction of the area. The most common program is a monthly art walk, which provides continuity and help creates connections within the district. All districts produce large, signature events. Most also produce a range of activations, programs, and events throughout the year.
- **Residential Population:** Several districts have significant residential population and have supported residential/mixed use real estate development. Philadelphia has an active "Friends of" organization that produces networking, social, and community services events. The presence of residents – those who live in the district or in the city – influences the character of programming and marketing, as distinguished from districts focused primarily on tourism.
- **Key Assets:** Each district has a unique mix of cultural assets that help define its identity. That said, there are different emphases that inform programming and other activities. Philadelphia is focused primarily on performing arts and Fort Worth on its major museums and entertainment venues. Boulder, Knoxville and Portland rely on smaller-scale, community-oriented events, shopping, restaurants, and arts venues. New Orleans is heavily influenced by its long history and NOLA cultural traditions that predated the formation of the district.
- **Funding:** All districts except New Orleans have ongoing sources of operating funds that support a level of organizational capacity for management, marketing, programming and other functions. Sources include business improvement district revenues, city funding, grants, contributions, sponsorships, fundraising events, program revenues, and state and federal funding.

Considerations/Options for Norwalk

BID or Dual Management Structure (Boulder & Knoxville)
- Business Improvement District managing infrastructure/services
- Potentially partnering with separate Arts Alliance for cultural programming and advocacy
- Professional staff with volunteer board governance
- Stable special assessment funding from property owners

Portland's Nonprofit Partnership Model
- Creative Portland Corporation as official nonprofit arts agency
- City partnership with grant funding leverage
- Professional management with community engagement focus

Programming Success Patterns

Monthly Programming Anchors: Every successful district features **First Friday/Saturday Art Walks** as their cornerstone:
- Consistent 5-8 PM timeframe across all districts
- Free, self-guided format with 15-30 participating venues
- 1,000-30,000 attendance depending on district size

Annual Signature Events: Large summer festivals (20,000-30,000 attendance) serve as economic drivers:
- New Orleans: White Linen Night (August) - 20,000-30,000 attendees
- Knoxville: Recognized as #2 "Best Arts District" nationally
- Portland: First Friday model operating since 2000

Unique Positioning: Norwalk can leverage its distinctive assets:
- Annual Art Festival
- Maritime heritage (Oyster Festival model)
- Multicultural population (NICE Festival approach)
- Historic architecture and waterfront location

Promotion of Programs Produced by Arts Organizations and Venues in the District: Coordinating and promoting programs without having to produce them.

Additional Programs, Projects & Activities: Provide ongoing, continuous activity and granularity:
- Gallery openings, small-scale music performances
- Street performers/busking
- Public art, temporary installations, and community-involved arts projects
- Bike parades, dog events

Program Norwalk as Two Areas: Brand and program Wall Street and SoNo as distinct areas.

CULTURAL DISTRICT DATA TABLE

DISTRICT	BOULDER CO PEARL STREET DISTRICT	PORTLAND ME ARTS DISTRICT	NEW ORLEANS WAREHOUSE ARTS DISTRICT	KNOXVILLE TN ARTS DISTRICT	FORT WORTH TX CULTURAL DISTRICT	PHILADELPHIA AVENUE OF THE ARTS
IDENTITY	40+ year old historic district with strong mix of arts venues, retail, and dining in pedestrian-friendly environment. Not a formal arts district, rather a de facto arts district within the downtown area.	Designated in 1995, it is a formal arts district within downtown Portland.	THE AREA DATES TO THE 19TH CENTURY AS STORAGE AREA FOR THE PORT BUT WAS DESIGNATED IN THE 1990S FOR REVITALIZATION AND REMAINS AN AUTHENTIC NOLA CULTURAL DISTRICT. GROWING RESIDENTIAL POPULATION	Not a formally designated arts district, rather a downtown managed by a business improvement district with a strong arts partner.	State-designated cultural district west of downtown Fort Worth. Strong residential population (4,000+) and significant growth and mixed-use real estate development.	Philadelphia's premier performing arts and mixed-use downtown district with a substantial residential population (4,000+). Major urban design improvements are underway to increase connectivity and pedestrian experience and create new outdoor and pop-up performances and public art.
AREA	Compact 3- by 6-block area straddling Pearl Street.	Highly walkable area centered on Congress Street in downtown Portland, a few blocks from the waterfront and approximately 10-15 square blocks total	LOCATED ON THE 300-600 BLOCKS OF JULIA STREET AND THE IMMEDIATE SURROUNDING AREA, THE DISTRICT ENCOMPASSES A HISTORIC SECTION OF DOWNTOWN NEW ORLEANS.	0.67 square-mile, walkable historic downtown district (Volunteer Landing to the Southern Railway tracks north of Jackson in the Old City, and 11th Street west of the Knoxville Art Museum to Hall of Fame Drive).	While the museum area is 120 acres, the entire geography is much larger, extending 2.1 miles wide and including residential, entertainment, and mixed-use areas.	A one-mile stretch of Broad Avenue, extending alongside into the neighborhoods.

GOALS	To engage both visitors and locals through arts, culture, innovation, and inclusive, community-driven experiences in downtown Boulder	To promote Portland's cultural community and creative economy	To connect, promote and support the architecturally distinctive historic area and its diverse businesses.	To ensure a vibrant, flourishing downtown. The mission of the Arts & culture Alliance of Greater Knoxville is to serve and support a diverse community of artists, arts organizations, and cultural institutions.	To invest in the success of the district; promote a cohesive and identifiable district; maintain the safety, security, and mobility of the district; and participate in dialogue with key stakeholders about promotion and preservation of the district.	To encourage cultural and economic development in the district.
KEY ASSETS	200+ stores, restaurants, galleries, public art, public spaces	Galleries, theatres, Main College of Art & Portland Museum of Art, dance studios, music venues, bars, cafes, restaurants and specialty shops	Contemporary art galleries, National WWII Museum, Ogden Museum of Southern Art, jazz clubs, a rotating outdoor public sculpture collection, numerous cafés, bars and restaurants, including James Beard award-winning restaurants.	Knoxville Museum of Art, Emporium (Arts) Center, UT Downtown Gallery, Old City (historic area), Blount Mansion, James White Fort, Curio at Maker Exchange, Museum of East Tennessee History, Women/s Basketball Hall of Fame, additional art galleries, studios, murals & performance spaces.	Amon Carter Museum of American Art, Kimbell Art Museum, Modern Art Museum of Fort Worth, Fort Worth Museum of Science and History, and National Cowgirl Museum and Hall of Fame. Will Rogers Memorial Complex, Dickies Arena, and Casa Manana, and the Fort Worth Community Arts Center. Fort Worth Botanical Garden and Will Rogers Memorial (equestrian) Center, public art throughout.	The district is anchored by major institutions on and near Broad Street: Kimmel Center for the Performing Arts, the Academy of Music, Miller Theater, Wilma Theater, Liacouras Center, Suzanne Roberts Theatre, and the Pennsylvania Academy of Fine Arts. There are 73 restaurants and 10 hotels.

PROGRAMS	Annual Pearl Street Arts Fest, "Bands on the Bricks" outdoor performances, street performers, galleries, artisan shops, public art. Programming continues in winter including a series of holiday events.	First Friday Art Walk, digital A/R V/R public art walk, Movies in the Park, Alive at Five Music Series, ongoing arts programs and activations, holiday events, dog events.	Monthly free gallery receptions, three major annual fundraisers (Jammin' on Julia, White Linen Night & Art for Arts' Sake), plus programming in the institutions and businesses located in the district.	First Friday ArtWalk, programming by the organizations, venues, institutions and businesses in the district.	Programming is provided primarily by the institutions in the district.	Programming is provided primarily by the institutions in the district.
MANAGEMENT	Shared management structure: 1) the City manages public spaces and provides arts support, and 2) Downtown Boulder Partnership (BID) manages the overall district. In addition, the Downtown Management Commission has an advisory role.	Creative Portland Corporation, a nonprofit designated as the city's official arts agency.	Arts District of New Orleans Association, a small-budget volunteer-run nonprofit organization.	Downtown Knoxville Alliance is a business improvement district managing the historic downtown area. The Arts & Culture Alliance of Greater Knoxville is the designated local arts agency supporting the arts community and producing programming.	Managed by the Fort Worth Cultural District Alliance, a nonprofit which operates as a membership-based organization. The organization manages both the cultural programming and advocates for district development and improvement.	Managed by Avenue of the Arts, Inc., a nonprofit that focuses on marketing, promotion, coordination, and development. In addition, Friends of the Avenue of the Arts, an associate organization of the district, is a community of residents and those who work in and around the Avenue of the Arts district. The group supports the businesses and arts organizations in the area through social, networking and community service events.

FUNDING	1) city funding, 2) business improvement district revenues, 3) sponsorships & contributions	City funding, grants & contributions.	Fundraising events, grants, sponsorships & partnerships.	The Downtown Knoxville Alliance relies primarily on special assessment district revenues. The Arts & Culture Alliance is a nonprofit with government funding, grants, contributions, and other revenues.	The Fort Worth Cultural District Alliance operates through a membership-based funding model. The district also benefits from major private development investments, as evidenced by several luxury mixed-use projects that have opened or are under construction.	Avenue of the Arts, Inc. operates through a project-based funding model, with state grants, private donations, foundation grants, and project-specific allocations from the city. It is currently requesting a five-year funding commitment form the city to stabilize operating support.
CITY POPULATION	106,000	66,000	364,000	198,000	978,000	1.55 million
OBSERVATIONS	Strength comes from well-established and -integrated visitor experience in concentrated area: shopping, restaurants, arts, activation, community events, historic preservation, etc.	A well-established destination in a compact historic downtown area with strong arts character and activity.	This district does not have a well-funded management organization but provides a limited amount of programming and marketing.	Knoxville's arts ecosystem operates through a collaborative network of organizations within the broader downtown improvement district framework.	The district stands out as an organization focusing on and benefitting from strong partnerships with the private sector. The district is currently exploring, in partnership with the City and area business owners, the establishment of a Public Improvement District.	The district has strong connectivity along its one-mile corridor, with a subway line under Broad Street and strong walkability. Density of assets, infrastructure improvements, and infill developments have contributed to this, with a major streetscape project underway.

GROUP EVENT ENGAGEMENT INPUT

Artist & Creatives Roundtable Mixer

Spacecat Whisker Room
57 Chestnut Street
4/15/25

Overview of the event: Approximately 40 individual artists and creatives attended an evening open house session that included food and drinks, networking/socializing, and comments relevant to the Norwalk Arts District Plan. Posterboards provided information and posed questions to attendees.

What should be the purpose of the Arts District (Wall Street and SoNo)? What should the district try to accomplish?

Help make a name for Norwalk - will attract visitors!

To act as a hub for artists to collaborate/showcase their art/work, 2) provide activated space for the community to gather that isn't eating/drinking, 3) allow a space for the community to express itself.

Create space for celebration of the arts.

Make Norwalk the arts capital of Fairfield County.

Inclusivity and inspire, let people know art is for everyone.

To make art (ripple, ripple).

To educate the values of culture and curiosity.

To improve quality of life through regular exposures, access to art as both consumers and creators.

Purpose: engage the community, educate, and inspire. Aim: have workshops, musical performances, dance performances and classes, affordable opportunities to learn.

Accomplish what schools leave out. Anyone can make art. Music is for everyone. Arts and culture fill in the gaps.

To create the best environment where people feel they can best express themselves.

Should accomplish unity. Community. Spark interest. Create space that fosters expression. Partner with local businesses interested in showcasing local artists.

What should the Arts District (Wall Street and SoNo) do? What should its functions be? What should it not do?

Do more events all year long!!

Do not limit the district to one type of media/medium.

Bring live theatre back!

Do: 1) celebrate the arts year round through event., 2) draw in visitors, 3) create a safe space for artists.

Don't: 1) encourage unaffordability and gentrification, 2) create barriers to entry, 3) be exclusive to one type of business/media/medium.

More events. Be open to all artforms. Affordable open studios.

I echo my support for other comments to do more events like pop-ups, showcases and collaborations with schools, but i would also like to see more community-focused events that incorporate local artists. For example, having an art studio bring supplies for an ornament-making station at the Wall Street Xmas event.

Keep doing events, get involved in Manresa Lab Corp, offer pop-up workshops at local events and schools.

It should not drive out lower income citizens.

Improve facilities.

Operational and marketing support for arts orgs.

Provide grants.

Focus on spaces to create and connect rather than galleries which can feel inaccessible.

Showcase local creatives, host an event or events where creatives can submit event ideas or create a platform where ideas can be submitted. Possibly a forum where other creatives can see and reach out.

Create a forum where ideas can be seen by investors or people who want to sponsor ideas.

Offer grant programs and partner with local creatives who are willing to take out permits for events in public places and spaces but can't cover funds for insurance policies.

Hosting community and creative events where artists, musicians, and all others can share their gifts and talents. Awareness creates opportunities.

What would a successful arts district (Wall Street and SoNo) look like 5-10 years from now?

A successful and revitalized Palace Theater.

Affordable artist live/work areas/opportunities.

Cohesive hub for art and artists to thrive and bloom.

The arts are essential for the town, the community and the world; especially these days.

Artist resource spaces, collaboration, educational information, grants, funding opportunities, open calls, renting space.

Look at communities that have this already. Ridgefield CT, Palo Alto CA, S. Bend, Miami. What do they have?

Create a great community environment that promotes people who share ideas and explore different opportunities.

Occupied spaces that are currently empty. Collaborative spaces that partner to share with the community.

Regular events where artists can perform and ? Do pop-ups!

Featured artist pop-ups! Healthy kick-starts for up and coming artists.

Physical space to convene, collaborate, and showcase.

How can the arts district (Wall street and SoNo) benefit Norwalk's creative sector? Your organization/business or creative practice?

Create opportunities for grant programs to support business and artists and events.

Help local creatives with similar events connecting different creatives.

Help creatives connect through events, social media.

Among the obvious, it could allow for collaborations among artists, businesses, schools, and city officials.

Second this! Make connections between working artists and businesses in need of art.

Demand generation.

Have multiple interviews on local channels and highlight Wall Street artists to show what we can do!

Develop a platform in which creatives can share ideas on collaborations, make connections, and have more events like these. :)

Providing financial opportunities for creatives and entrepreneurs to stay funded is always appreciated

Continue to host events like today. Spread the word of this event as much as possible. Offer suggestion boxes for ideas/events and sponsor one or more.

How can the arts district (Wall Street and SoNo) benefit the community?

Gives the community an accepting space to explore their interests and childlike side.

Cohesive marketing and identity with a focus on arts and cultural assets and businesses.

Be fearless when sharing art with the people.

Lots more marketing! Many freelance marketers in the area that could help with that :)

Not only multicultural but multigenerations. Bring populations together.

It would be beneficial for the community in many ways. Positively effecting our youths and OG artists. Creating mentorships and connections.

Art benefits the community because art heals. Art has been proven to boost economies.

More independent cinema.

Diverse events downtown can bring our very diverse city together.

What are the strengths of the arts district (Wall Street and SooNo)? What makes it special and what should we be building on?

Diversity of cultures and diversity of arts assets.

FAM Art Studios lead by 5ivefingaz consists of a group of diverse artists. We host quarterly open studios and regular workshops. Wall Street.

Supporting local artists and all types of art. These events are great.

Open Mic Night @ EcoEvolution

Ask local businesses to host artists. Give them a place to show their art for a short time.

A strength of the Wall st. area in particular is that it already has some stablished corner stores in the community including Factory Underground and the District Music Hall.

Geographic location.

Norwalk Film Festival

Free music in Irving Freese Park!

I haven't heard much about the arts here and I've been here six years. More exposure!!

There's an abundance of local talent, skilled artists, and arbiters of taste. I don't want to be a hidden gem - artists and neighborhoods need money and exposure.

Great representation for visual arts - needs more space for local (original) music!

Celebrate immigration! N.I.C.E Festival.

Great music @ District Music Hall.

Business Mixer

Space67 Studio
7/31/25

Overview of the event: Approximately 35 stakeholders from the business and creative community attended an evening open house session that included food and drinks, networking/socializing, and comments relevant to the Norwalk Arts District Plan. Posterboards provided information and posed questions to attendees.

Do the observations and thoughts on identity, strengths and purpose of the District resonate with you?

Norwalk is an amazing place to live. It just is!

How can we celebrate our history? Who are our heroes?

Love the history and diversity of Norwalk.

It's too easy to be anonymous these days. Give folks every excuse to feel like Norwalk is home and they're proud of it!

How can the Arts District support and promote businesses in the District?

Educational nature walks & foraging to raise awareness and incorporate art into nature

Art walk or murals and pieces sponsored by local businesses. QR code and optional donation to the Norwalk Public Schools.

Help us develop the local audience.

Advocate for the removal of limited commercial kitchen licenses that are driving up the restaurant rents in South Norwalk.

Welcome more shops. Les restaurants and bars.

Figureout ways to subsidize rent for businesses that will draw street traffic.

Have Norwalk Chamber website be better organized to separate businesses by industries to make it easy to reach others in similar fields.

Highlighting businesses during community events to increase awareness for businesses.

Provide funding (low rent) to local shops.

Keep highlighting us and our events online and on local flyers, etc.

Small business saturday/sunday highlighting different one each week - a portion of profits to go to local community nonprofit or education education health access, etc.

We need a place to get a healthy lunch!

City-owned - not developer - housing for artists at affordable rents.

How can the Arts District benefit the community?

Generating a feeling of connection, belonging and pride to be in a great community

By differentiating Norwalk from other towns

Connect all of Norwalk (including East Norwalk)

Show what smart development looks like - arts, nature, responsible housing, culture - balanced

The Art District makes Norwalk a wonderful place to live, work, and visit! It helps install a sense of pride of place.

Recognize people in the community who have had a large impact.

Prevent soul-less development/architecture. We don't need more Waypointes.

Don't trash Norwalk institutions for short-sighted development gains

Develop a brand and identity and offer merch so folks can show their pride

Work with Space 67 and Factory Underground and other spaces to offer affordable/free spaces for clubs

Provide residents and guests with a safe space to share their creativity and promote collab oration

Tell the stories of the amazing people who live here

Support local gathering spaces

Promote clubs and groups people can join

Youth programs and education

Access to arts and education for low income families

Programming Ideas (a sticky dot exercise to indicate approval

All choices received at least 4 dots

Street performers and outdoor live arts (10 dots)
Gallery, studio and art walk events (9 dots)
Community-focused events (8 dots)
Major signature festivals (6 dots)
Pop-up and temporary art activations (5 dots
Family-friendly arts programming (5 dots)
Cultural-specific celebrations (5 dots)
Permanent and temporary public art (5 dots)
Historic events and heritage resources (4 dots)

Do the suggestions on programming resonate with you? Any thoughts or additions?

More music, opportunities for local music artists

Make it easier for people to find out about events

They are all wonderful ways to celebrate Norwalk

Historical reenactments

Would love to see all of these - be sure to distribute activities and involve existing organizations in these areas

More offerings for kids! Especially for little kids!

Roundtables for local business owners

Yes to all of this! Plus more ways for citizens to get involved and volunteer

Connect with people who aren't on social to promote these events

Free classes/workshops (art, featured speaker events) - working with local businesses to sponsor

Long table community dinners

More international touring groups

Find some Norwalk -centric way to install multiple outdoor art projects with a musical component, artist-painted ?, chimes, etc.

First Friday open house events

What activities, programs, events and projects would you like to see in the South Norwalk area?

We used to have a paint bar that was so cool. I miss that! I think it would be really cool to see again.

Bring back the Palace Theater!

One hour segments during the week and weekend for adults and kids to have some kind of activities, scavenger hunt, experience, pass the ball.

Group dance meeting for different ages in a community

Farmers market, art festival, halloween block party, more winter-based events

1st Nights in Norwalk with art vendors, food vendors, and live music

Sip and paint in the park for adults and teens

Something like the St. Kate Hotel in Milwaukee – art and lodging

More community-involving events

More closed street events with music and vendors

Thrown Stone CT Short Play Fest

What activities, programs, events and projects would you like to see in the Wall Street/West Avenue area?

Live theater please!!!

More outdoor theater!

Rec area: ping pong, space for people to learn to paint, draw, sewing, art space, small business pop-ups, laser tag, go karts, riding bicycles, group rides

Book club

Small businesses

Immersive museums

Full moon events

Block party event on Orchard

Skate nights

Film, theater

Working artists

More connections to nature - clean ups, tree plantings, invasive plant removal

Street Fair, Halloween parade, tree lighting, small concerts in the park

More social events where different professionals can connect

Art events or exhibits that tie in with wellness

Tree of Hope and Connection

Creative engagement alternative provided at the Business Mixer. Paper and art materials provide to create "leaves" to attach to a freestanding tree. Prompts: Write or draw one of the following, 1) a hope or wish you have for this community, 2) a word, symbol, or image that represents your culture, identity, or roots, 3) decorate your leaf with color, pattern, or texture."

4th of July / Halloween doggy parade

Art to benefit our schools

Attraction lights for event lighting / theme lights

Community communication

Expand library for more gallery / meeting space

Extend rail trail to Wilton

Free dance lessons

Get rid of interstate lights on Wall Street

Historical art

Historical stuff

Incorporating proceeds to benefit our schools

Jazz club

Lunch service for visiting boaters, better access to SoNo restaurants

Mardi Gras parade with help from troop 429 & jazz musicians

More buildings converted to dorms

More free gatherings

More guest ships at marinas along harbor

More kids' activities

More public art

Norwalk conservatory to expand to have bachelor's & masters degree in visual arts

Play game nights festivals

Support for women artists

VR Experiences / art scene

Wish: a place to try something new

Wish: everyone in Norwalk feels like they belong

Wish: to see Norwalk thrive

Wish: want Norwalk to be recognized for all of the talent and deep-rooted community history it has

GLOSSARY

Arts District – A well-recognized, labeled area of a city in which a high concentration of cultural facilities and programs serve as the main anchor of attraction, helping to strengthen local economies, create an enhanced sense of place, and deepen local cultural capacity.

BID (Business Improvement District) – A defined area within a municipality where local businesses and property owners agree to pay an additional assessment or fee to fund improvements and services that benefit the district. These services typically include enhanced cleaning, security, marketing, beautification, events, and infrastructure improvements that go beyond what the local government provides. BIDs are managed by a nonprofit organization or public-private partnership and are designed to revitalize commercial areas, attract customers, and increase property values.

Busking – Street performance by musicians, artists, or other entertainers in public spaces, often in designated areas with established guidelines for permits, hours, and amplification.

Creative Placemaking – A process where partners from public, private, nonprofit, and community sectors strategically shape the physical and social character of a neighborhood, town, city, or region around arts and cultural activities to animate public spaces, rejuvenate structures, improve business viability and public safety, and bring diverse people together.

Cultural District – See Arts District.

Enterprise Zone – A designated geographic area that offers economic incentives and tax benefits to encourage business development and investment.

First Friday/Art Walk – A recurring monthly event (typically held on the first Friday of each month) where galleries, studios, and cultural venues open their doors for extended evening hours, often featuring new exhibitions, performances, and special programming.

Opportunity Zone – A federally designated area offering tax incentives to encourage long-term investments in low-income communities.

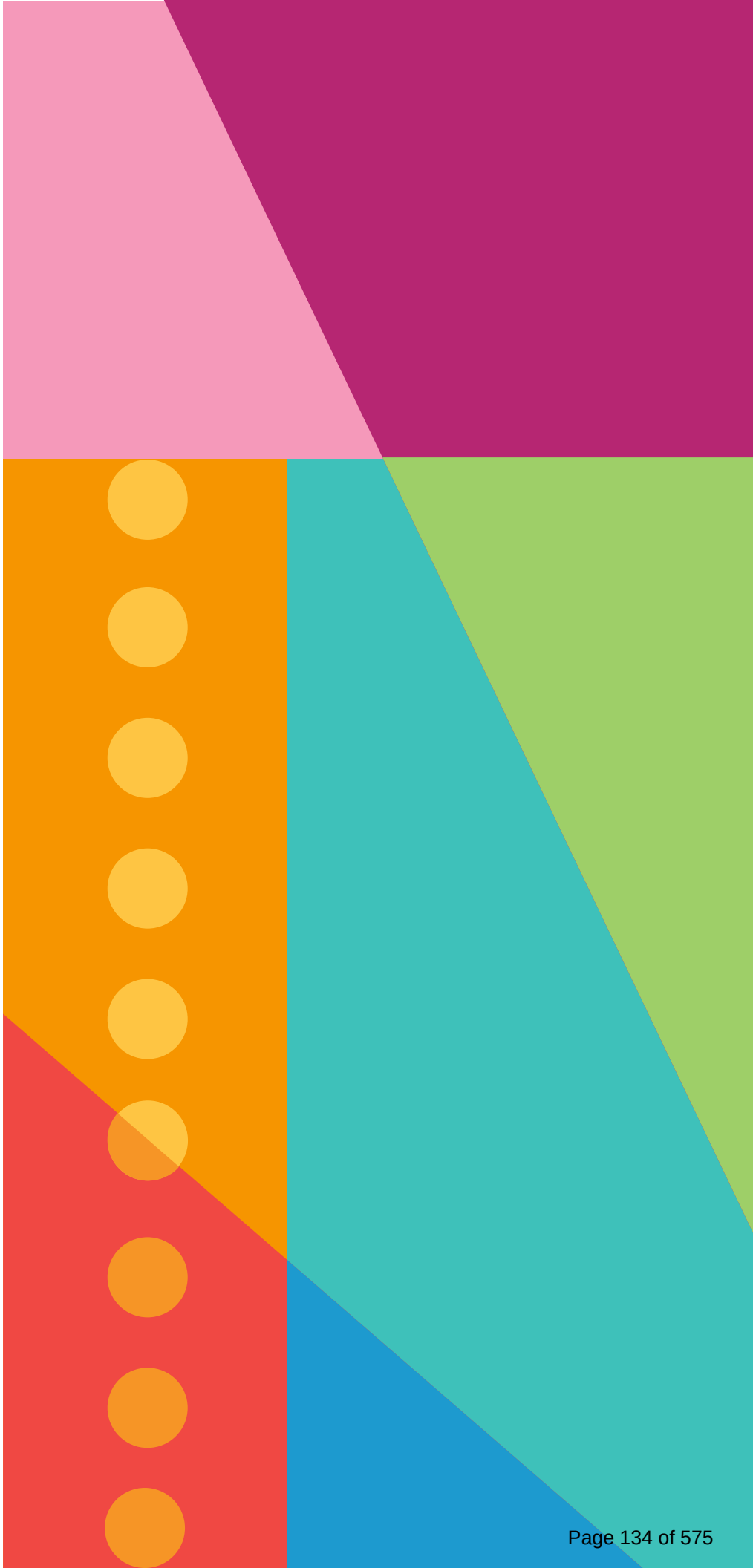
Public Art – Artwork created for and displayed in public spaces, including sculptures, murals, installations, and interactive pieces accessible to the community.

SSD (Special Services District) – See Business Improvement District (BID). In Connecticut, this term is often used interchangeably with BID.

Sub-district – A smaller, walkable area within the larger Arts District that has its own distinct character and identity. In Norwalk, the three primary sub-districts are Wall Street, Waypointe, and Washington Street/SoNo.

TOD (Transit-Oriented Development) District – A designated area focused on mixed-use residential and commercial development within walking distance of public transportation, designed to increase ridership and reduce car dependency.

Wayfinding – A comprehensive system of signage, maps, digital tools, and design elements that help people navigate and discover assets within a district, including venues, public art, historic sites, and businesses.



Site Plan Review Application

City of Norwalk Planning & Zoning Commission
Phone: 203-854-7780
www.norwalkct.gov

Date Received:

Per Section 8.4.5 of the Norwalk Zoning Regulations, the purpose of Site Plan Reviews is to aid in determining the conformity of proposals related to Development, Buildings, Structures, Uses, and other matters with the Zoning Regulations.

1. **Address of Subject Property(s):**

200 Connecticut Avenue, Norwalk, CT

2. District: 5, Block: 64, Lot(s): 42 **3.** Zone: CD-3C, Overlay/Village District: _____

4. Historic Structure(s): ☑ No ☐ Yes **5.** Flood Hazard Zone: ☑ No ☐ Yes, Flood Zone(s) _____

6. Coastal Area Management Zone: ☑ No ☐ Yes If yes, include application for Coastal Site Plan Review or specify Section allowing exemption: _____

7. Existing Use of Property:

Commercial - 8 Story Office Building

8. Proposed Use of Property as Identified per **Table 4.3.9.A** Building, Lot & Building Site Principal Uses:

Convert upper three floors to residential use and maintain existing offices on all other levels.

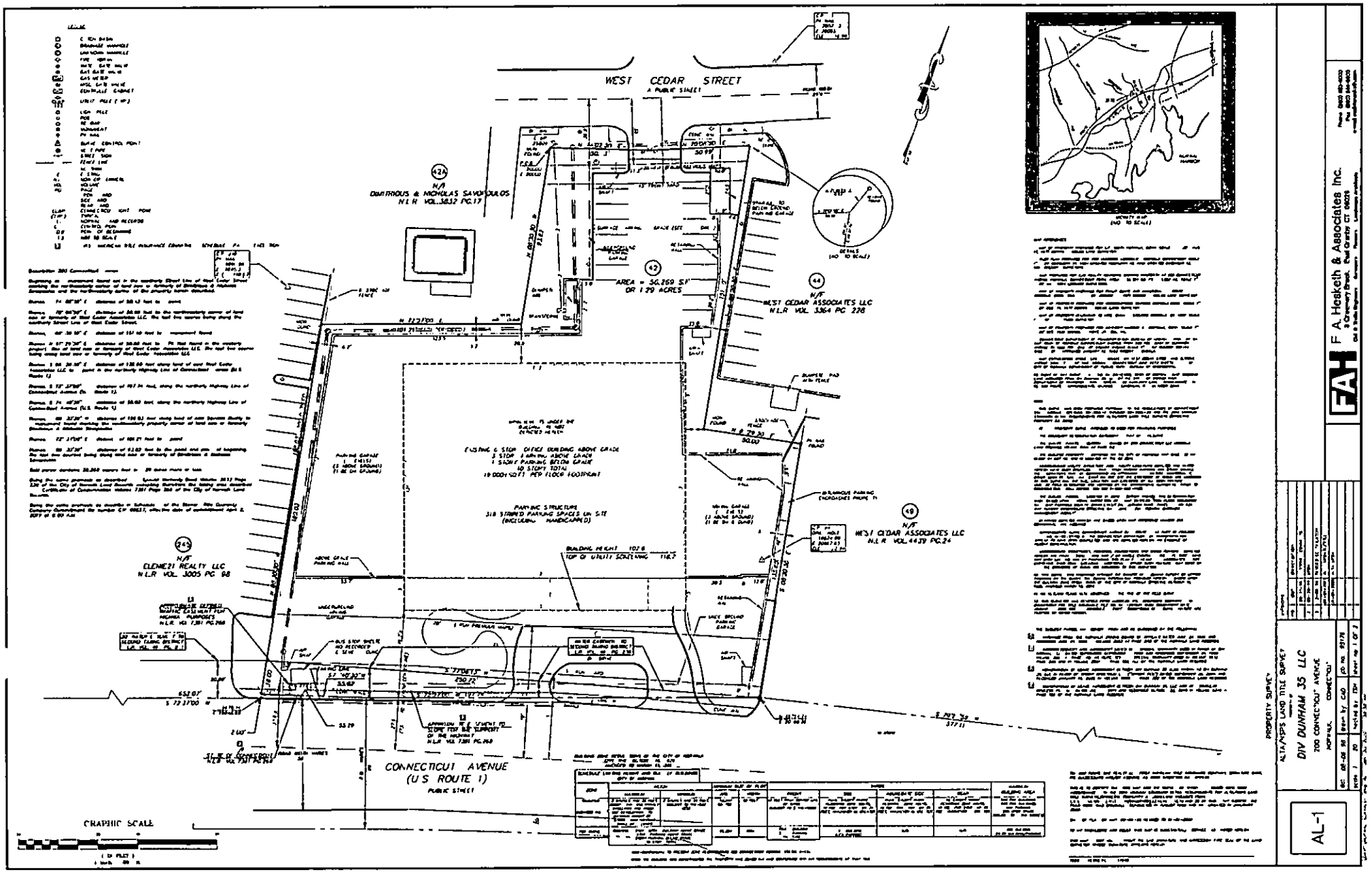
Applicant Information

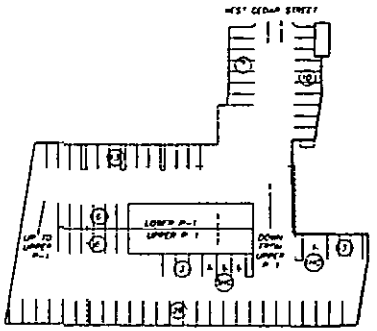
Applicant Name: Paul A. Lisi - Antinozzi Associates Architects
Billing Address: 271 Fairfield Avenue, Bridgeport, CT 06604
Phone Number: 203-551-2442 Email: plisi@antinozzi.com
Signature: Paul A. Lisi. 12/8/25

Property Owner Information and Authorization

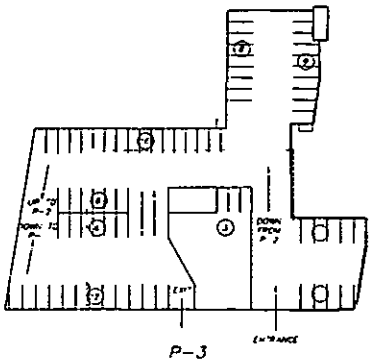
Owner of Record: 200 CT Ave. LLC
Billing Address: 268 Post Road, Fairfield, CT 06824
Phone Number: 347-400-6666 Email: agcfccorp@gmail.com
Signature: _____

**By signing, the property owner confirms that the Applicant has been authorized to apply for Planning & Zoning approval, and attests that all information provided is true and accurate.*

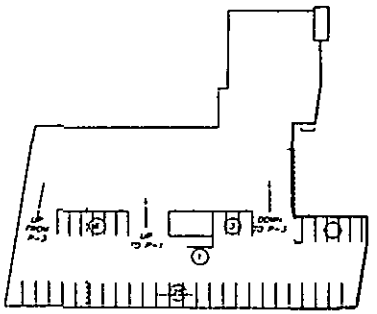

WEST CEDAR STREET
A PUBLIC STREET
CONNECTICUT AVENUE
(U.S. ROUTE 1)
PUBLIC STREET
N/F
DIMITRIOUS & NICHOLAS SAVOPOULOS
N.L.R. VOL. 3832 PG. 17
N/F
WEST CEDAR ASSOCIATES LLC
N.L.R. VOL. 3364 PG. 228
N/F
WEST CEDAR ASSOCIATES LLC
N.L.R. VOL. 4439 PG. 24
N/F
ELEMENT REALTY, LLC
N.L.R. VOL. 3005 PG. 98
AREA = 56,269 S.F.
OR 1.29 ACRES
EXISTING 6 STOR. OFFICE BUILDING ABOVE GRADE
5 STOR. 64 UNITS ABOVE GRADE
1 STORY PARKING BELOW GRADE
10 STORY TOTAL
PARKING STRUCTURE
318 STRIPED PARKING SPACES ON SITE
(INCLUDING HANDICAPPED)
BUILDING HEIGHT 101.6
TOP OF UTILITY SCREENING 116.7
PROPERTY SURVEY
ALTA/NSPS LAND TITLE SURVEY
DIV DUNHAM 35 LLC
700 CONNECTICUT AVENUE
NORWALK, CONNECTICUT
F.A. Hesketh & Associates Inc.
AL-1
GRAPHIC SCALE



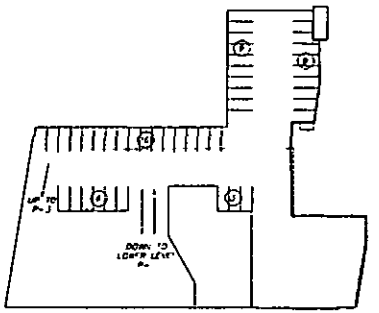
UPPER & LOWER P-1
73 REGULAR + 2 HANDICAPPED PARKING SPACES



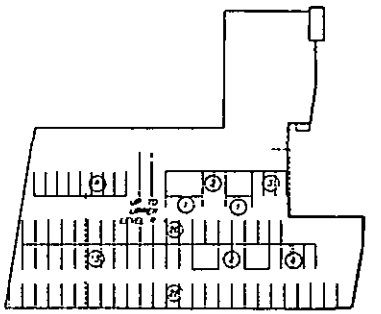
P-3
71 REGULAR PARKING SPACES



P-2
40 REGULAR PARKING SPACES



P-4 UPPER
44 REGULAR PARKING SPACES



P-4 LOWER
82 REGULAR PARKING SPACES

314 REGULAR PARKING SPACES
4 HANDICAPPED PARKING SPACES
318 TOTAL PARKING SPACES

PARKING SCHEMATIC DETAILS

ALTA/ACSM LAND TITLE SURVEY

DIV DUNHAM 35 LLC

200 CONNECTICUT AVENUE
NORWALK CONNECTICUT

AL-2

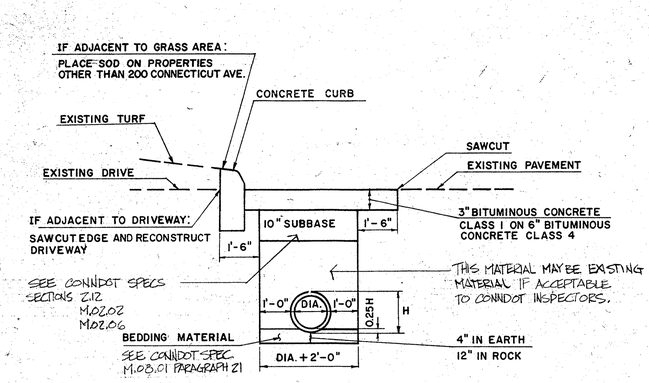
F A. Hesketh & Associates Inc.

SBBC 112.5.2 INFORMATION ON PLANS

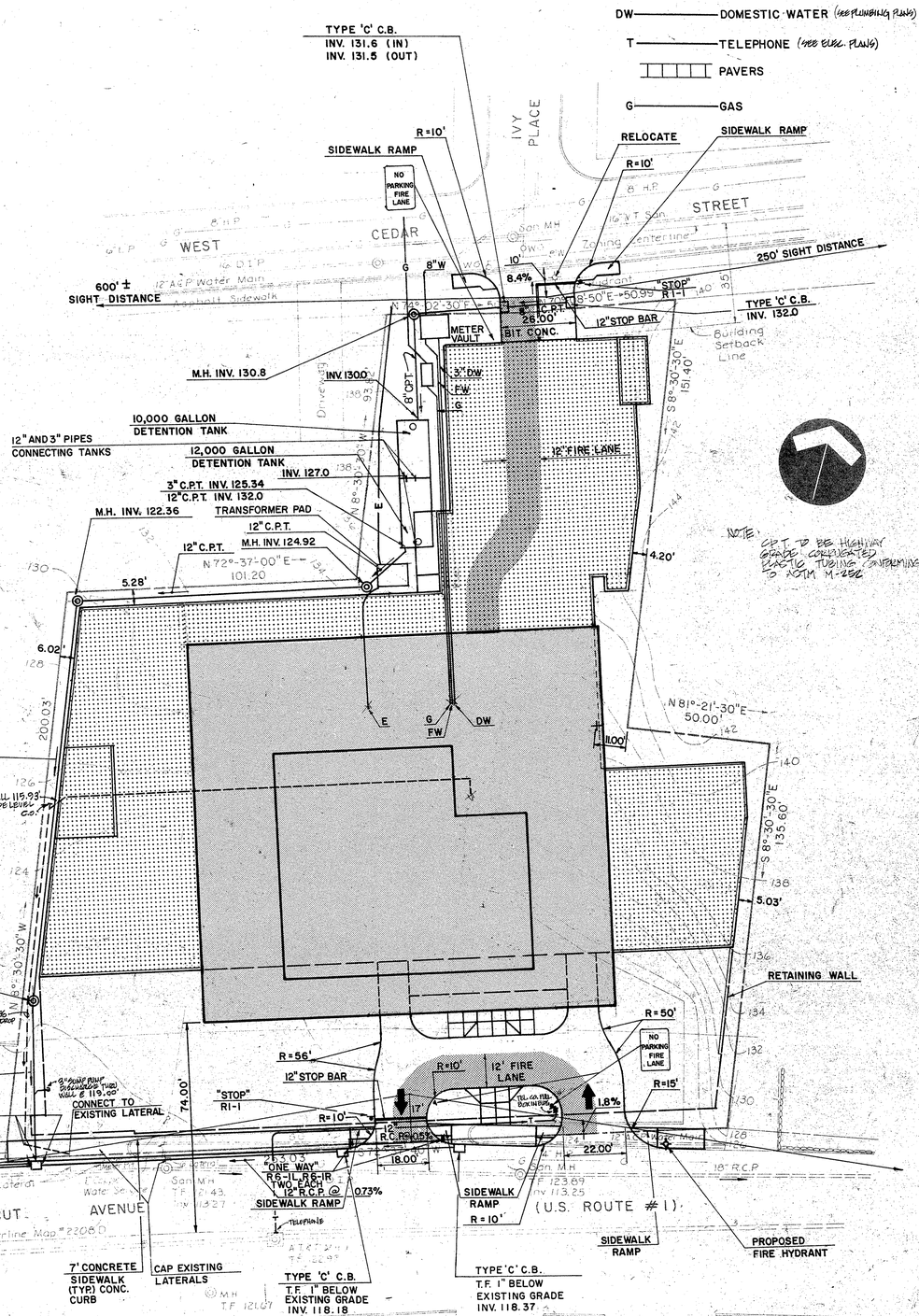
A.	Use Group	B - Business (Office) S-1 Storage (Garage)
B.	Occupancy Load	233 maximum - Office and Penthouse 172 maximum - Garage
C.	Exitway Access Dimensions	Shown on plans
D.	Handicapped Accessibility	Shown on plans
E.	Location of Fire Dampers	Shown on plans
F.	Ventilation Air Tabulation	Shown on plans

LEGEND

- OFFICE TOWER
- ABOVE GRADE PARKING GARAGE
- SANITARY (SEE PLUMBING PLANS)
- STORM (SEE PLUMBING PLANS)
- E — ELECTRICITY (SEE ELEC. PLANS)
- FW — FIRE WATER (SEE PLUMBING PLANS)
- DW — DOMESTIC WATER (SEE PLUMBING PLANS)
- T — TELEPHONE (SEE ELEC. PLANS)
- PAVERS
- G — GAS



PAVEMENT REPLACEMENT
ALONG CONNECTICUT AVENUE



NOTE

ALL WORK SOUTH OF PROPERTY LINE WHICH INCLUDES BUT IS NOT LIMITED TO: CURBS, CURB CUTS, SIDEWALKS GRADE & SANITARY LINES, CATCH BASINS, MANHOLES AND SIGNS. SHALL BE SUBJECT TO REVIEW, APPROVAL, CONSTRUCTION STANDARDS, AND BONDING AS SET FORTH BY THE CONN. DEPT. OF TRANS."

SCALE 1"= 20'-0"
DATE 2/17/84
JOB 4559
DRAWN AK
CHECKED HFS

STORCH ASSOCIATES
161 Main Street | Wethersfield, Connecticut

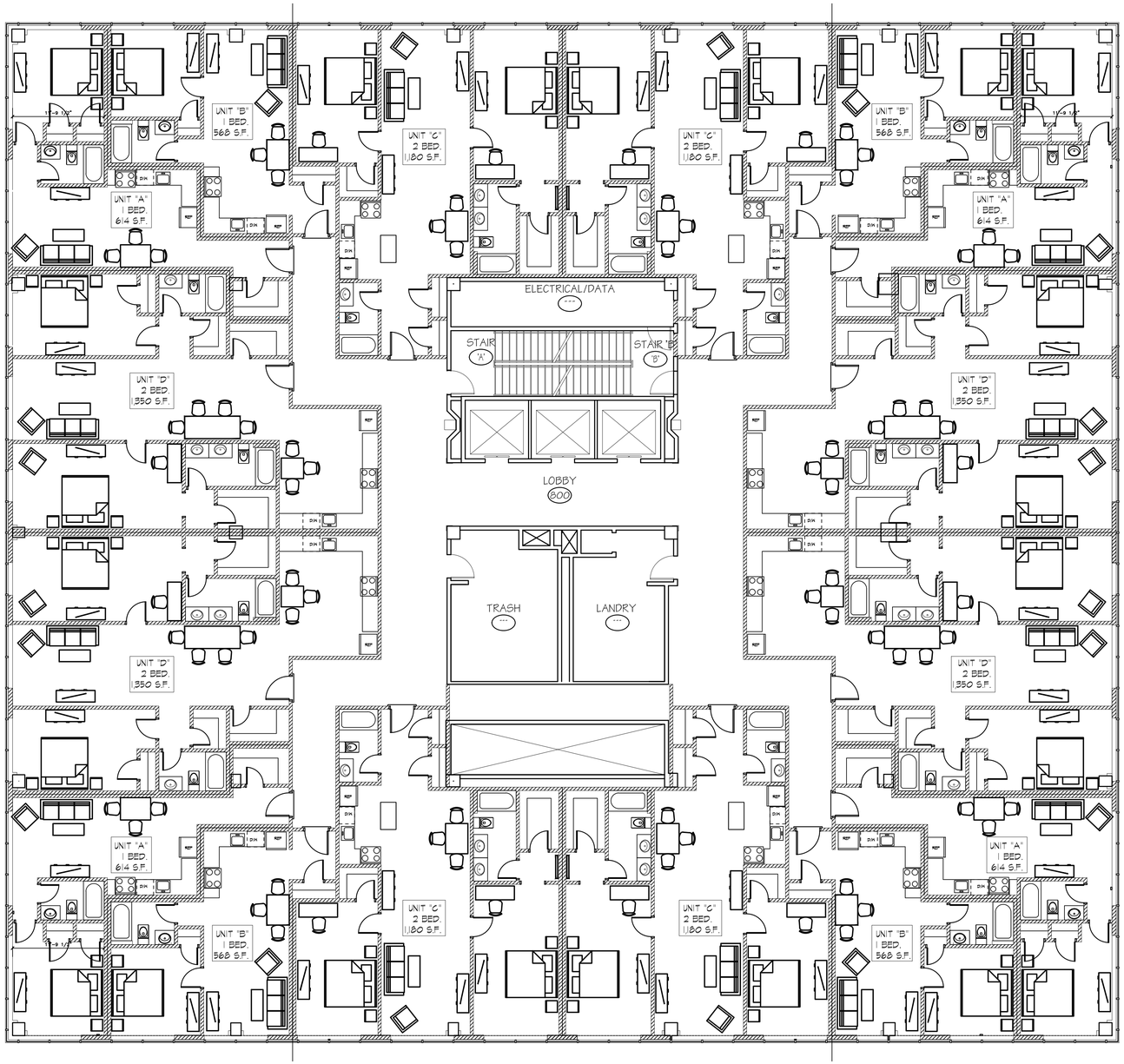
OFFICE BUILDING
200 CONNECTICUT AVENUE
NORWALK, CONNECTICUT

SITE UTILITY PLAN

REVISION
MAR. 13, 1984
APR. 20, 1984
MAY 4, 1984 - BID SET
JUNE 14, 1984
TRAFFIC CONTROL
JULY 2, 1984
OCT. 22, 1984
DEC. 12, 1984 - TEL. SERVICE
MAR 27 1985 DRAINAGE
MAY 28 1985 SIDEWALK

LP

2.2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UNIT "C"
2 BED.
1180 S.F.
UNIT "C"
2 BED.
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UNIT "B"
1 BED.
568 S.F.
UNIT "A"
1 BED.
614 S.F.
UNIT "A"
1 BED.
614 S.F.
ELECTRICAL/DATA
STAIR "A"
STAIR "B"
UNIT "D"
2 BED.
1350 S.F.
UNIT "D"
2 BED.
1350 S.F.
LOBBY
800
TRASH
LANDRY
UNIT "D"
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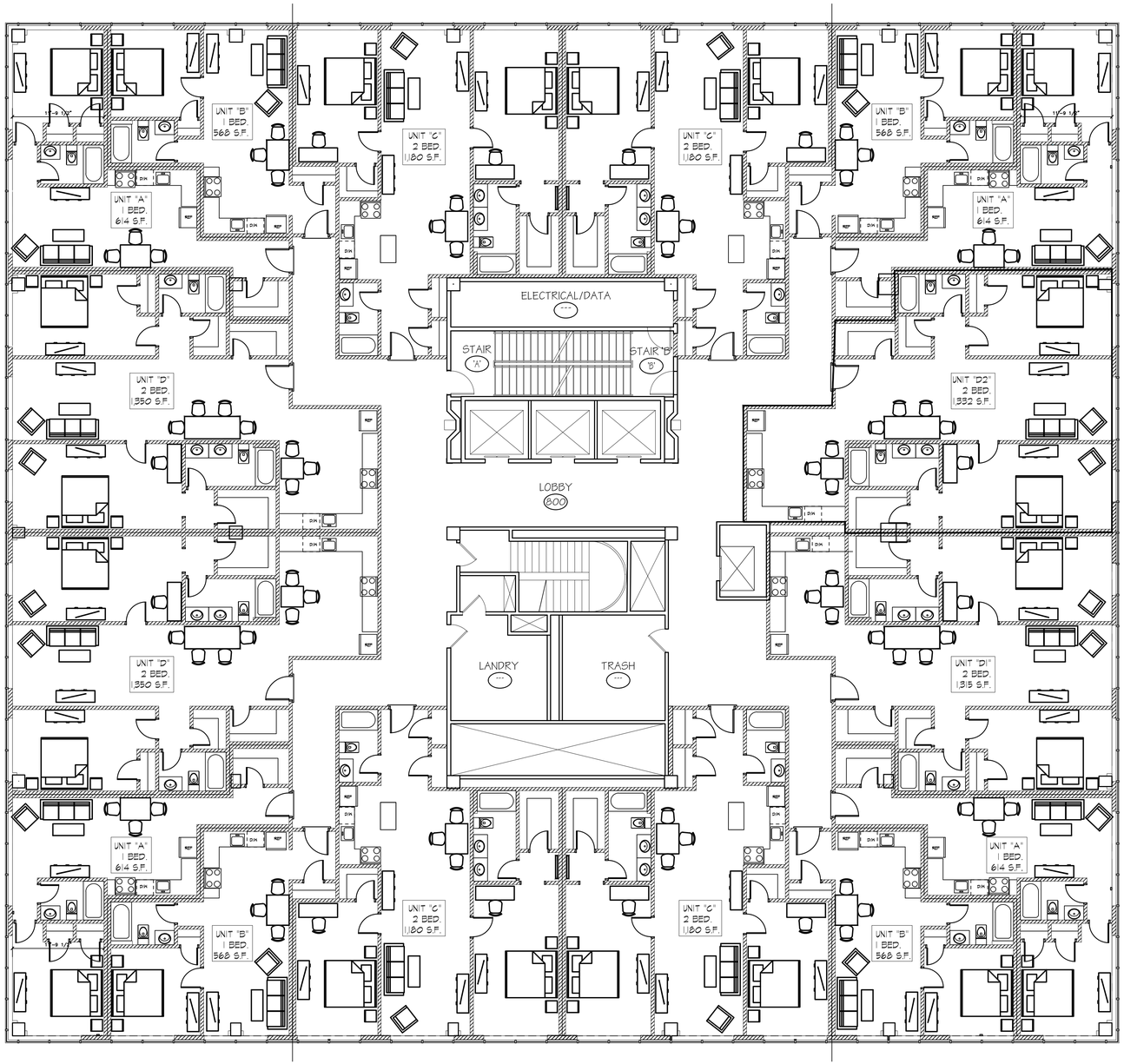
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ELECTRICAL/DATA
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STAIR "B"
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800
LANDRY
TRASH
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614 S.F.
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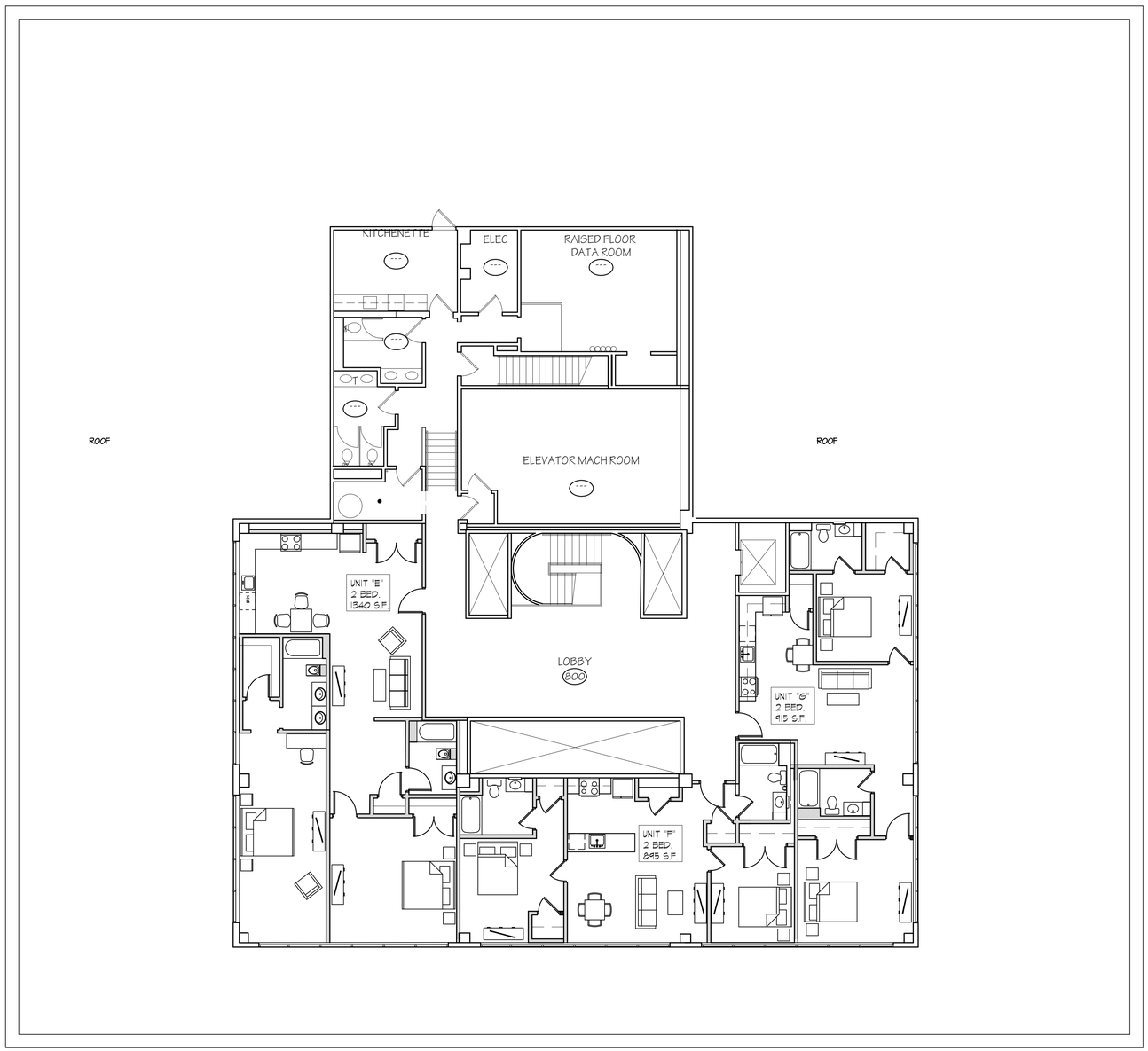
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ELEC
RAISED FLOOR
DATA ROOM
ROOF
ROOF
ELEVATOR MACH ROOM
UNIT 'E'
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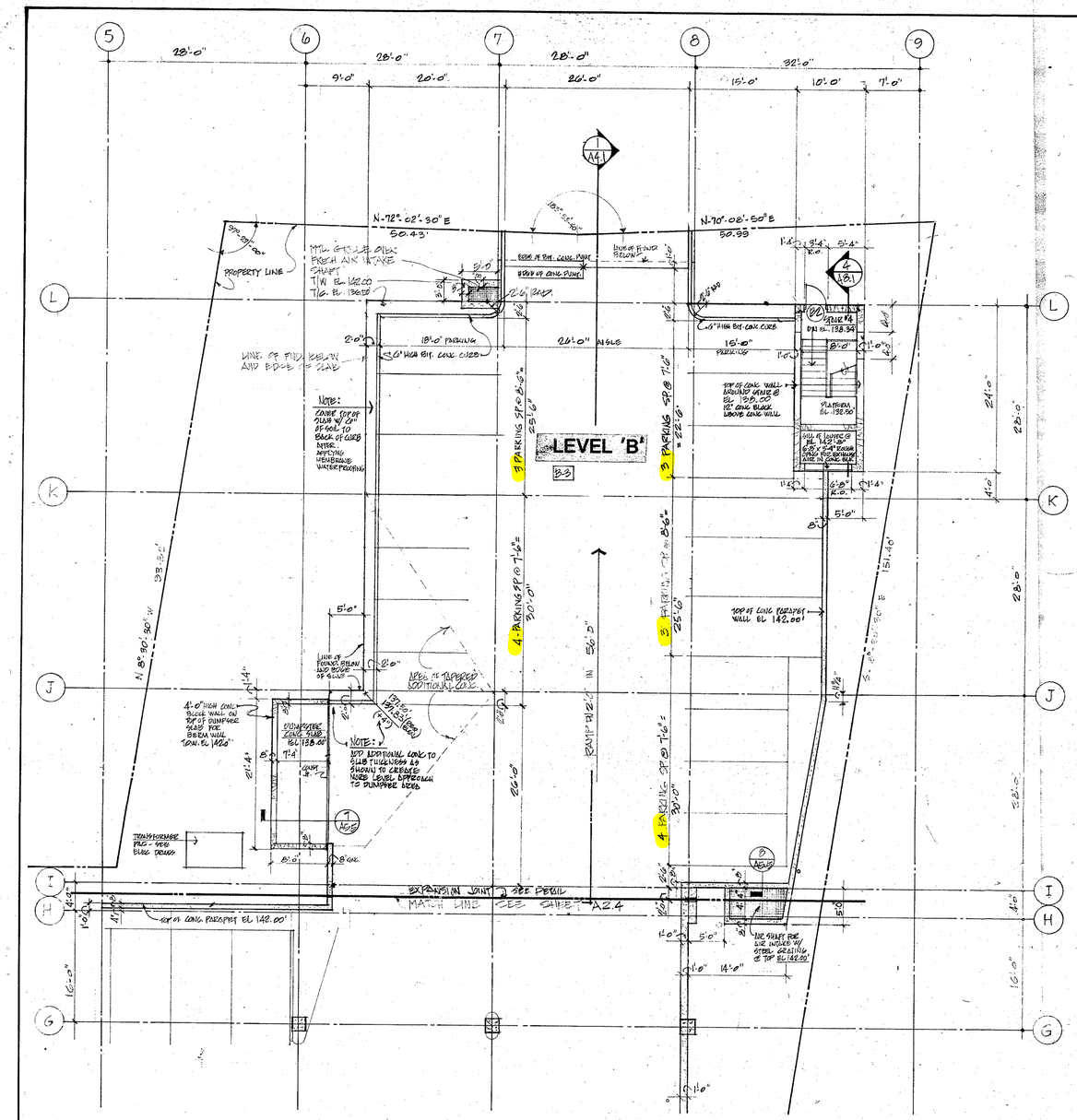
1340 S.F.
LOBBY
600
UNIT 'G'
2 BED.
915 S.F.
UNIT 'F'
2 BED.
845 S.F.


LEVEL 'B'
B-3
3 PARKING SP @ 8'-6"
4 PARKING SP @ 7'-6"
RAMP UP 2'-0" IN 56'-0"
N-72°-02'-30"E 50.43'
N-70°-08'-50"E 50.99'
N 8°-30'-30" W 93.82'
PROPERTY LINE
LINE OF FIRE RETAIN AND BOOM TO SLAB
NOTE: ZONE TOP OF FOUR W/ 12" OF SOIL TO BACK OF CURB INTER. IRRIGATION WITH DRIP WATER PROGRAM
NOTE: 10" ADDITIONAL CONC TO SLAB THICKNESS AS SHOWN TO CREATE WORK LEVEL APPROACH TO DUMPSTER AREA
4'-0" HIGH CONC BLOCK WALL ON TOP OF DUMPSTER SLAB FOR SCREEN WALL TOP EL 140.0
DUMPSTER CONC SLAB EL 138.66
TRANSFORMER PAD - SEE ELEC. DRWGS
EXPANSION JOINT SEE DETAIL
MATCH LINE SEE SHEET A2.4
TOP OF CONC PARAPET EL 142.00'
TOP OF CONC RETAINING WALL EL 142.00'
TOP OF CONC FOUNDATION WALL EL 140.00'
TOP OF CONC RETAINING WALL EL 140.00'
TOP OF CONC RETAINING WALL AROUND VAULT @ EL 138.00
12" CONC BLOCK ABOVE CONC WALL
VAULT EL 138.50
FLAGPOLE EL 138.50
ELEV. PIT EL 138.34
PLATFORM EL 138.50
ELEV. EQUIP. EL 142.00
6'-0" H.O.
5'-0" HIGH BIT. CONC CURB
2'-0" BAND
18'-0" PARKING
22'-0" ANGLE
1'-4" SLAB
8" CONC. WALL
1'-0" FTG.
2'-0"
5'-0"
8'-0"
6'-0"
4'-0"
2'-0"
1'-0"
14'-0"
16'-0"
28'-0"
24'-0"
25'-0"
51'-6"
93'-8"
21'-4"
26'-0"
8'-0" CONC.
4'-0" HIGH CONC BLOCK WALL ON TOP OF DUMPSTER SLAB FOR SCREEN WALL TOP EL 140.0
LINE OF FOUNDATION BELOW AND BEYOND TOP OF SLOPE
LEVEL OF REQUIRED ADDITIONAL CONC.
EXP. JT.
LINE OF FOUNDATION BELOW AND BEYOND TOP OF SLOPE
LINE OF FOUNDATION BELOW AND BEYOND TOP OF SLOPE

PARKING SPACES = 56

LEVEL 'B'

LEVEL 'A'

MATCH LINE SEE SHEET A-2.5

OUTLINE OF OFFICE BUILDING ABOVE

SCALE 1/8" = 1'-0"
DATE 10-1-84
JOB 455J
DRAWN KH/BK
CHECKED KLN

STORCH ASSOCIATES
161 Main Street
Wethersfield, Connecticut

OFFICE BUILDING
200 CONNECTICUT AVENUE
NORWALK, CONNECTICUT

PARKING GARAGE
LEVELS A & B

REVISION
1. 12-21-84
2. 1-15-85

A
2.4

PARKING SPACES = 64

LEVEL 'D'

LEVEL 'C'

SCALE	1/8"=1'-0"
DATE	10-1-84
JOB	4589
DRAWN	RH/RK
CHECKED	DW

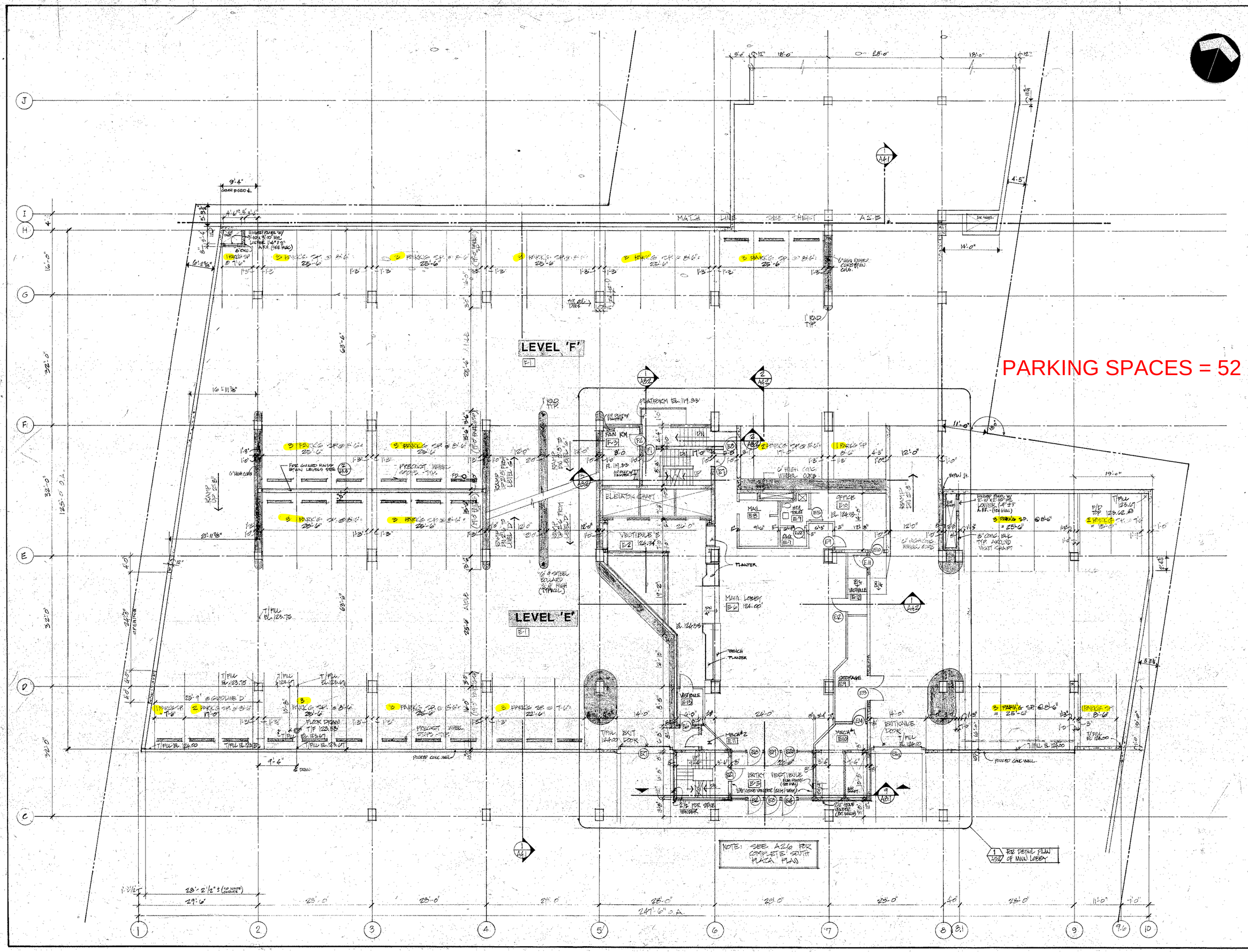
STORCH ASSOCIATES
161 Main Street Wethersfield, Connecticut

OFFICE BUILDING
200 CONNECTICUT AVENUE
NORWALK, CONNECTICUT

PARKING GARAGE
LEVELS C & D

REVISION
1. 12-21-84
2. 1-15-85

A
2.3



SCALE 1/8" = 1'-0"
DATE 10-1-84
JOB 4559
DRAWN
CHECKED

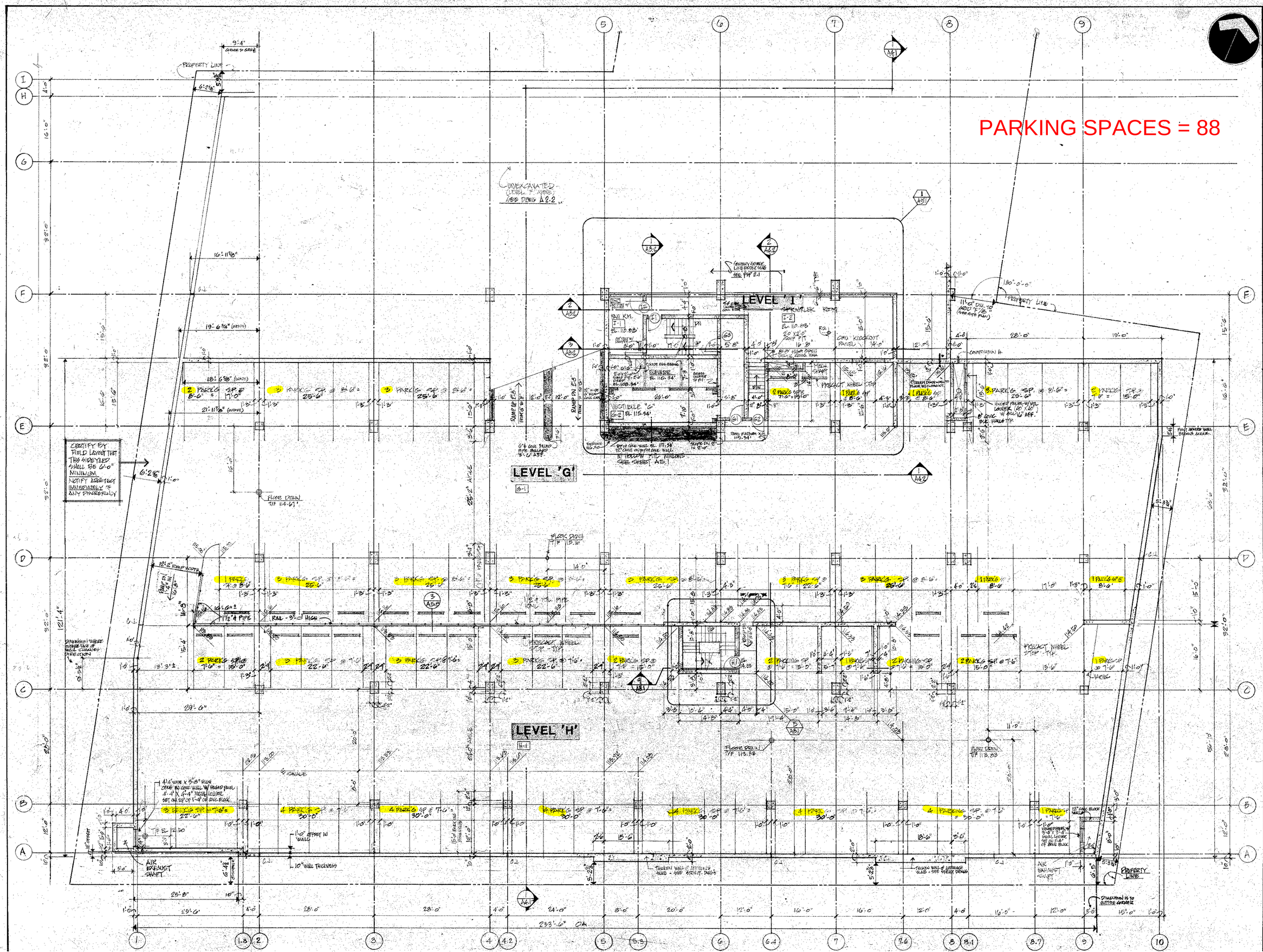
STORCH ASSOCIATES
161 Main Street
Wethersfield, Connecticut

OFFICE BUILDING
200 CONNECTICUT AVENUE
NORWALK, CONNECTICUT

PARKING GARAGE
LEVELS E & F

REVISION
1. 12-21-84
2. 1-15-86

A
2.2



SCALE 1/8"=1'-0"
DATE 10/1/84
JOB 4559
DRAWN RH/BK
CHECKED DW

STORCH ASSOCIATES
161 Main Street
Wethersfield, Connecticut

OFFICE BUILDING
200 CONNECTICUT AVENUE
NORWALK, CONNECTICUT

PARKING GARAGE
LEVELS G & H

REVISION
1. 12/21/84
2. 1-15-86

A
2.1

Kimley»Horn

January 15, 2026

Mr. Alex Gurevich, Principal
200 CT AVE LLC
200 Connecticut Avenue,
Norwalk, CT 06854

Re: Trip and Parking Generation Comparison
Proposed Partial Conversion of Office to Residential
200 Connecticut Avenue,
City of Norwalk, Connecticut

Dear Mr. Gurevich,

Kimley-Horn and Associates, Inc. is pleased to submit this letter summarizing the trip generation and parking implications of the proposal to convert a portion of the existing office building located at 200 Connecticut Avenue from office to residential use.

Traffic and Parking Summary

As detailed herein, from a traffic perspective, the proposal to convert 48,310 +/- gross square feet (gsf) the of the existing 132,234 gsf office building (to three floors) into 35 multifamily residential units (with the remaining 88,125 +/- gsf staying as office space) is projected to reduce the volume of peak-hour trips generated on the surrounding roadways by almost 17% (-17 vehicles in the AM and PM peak hours and -189 total weekday trips)[1]. Consequently, the proposed Project will have a beneficial impact, not a negative impact, on area traffic operating conditions. From a parking perspective, the proposal will reduce parking demand by a similar percentage (-45 parked vehicles).

Based on these findings, it is concluded that, from a traffic and parking perspective, the proposed action will not have traffic or parking impacts, rather, it will have traffic and parking benefits.

Project Understanding

The subject property is located at 200 Connecticut Avenue on the north side of Connecticut Avenue, generally west of Taylor Avenue and east of I-95 on/off ramps in the City of Norwalk, Fairfield County. Currently the existing 7-story + penthouse building consists of approximately 132,234 +/- gsf of office space and 303 parking spaces. Currently the building is approximately 39% occupied (51,571 gsf) with office tenants. It is proposed to convert the top 2 stories and the penthouse level into a total of 35 residential apartments and the remaining floors still being used as office space.

[1] During the Saturday peak hour, traffic volumes will, effectively remain unchanged.

Access to the existing property is and will continue to be provided primarily via three (3) driveways, one (1) entry only and one (1) exit-only driveway which can be accessed from Connecticut Avenue and one (1) full-movement driveway accessed from West Cedar Street.

Existing Traffic Volumes

Kimley-Horn conducted Video Turning Movement Counts (VTMC) to document existing at the intersections of the site driveways with Connecticut Avenue and West Cedar Street. Traffic data were collected at all three site driveways and included turning movements, pedestrian activity, and vehicle classification counts. The counts were performed on Tuesday, January 13, 2026, during the weekday AM peak period (7:00 AM to 9:00 AM) and weekday PM peak period (4:00 PM to 6:00 PM)[2].

Following data processing, the highest weekday peak hours were identified as:

- Weekday AM Peak Hour: 7:45 AM to 8:45 AM
- Weekday PM Peak Hour: 4:45 PM to 5:45 PM

A summary of the VTMC results and existing peak-hour traffic volumes is presented in Table 1.

Table 1
Existing Peak-period Traffic Volumes

Time Period			CT Avenue and 200 CT Avenue Driveway	W Cedar Street and 200 CT Avenue Driveway
7:00 AM	-	8:00 AM	1261	379
7:15 AM	-	8:15 AM	1328	430
7:30 AM	-	8:30 AM	1349	444
7:45 AM	**-**	**8:45 AM**	**1338**	**477**
8:00 AM	-	9:00 AM	1331	472
4:00 PM	-	5:00 PM	1568	512
4:15 PM	-	5:15 PM	1637	524
4:30 PM	-	5:30 PM	1748	511
4:45 PM	**-**	**5:45 PM**	**1762**	**497**
5:00 PM	-	6:00 PM	1773	482
Saturday Midday Peak Hour				
12:00 PM	**-**	**1:00 PM**	**1938**	**547**

[2] Saturday counts are pending. See discussion following Table 1 regarding how Saturday volumes were estimated.

Based on a review of traffic trends along Connecticut Avenue, peak-hour traffic volumes on Saturdays are typically higher than weekday AM and PM peak-hour volumes. An evaluation of previously approved projects[3] along Connecticut Avenue within the City of Norwalk indicates that Saturday midday volumes typically exceed weekday PM peak-hour volumes by approximately 1 percent to 20 percent, depending on location. To provide a conservative analysis, the weekday PM peak-hour volumes at the site driveways were increased by 10 percent to represent Saturday midday peak-hour conditions.

Existing Tenant Traffic Volumes

The existing office building currently has 132,234 gsf of office space out of which approx. 39% is occupied (i.e. 51,051 gsf). **Table 2** summarizes the existing peak hour trips for the currently occupied office space.

Table 2
Existing Office Tenant Peak-period Trips

Time Period			South Driveway (CT Avenue)		North Driveway (W Cedar Street)		In	Out	Total	
			In	Out	In	Out				
7:00 AM	-	8:00 AM	2	0	12	3	14	3	17	
7:15 AM	-	8:15 AM	5	0	17	3	22	3	25	
7:30 AM	-	8:30 AM	8	0	19	2	27	2	29	
7:45 AM	**-**	**8:45 AM**	11	0	22	2	33	2	**35**	<-- adjacent street peak hour
8:00 AM	-	9:00 AM	17	1	22	2	39	3	**42**	<-- peak hour generator
4:00 PM	-	5:00 PM	4	9	5	14	9	23	32	
4:15 PM	-	5:15 PM	2	11	6	19	8	30	38	
4:30 PM	-	5:30 PM	2	11	5	20	7	31	38	
4:45 PM	**-**	**5:45 PM**	1	11	5	22	6	33	**39**	<-- adjacent street/generator peak hour
5:00 PM	-	6:00 PM	0	9	5	23	5	32	37	
Saturday Midday Peak Hour										
12:00 PM	**-**	**1:00 PM**	**2**	**2**	**5**	**4**	**7**	**6**	13	<-- adjacent street/generator peak hour

As can be seen from Table 2, currently occupied office space generates 35 trips during the AM peak hour (which computes to 0.68 trips per 1,000 gsf), 39 trips during the PM peak hour (or 0.76 trips per 1,000 gsf), and 13 trips during the Saturday midday peak hour[4] (or 0.25 trips per 1,000 gsf).

[3] Past approved projects that were selected are 71-75 Connecticut Avenue (year approved 2023), 677 Connecticut Avenue (year approved 2022) and 789-779 Connecticut Avenue (year approved 2024). The calculation included Build Condition volumes to determine the difference between PM and Saturday midday peak hour volumes. All projects' Build condition volume networks are attached in the appendix

[4] ITE trip generation data for Saturday midday conditions for office land uses are limited. However, the single available data point indicates that trip generation on a Saturday was are approximately one-third of the average weekday AM and PM peak-hour trip generation. Accordingly, this relationship was applied to determine the Saturday peak-hour trip generation.

Potential Future No-Action Trip Generation

Applying the calculated average rate[5] values from the above for the unoccupied office space, the currently vacant 80,663 gsf of office space will generate an additional 55 trips in the AM peak hour, 61 trips in the PM peak hour and 20 trips during the Saturday midday peak hour as shown in **Table 3**.

Table 3
Potential Future Office Peak-Hour Trips

	Land Use	ITE Code	Critera	Units/ Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Total Weekday		
					Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Existing Condition	General Office Building	Based on Survey		51,571 gsf	35	33	2	39	6	33	13	7	6	1035	518	517
Currently Unoccupied	General Office Building	Based on Survey		80,663 gsf	55	52	3	61	9	52	20	11	9			
Total Trips (Full Occupancy)					**90**	**85**	**5**	**100**	**15**	**85**	**33**	**18**	**15**			

In total, if fully released, 200 Connecticut Avenue would generate 90 trips on the surrounding roadways during the AM peak hour, 100 trips during the PM peak hour, 33 trips during the Saturday midday peak hour and 1035 total trips during a typical weekday[6].

Proposed Development Trip Generation

The proposed project involves the conversion of Floor 6, 7 and the Penthouse level from office use to multi-family residential, consisting of 35 units (the remaining floors will continue to be utilized as office space). The residential unit mix includes 16 one-bedroom units and 19 two-bedroom units.

The reference published by the Institute of Transportation Engineers (ITE), Trip Generation Manual, 12th Edition, was utilized to determine the number of vehicular trips that will be generated by the proposed multi-family residential units. This widely utilized reference source contains trip generation rates for multiple categories of residential development.

The ITE category that would best fit the build environment for the proposed development would be "Multi-Family Housing (Mid-Rise)" (Land Use Code "LUC" 221) not close to rail in a general urban/suburban area.

Based on the ITE data, the trip generation projections for the 35 residential apartments and the remaining 88,125 gsf of office space are shown below in **Table 4** below.

---

[5] Based on ITE Trip Generation Manual, 12th Edition Land Use Code (LUC) 710 - General Office Building, the average rate for weekday AM peak hour is 1.24 trips per 1,000 gsf and average rate for weekday PM peak hour is 1.18 trips per 1,000 gsf. To provide a conservative trip generation (i.e. assuming replaced office will generate less traffic based on actual current tenant occupancy, as opposed to more trips, based on ITE data), the existing occupied-office-space trip rates were used to calculate the trips generated by the unoccupied office space.

[6] Based on ITE Trip Generation Manual, 12th Edition Land Use Code (LUC) 710 - General Office Building, the average rate for weekday is 7.83 trips per 1,000 gsf. This value is likely higher than what would occur in reality, however, since traffic impacts are based, almost exclusively, on peak-hour traffic volumes, the daily volumes are typically inconsequential.

Table 4
Proposed Residential + Office Building Trip Generation

	Land Use	ITE Code	Critera	Units/ Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Total Weekday		
					Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Proposed Development	Multifamily Housing (Mid-Rise)	221	NCTR, GSU	35 units	13	3	10	16	10	6	13	6	7	156	78	78
	General Office Building	Based on Survey		88,125 gsf	60	57	3	67	10	57	22	12	10	690	345	345
	Total Trips				**73**	**60**	**13**	**83**	**20**	**63**	**35**	**18**	**17**	**846**	**423**	**423**

Source: ITE Trip Generation Manual, 12th Edition, LUC 221

As shown in Table 4, the proposed hybrid use, with multi-family residential units and office space, is projected to generate 73 trips during the weekday AM peak hour, 83 trips during the weekday PM peak hour, 35 trips during the Saturday midday peak hour and 846 total trips during a typical weekday.

Project Traffic Impact

The potential impact of the proposed conversion of 200 Connecticut Avenue from office to partial residential use is summarized in **Table 5**

Table 5
Change in Peak-Hour Trips Associated with the Project

	Land Use	ITE Code	Critera	Units/ Size	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour			Total Weekday		
					Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Existing Condition	General Office Building	Based on Survey		51,571 gsf	35	33	2	39	6	33	13	7	6	1035	518	517
Currently Unoccupied	General Office Building	Based on Survey		80,663 gsf	55	52	3	61	9	52	20	11	9			
	Total Trips (Full Occupancy)				**90**	**85**	**5**	**100**	**15**	**85**	**33**	**18**	**15**			
Proposed Development	Multifamily Housing (Mid-Rise)	221	NCTR, GSU	35 units	13	3	10	16	10	6	13	6	7	156	78	78
	General Office Building	Based on Survey		88,125 gsf	60	57	3	67	10	57	22	12	10	690	345	345
	Total Trips				**73**	**60**	**13**	**83**	**20**	**63**	**35**	**18**	**17**	**846**	**423**	**423**
	Net New Trips				**-17**	**-25**	**8**	**-17**	**5**	**-22**	**2**	**0**	**2**	**-189**	**-95**	**-94**

As can be seen from Table 5, the proposal to convert a portion of the existing building at 200 Connecticut Avenue from solely office use to hybrid residential and office use is projected to reduce the volume of peak-hour traffic generated on the surrounding roadways by almost 17% during the weekday (-17 vehicles in the AM and PM peak hours). The proposed action is projected to result in two (2) additional trips during the Saturday midday peak hour and 189 fewer total trips during the typical weekday[7]. Consequently, the proposed project will not have an adverse impact on area traffic operating conditions, it will actually have a beneficial impact.

[7] As previously indicated, the total weekday trip reduction is likely smaller but the difference is inconsequential.

Existing and Potential Office Parking Generation

The parking analysis for the proposed development was conducted to determine parking demand associated with the current and proposed land uses, and to assess the adequacy of the available parking supply to accommodate future needs.

Currently, the 200 Connecticut Avenue development provides a total of 303 parking spaces, which serve the 132,234 gsf of existing office space. Parking surveys were collected on Wednesday January 7, 2026 during the midday peak period (10:00 AM to 11:00 AM) and during the overnight peak period (9:00 PM to 5:00 AM). Based on the data collected maximum of 103 parked cars were observed at 10:00 AM with an average of 1.99 vehicles per 1,000 gsf and four (4) parked vehicles were observed at 10:00 PM with an average of 0.08 vehicles per 1,000 gsf.

Table 6
Existing Parking Demand

	Land Use	Size	Time	Total Parking Spaces	Occupied Parking Spaces	% of Occupied Spaces	% of Vacant Spaces
Existing	General Office Building	51,571 gsf	10 AM - 11 AM	303	103	34%	66%
	General Office Building	51,571 gsf	10 PM - 5 AM	303	4	1%	99%

Using the same average rate[8] for the unoccupied portion of the office building the full occupied office building will have 264 vehicles parked at the peak time and 11 vehicles parked during the overnight period. The ITE Parking Generation Manual (6th Edition) indicates that, if fully reoccupied, the existing office space would have a peak parking demand of 260 vehicles.

[8] Based on ITE Parking Generation Manual, 6th Edition Land Use Code (LUC) 710 - General Office Building, the average rate for weekday is 1.95 vehicles per 1,000 gsf. To provide a conservative parking generation, existing occupied office space average rates were used to calculate the parking generation for the unoccupied office space.

Table 7
Potential Future Office Parking Generation

	Land Use	Size	Time	Total Parking Spaces	Occupied Parking Spaces	% of Occupied Spaces	% of Vacant Spaces
Existing + Full Occupancy	General Office Building	51,571 gsf	10 AM - 11 AM	303	103	34%	66%
	General Office Building	80,663 gsf	10 AM - 11 AM		161	53%	47%
	Total				264	87%	13%
	General Office Building	51,571 gsf	10 PM - 5 AM	303	4	1%	99%
	General Office Building	80,663 gsf	10 PM - 5 AM		7	2%	98%
	Total				11	4%	96%

Project Demand-Based Parking Analysis

With the proposed partial conversion of the existing building from office use to multi-family residential use, the parking demand characteristics of the site are expected to change significantly. The projected parking demand associated with the use for residential purposes was determined using the parking generation rates published by ITE, Parking Generation Manual, 6th Edition for LUC 221, "Multi-Family Housing (Mid-Rise)", located in general urban/suburban area not proximate to rail transit. ITE data indicates that residential developments of this type, on average have a peak demand of 1.23 parked cars per dwelling unit. Based on this rate, the proposed 35 residential units are expected to generate a peak parking demand of 43 vehicles.

The projected parking demand associated with the continued use for office purposes was determined by using the parking data collected during the weekday midday peak hour and weekday overnight peak period. The parking survey data indicates that currently the occupied office space, on average, has a peak demand of 1.99 parked cars 1,000 gsf. Based on this rate, the remaining office space is expected to generate a peak parking demand of 176 vehicles. It is proposed to provide 303 parking spaces for the 35 residential units and 88,125 gsf of office space well more than the total of 219 that are expected to be needed.

The projected parking demand and supply for the property are summarized in **Table 6.**

Table 6
Parking Survey and ITE Based Parking Generation

	Land Use	Size	Time	Total Parking Spaces	Occupied Parking Spaces	% of Occupied Spaces	% of Vacant Spaces
Proposed Development	Multifamily Housing (Mid-Rise)	35 Units	Weekday	303	43	14%	86%
	General Office Building	88,125 gsf	Weekday		176	58%	42%
	Total				219	72%	28%

Source: ITE Parking Generation Manual, 6th Edition, LUC 221 and existing survey for General Office Building

As can be seen from Table 6, the proposed residential building and office space will have at least[9] 84 surplus parking spaces.

Crash Analysis

Kimley-Horn obtained crash data from the University of Connecticut Crash Repository Data for the most-recent 5-year period (2021 to 2025, Inclusive) for the West Cedar Street (within 250 feet of the site driveway in either direction) and for Connecticut Avenue (within 250 feet of the site driveway in either direction). This data revealed that there were six (6) crashes on West Cedar Street in past five (5) years, one (1) at the site driveway and five (5) at other locations within 250 feet of the driveway in either direction. The single crash that occurred on West Cedar Street at the site driveway actually involved a vehicle turning out of Ivy place (and did not involve a vehicle entering or exiting the site). The five (5) crashes that occurred nearby were generally random and spread-out in nature. Details of the specific crashes are appended herewith in the appendix.

The data revealed that there were 13 crashes on Connecticut Avenue (the busier of the two streets) during the past five (5) years, one (1) at the site driveway and 12 at other locations within 250 feet of the driveway in either direction. The single crash that occurred on Connecticut Avenue at the site driveway actually involved vehicles merging into the left turn lane for the ramp to I-95 southbound under heavy traffic conditions (and did not involve a vehicle entering or exiting the site). The 12 crashes that occurred nearby were generally located between the site and the I-95 ramps, with some involving vehicles entering or exiting driveways and a number of rear-end crashes associated with the operation of the traffic signal at the I-95 ramps. Once again, details of the specific crashes are appended herewith in the appendix.

With regard to the potential traffic impacts associated with the proposal to convert a substantial portion of the building from office use to residential use, because this action is projected to actually reduce the number of vehicles traveling to and from the site (especially in busiest peak hours), the proposed change of use is expected to have the beneficial effect of reducing the number of crashes in the area (although, because of the random nature of traffic crashes, the reduction will be so marginal as to be practically unquantifiable).

Conclusions

As indicated by the analyses herein, the proposed conversion of a portion of existing office building at 200 Connecticut Avenue to 35 residential units will not result in adverse traffic, parking or safety impacts. Compared to a fully occupied office scenario, the project is projected to reduce weekday AM and PM peak hour traffic by approximately 17 percent, with only a minimal increase in Saturday midday trips.

The existing supply of 303 parking spaces is more than sufficient to accommodate projected demand, resulting in a substantial parking surplus. Additionally, a review of recent crash history revealed no safety issues attributable to site access, and the reduction in peak-hour traffic is expected to have a modest

[9] The conversion from office to residential use is expected to further reduce overall daytime parking utilization, as residential parking typically peaks overnight, while office parking demand peaks during daytime business hours. This complementary pattern in parking demand further enhances the effective utilization of shared parking facilities.

beneficial effect on overall safety. From a transportation standpoint, the proposed development is feasible and appropriate.

Based on these findings, it is concluded that, from a traffic and parking perspective, the proposed action will not have traffic or parking impacts, rather, it will have beneficial impacts on traffic and parking.

If you have any questions or require further clarification, please do not hesitate to contact us.

Very truly yours,

KIMLEY-HORN and ASSOCIATES, Inc.

By: John Canning, P.E.

Associate

Appendix

- Traffic and Pedestrian Counts
- Parking Garage Counts
- Crash Data
- Other Developments Build Condition Volume Network

Kimley»Horn

Traffic and Pedestrian Counts

Study Name 26KH01 - KH-NORWALK
Start Date 01/13/2026
Start Time 7:00 AM
Site Code CONNECTICUT AVE & EASTWEST DRIVEWAY

Type Road
Classification Lights

	N/A						NORTHEAST DRIVEWAY						CONNECTICUT AVE						REI STORE DRIVEWAY						CONNECTICUT AVE						NORTHWEST DRIVEWAY					
	Southbound						Southwestbound						Westbound						Northbound						Eastbound						Southeastbound					
Start Time	N-NE	N-E	N-S	N-W	N-NW	N-N	NE-E	NE-S	NE-W	NE-NW	NE-N	NE-NE	E-S	E-W	E-NW	E-N	E-NE	E-E	S-W	S-NW	S-N	S-NE	S-E	S-S	W-NW	W-N	W-NE	W-E	W-S	W-W	NW-N	NW-NE	NW-E	NW-S	NW-W	NW-NW
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	191	0	0	0	0	0	0	0	0	2	0	0	0	0	56	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	238	0	0	0	0	0	0	0	0	0	0	0	0	0	53	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	243	0	0	1	0	0	0	0	0	1	0	0	0	0	51	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	269	0	0	1	0	1	0	0	0	2	0	0	0	0	75	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	239	0	0	1	0	0	0	0	0	0	0	0	0	2	68	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	259	0	0	0	0	0	0	0	0	0	0	1	0	2	60	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	228	0	0	2	0	0	0	0	0	0	0	0	0	2	60	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	261	0	0	4	0	0	0	0	0	0	0	1	0	2	77	0	0	0	0	0	0	1	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	168	0	0	1	0	1	0	0	0	3	0	0	0	1	195	0	0	0	0	3	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	172	0	0	0	0	1	0	0	0	0	0	0	0	0	185	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	179	0	0	1	1	0	0	0	0	2	0	0	0	0	208	1	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	191	0	0	1	0	0	0	0	0	6	0	0	0	0	208	0	0	0	0	1	0	2	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	212	0	0	0	0	0	0	0	0	1	0	0	0	0	226	1	0	0	0	2	0	3	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	203	0	0	0	0	1	0	0	0	3	0	0	0	0	264	1	0	0	0	0	0	2	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	171	0	0	0	0	1	0	0	0	3	0	0	0	0	225	2	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	176	0	0	0	0	2	0	0	0	1	0	0	0	0	245	0	0	0	0	1	0	0	0
Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**3400**	**0**	**0**	**12**	**1**	**7**	**0**	**0**	**0**	**24**	**0**	**2**	**0**	**9**	**2256**	**5**	**0**	**0**	**0**	**7**	**0**	**12**	**0**

Study Name 26KH01 - KH-NORWALK
Start Date 01/13/2026
Start Time 7:00 AM
Site Code CONNECTICUT AVE & EASTWEST DRIVEWAY

Type Road
Classification Trucks

	N/A						NORTHEAST DRIVEWAY						CONNECTICUT AVE						REI STORE DRIVEWAY						CONNECTICUT AVE						NORTHWEST DRIVEWAY					
	Southbound						Southwestbound						Westbound						Northbound						Eastbound						Southeastbound					
Start Time	N-NE	N-E	N-S	N-W	N-NW	N-N	NE-E	NE-S	NE-W	NE-NW	NE-N	NE-NE	E-S	E-W	E-NW	E-N	E-NE	E-E	S-W	S-NW	S-N	S-NE	S-E	S-S	W-NW	W-N	W-NE	W-E	W-S	W-W	NW-N	NW-NE	NW-E	NW-S	NW-W	NW-NW
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**83**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Study Name 26KH01 - KH-NORWALK
Start Date 01/13/2026
Start Time 7:00 AM
Site Code CONNECTICUT AVE & EASTWEST DRIVEWAY

Type Road
Classification Buses

	N/A						NORTHEAST DRIVEWAY						CONNECTICUT AVE						REI STORE DRIVEWAY						CONNECTICUT AVE						NORTHWEST DRIVEWAY					
	Southbound						Southwestbound						Westbound						Northbound						Eastbound						Southeastbound					
Start Time	N-NE	N-E	N-S	N-W	N-NW	N-N	NE-E	NE-S	NE-W	NE-NW	NE-N	NE-NE	E-S	E-W	E-NW	E-N	E-NE	E-E	S-W	S-NW	S-N	S-NE	S-E	S-S	W-NW	W-N	W-NE	W-E	W-S	W-W	NW-N	NW-NE	NW-E	NW-S	NW-W	NW-NW
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Study Name 26KH01 - KH-NORWALK
Start Date 01/13/2026
Start Time 7:00 AM
Site Code CONNECTICUT AVE & EASTWEST DRIVEWAY

Type Road
Classification Bicycles on Road

	N/A						NORTHEAST DRIVEWAY						CONNECTICUT AVE						REI STORE DRIVEWAY						CONNECTICUT AVE						NORTHWEST DRIVEWAY					
	Southbound						Southwestbound						Westbound						Northbound						Eastbound						Southeastbound					
Start Time	N-NE	N-E	N-S	N-W	N-NW	N-N	NE-E	NE-S	NE-W	NE-NW	NE-N	NE-NE	E-S	E-W	E-NW	E-N	E-NE	E-E	S-W	S-NW	S-N	S-NE	S-E	S-S	W-NW	W-N	W-NE	W-E	W-S	W-W	NW-N	NW-NE	NW-E	NW-S	NW-W	NW-NW
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Study Name 26KH01 - KH-NORWALK
Start Date 01/13/2026
Start Time 7:00 AM
Site Code CONNECTICUT AVE & EASTWEST DRIVEWAY

Type Crosswalk
Classification Pedestrians

	N/A			NORTHEAST DRIVEWAY			CONNECTICUT AVE			REI STORE DRIVEWAY			CONNECTICUT AVE			NORTHWEST DRIVEWAY		
	Southbound			Southwestbound			Westbound			Northbound			Eastbound			Southeastbound		
Start Time	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combined
7:00 AM	0	0	0	2	1	3	0	0	0	0	1	1	0	0	0	2	1	3
7:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	1	2	3	1	0	1	0	0	0	0	0	0	1	2	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	1	0	1	1	0	2	2	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	1	3	4	1	0	1	1	1	2	0	0	0	1	3	4
4:15 PM	0	0	0	1	6	7	0	0	0	0	1	1	0	0	0	1	6	7
4:30 PM	0	0	0	0	2	2	0	0	0	0	1	1	0	0	0	0	2	2
4:45 PM	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	1	1	0	0	0	0	5	5	0	0	0	0	1	1
5:15 PM	0	0	0	1	0	1	1	1	2	1	0	1	0	0	0	1	0	1
5:30 PM	0	0	0	1	2	3	0	1	1	0	1	1	1	0	1	1	2	3
5:45 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	2
Totals	**0**	**0**	**0**	**11**	**19**	**30**	**4**	**3**	**7**	**2**	**12**	**14**	**1**	**0**	**1**	**11**	**19**	**30**

Study Name 26KH01 - KH-NORWALK
Start Date 01/13/2026
Start Time 7:00 AM
Site Code W CEDAR ST & NORTH DRIVEWAY-TUE

Type Road
Classification Lights

	IVY PL Southbound				W CEDAR ST Westbound				TEDDY'S DRIVEWAY Northbound				W CEDAR ST Eastbound			
Start Time	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn
7:00 AM	0	0	7	0	1	45	0	0	1	0	1	0	0	14	0	0
7:15 AM	2	0	8	0	2	54	1	0	1	0	0	0	1	22	0	0
7:30 AM	1	0	2	0	2	51	0	0	0	0	0	0	1	20	1	0
7:45 AM	2	0	7	0	6	71	2	0	0	0	0	0	1	28	0	0
8:00 AM	2	0	5	0	4	67	0	0	0	0	1	0	2	32	2	0
8:15 AM	3	0	1	0	4	76	1	0	0	0	0	0	0	18	0	0
8:30 AM	2	0	4	0	6	67	0	0	0	0	0	0	0	37	0	0
8:45 AM	4	0	8	0	5	57	2	0	0	0	0	0	0	36	1	0
4:00 PM	2	0	4	0	0	53	4	0	1	0	2	0	1	46	0	0
4:15 PM	1	0	5	0	2	64	4	0	1	0	2	0	1	44	0	0
4:30 PM	5	0	3	0	0	75	2	0	1	0	3	0	0	44	0	0
4:45 PM	0	0	5	0	0	61	3	0	1	0	2	0	1	49	1	0
5:00 PM	5	0	3	0	2	68	2	0	0	0	7	0	1	36	0	0
5:15 PM	1	0	1	0	1	68	6	0	1	0	4	0	1	37	0	0
5:30 PM	2	0	3	0	0	66	8	0	2	0	4	0	2	34	0	0
5:45 PM	1	0	3	0	2	56	3	0	1	0	3	0	1	39	0	0
Totals	**33**	**0**	**69**	**0**	**37**	**999**	**38**	**0**	**10**	**0**	**29**	**0**	**13**	**536**	**5**	**0**

Study Name 26KH01 - KH-NORWALK
Start Date 01/13/2026
Start Time 7:00 AM
Site Code W CEDAR ST & NORTH DRIVEWAY-TUE

Type Road
Classification Trucks

	IVY PL Southbound				W CEDAR ST Westbound				TEDDY'S DRIVEWAY Northbound				W CEDAR ST Eastbound			
Start Time	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
4:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
Totals	**1**	**0**	**0**	**0**	**2**	**16**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**10**	**0**	**0**

Study Name 26KH01 - KH-NORWALK
Start Date 01/13/2026
Start Time 7:00 AM
Site Code W CEDAR ST & NORTH DRIVEWAY-TUE

Type Road
Classification Buses

	IVY PL Southbound				W CEDAR ST Westbound				TEDDY'S DRIVEWAY Northbound				W CEDAR ST Eastbound			
Start Time	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn
7:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
8:00 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0
8:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
8:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	5	1	0	0	0	0	0	0	2	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**0**	**0**	**1**	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**0**

Study Name 26KH01 - KH-NORWALK
Start Date 01/13/2026
Start Time 7:00 AM
Site Code W CEDAR ST & NORTH DRIVEWAY-TUE

Type Road
Classification Bicycles on Road

	IVY PL Southbound				W CEDAR ST Westbound				TEDDY'S DRIVEWAY Northbound				W CEDAR ST Eastbound			
Start Time	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn
7:00 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**0**	**0**	**2**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**

Study Name 26KH01 - KH-NORWALK
Start Date 01/13/2026
Start Time 7:00 AM
Site Code W CEDAR ST & NORTH DRIVEWAY-TUE

Type Crosswalk
Classification Pedestrians

	IVY PL Southbound			W CEDAR ST Westbound			TEDDY'S DRIVEWAY Northbound			W CEDAR ST Eastbound		
Start Time	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined
7:00 AM	0	0	0	1	0	1	0	1	1	0	1	1
7:15 AM	1	0	1	1	0	1	0	1	1	0	0	0
7:30 AM	1	0	1	0	0	0	1	3	4	0	0	0
7:45 AM	1	2	3	0	0	0	0	2	2	0	0	0
8:00 AM	2	1	3	3	1	4	1	1	2	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	1	0	1	1
8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0
8:45 AM	2	1	3	0	0	0	0	0	0	0	0	0
4:00 PM	1	1	2	0	0	0	0	2	2	0	0	0
4:15 PM	2	2	4	0	2	2	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	1	1	0	1	0	2	2	0	0	0
5:00 PM	1	0	1	0	0	0	1	2	3	0	0	0
5:15 PM	2	5	7	0	2	2	0	1	1	0	0	0
5:30 PM	2	0	2	0	0	0	2	0	2	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**15**	**14**	**29**	**6**	**5**	**11**	**5**	**16**	**21**	**0**	**2**	**2**

Kimley»Horn

Parking Garage Counts

200 CONNECTICUT AVENUE
NORWALK, CT

PARKING GARAGE OCCUPANCY CALCULATION STUDY
BASED ON FIELD SURVEY

PARKING TOTAL CAPACITY	303

DATE OF FIELD COUNT	TIME OF PARKED CARRS COUNT	PARKED CARS	%%% OF TOTAL CAPACITY
Wednesday, January 7, 2026	10AM	103	34.0%
Wednesday, January 7, 2026	10:30:00 AM	94	31.0%
Wednesday, January 7, 2026	11AM	87	28.7%
Wednesday, January 7, 2026	9PM	8	2.6%
Wednesday, January 7, 2026	10PM	4	1.3%
Thursday, January 8, 2026	12AM	3	1.0%
Thursday, January 8, 2026	3AM	1	0.3%
Thursday, January 8, 2026	5AM	1	0.3%

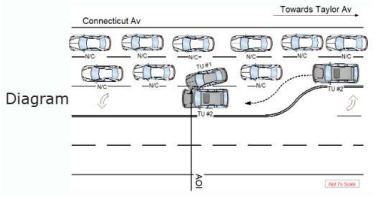
Kimley»Horn

Crash Data

1 crash on W. Cedar Street at the site driveway in 5 years (2021-2025 inclusive)

ID	date	time	severity	location	road condition	description
893276	12/24/2021	11:47 AM	Injury	In traffic on Rt 1 at Site driveway	Wet	Back-up in merging lane due to regular congestion

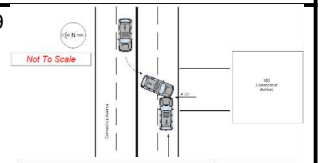
Diagram



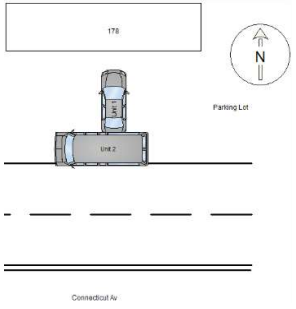
12 other crahes on W Cedar Street within 250 feet of the driveway in either direction in the same 5-year period.

ID	date	time	severity	location	road condition	description
1052759	05/25/2023	5:19 PM	PDO	10 feet east of driveway	Dry	Left-turn crash involving vehicle turning into driveway across the street (#179)
1070276	07/18/2023	12:28 PM	PDO	30 feet east of Driveway	Dry	Driveway incident at adjacent driveway (#178)
1093611	09/29/2023	8:17 AM	PDO	240 feet West of driveway	Wet	Rear-end in WB left-turn lane at I-95 signal
903926	01/23/2022	4:46 PM	PDO	175 feet west of driveway	Dry	Rear-end in WB left-turn lane approaching I-95 signal
937064	05/25/2022	6:36 AM	PDO	180 feet west of driveway	Dry	Rear-end eastboound
1304325	08/15/2025	6:04 PM	PDO	185 feet west of driveway	Dry	Rear-end westboound
1217968	11/08/2024	6:28 PM	PDO	190 feet west of driveway	Dry	Sideswipe, Same direction
1236794	01/07/2025	11:53 AM	PDO	195 feet west of driveway	Dry	Rear-end westboound
1257468	03/22/2025	10:33 AM	PDO	210 feet west of driveway	Dry	Right-angle out of Star diner
1302273	08/18/2025	10:55 AM	Injury	220 feet west of driveway	Dry	Right-angle out of Star diner
1224019	12/02/2024	4:43 PM	PDO	225 feet west of driveway	Dry	Right-angle out of 189
1337261	11/26/2025	12:32 PM	Injury	230 feet west of driveway	Dry	Left-turn into #189

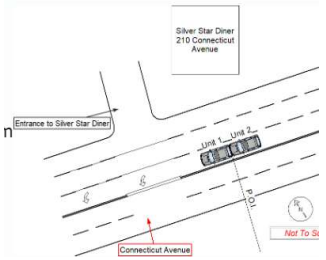
1052759

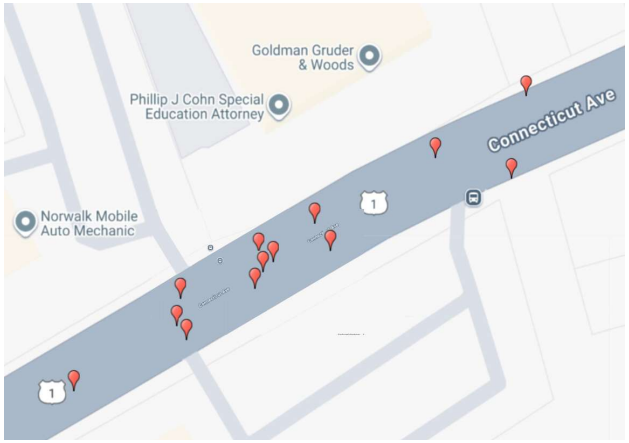


1070276



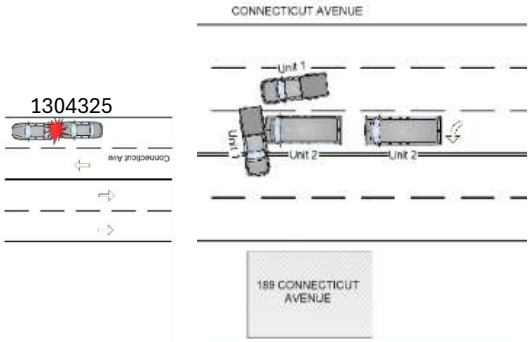
903926





1337261

1304325



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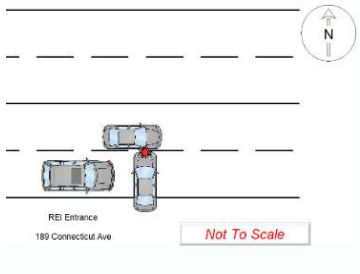
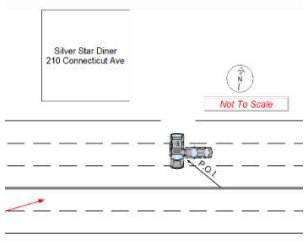


1302273



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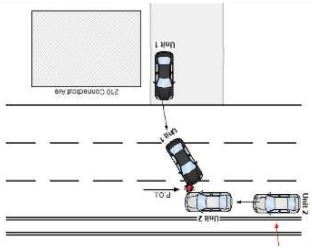

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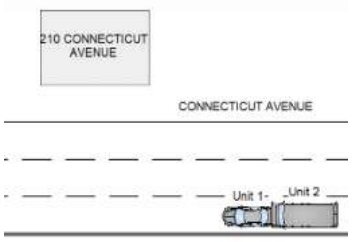

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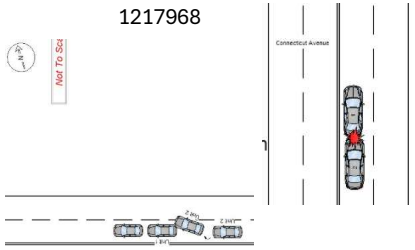
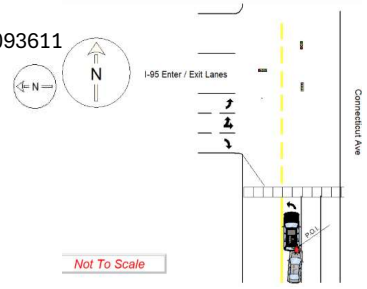


937064

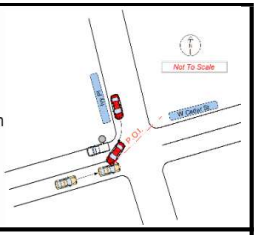
1093611



1 crash on W. Cedar Street at the site driveway in 5 years (2021-2025 inclusive)

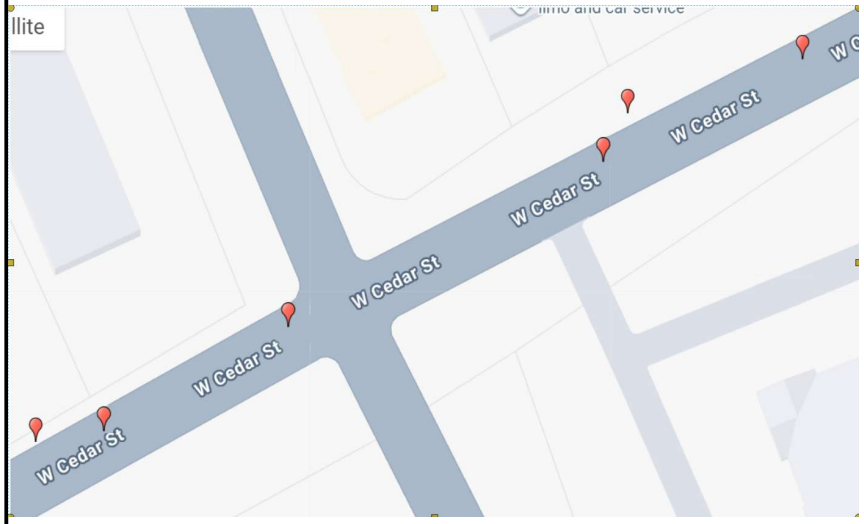
ID	date	time	severity	location	road condition	description
1099246	10/28/2023	11:16 AM	Injury	At driveway/Ivy Place intersetcion	Dry	Vehicle turning right out of Ivy Place struct eastbound, through-moving vehicle

Diagram



5 other crahes on W Cedar Street within 250 feet of the driveway in either direction in the same 5-year period.

ID	date	time	severity	location	road condition	description
1235599	12/29/24	1:53 PM	PDO	100 feet west of driveway	Wet	Car headed westbound on Cedar Street sideswipe a vehicle parked on the north side of the road
1228325	12/16/2024	1:04 PM	PDO	110 feet east of Driveway	Wet	Vehicle 1 was stopped in traffic when vehicle 2 backed into it. Listed as Work Zone Relates
1069861	07/14/2023	4:55 PM	Injury	160 feet east of driveway	Dry	Moped crash of some unknown description.
1273348	05/11/2025	2:04 PM	PDO	130 feet west of driveway	Dry	Single vehicle ran off road.
1285112	06/14/25	10:12PM	Injury	100 feet east of driveway	Dry	Head on, 1 vehicle crossed double yellow.



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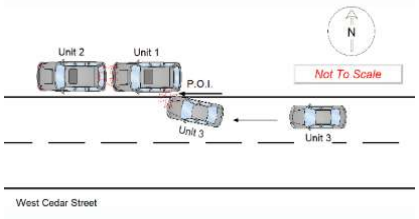
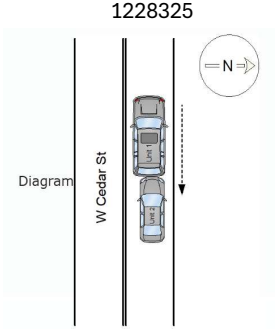


1069861

1228325



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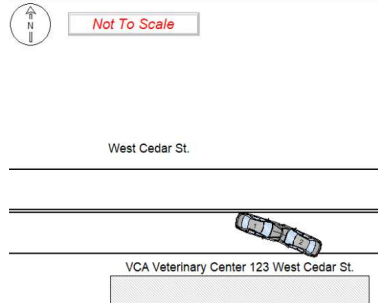
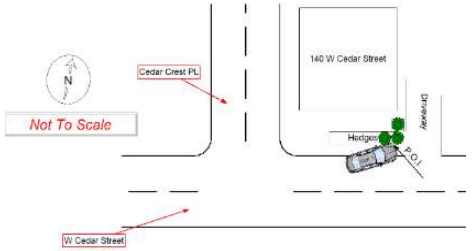


1273348



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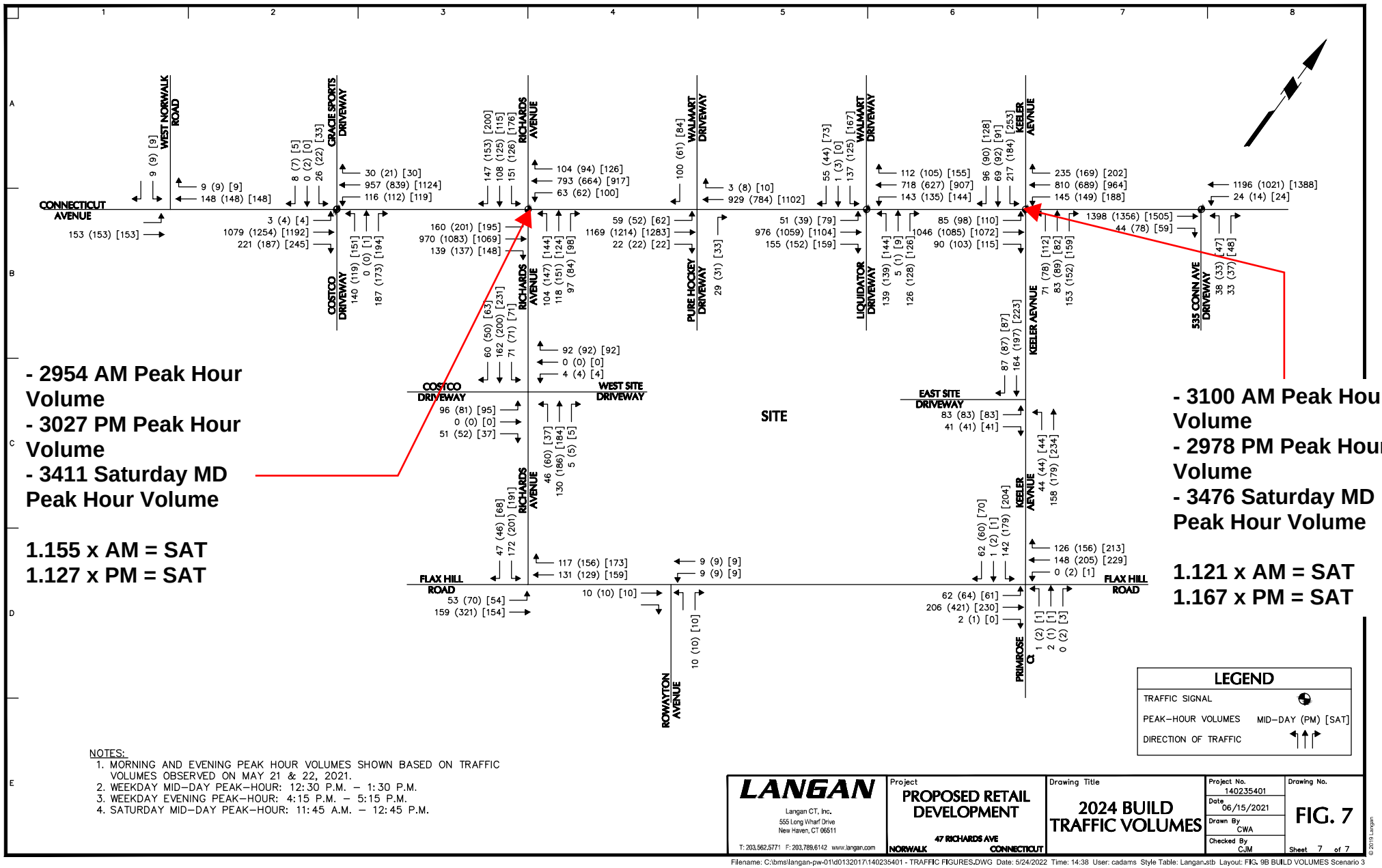
Other Developments Build Condition Volume Network

WEGMANS Build Condition Volume Network



NOTES:
1. MORNING AND EVENING PEAK HOUR VOLUMES SHOWN BASED ON TRAFFIC VOLUMES OBSERVED ON MAY 21 & 22, 2021.
2. WEEKDAY MID-DAY PEAK-HOUR: 12:30 P.M. – 1:30 P.M.
3. WEEKDAY EVENING PEAK-HOUR: 4:15 P.M. – 5:15 P.M.
4. SATURDAY MID-DAY PEAK-HOUR: 11:45 A.M. – 12:45 P.M.

LANGAN
Langan CT, Inc.
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Project: PROPOSED RETAIL DEVELOPMENT
47 RICHARDS AVE
NORWALK CONNECTICUT

Drawing Title: 2024 BUILD TRAFFIC VOLUMES

Project No. 140235401
Date 06/15/2021
Drawn By CWA
Checked By CJM

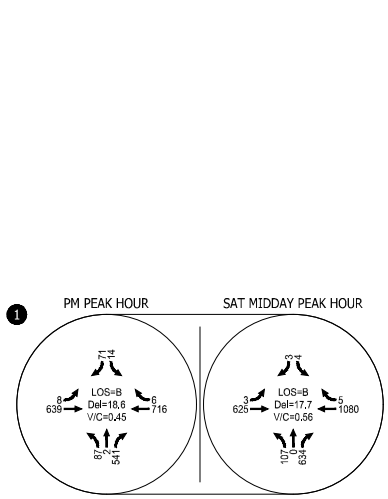
Drawing No. FIG. 7
Sheet 7 of 7

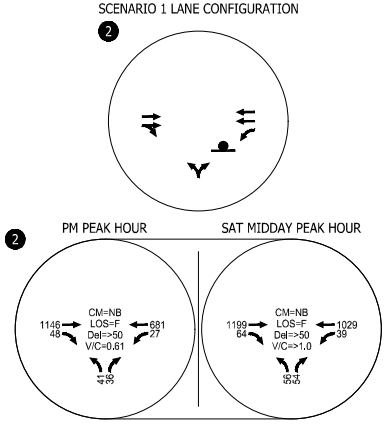
© 2019 Langan

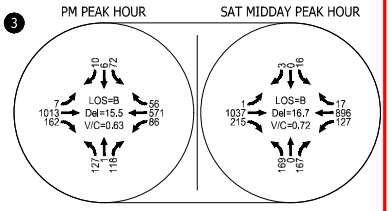
Filename: C:\bms\langan-pw-01\d0132017\140235401 - TRAFFIC FIGURES.DWG Date: 5/24/2022 Time: 14:38 User: cadams Style Table: Langan.stb Layout: FIG. 9B BUILD VOLUMES Scenario 3

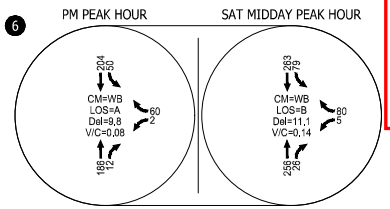
779 & 789 Connecticut Avenue Build Condition Volume Networks

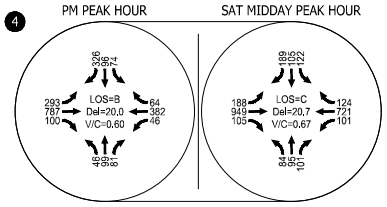
SCENARIO 1 LANE CONFIGURATION





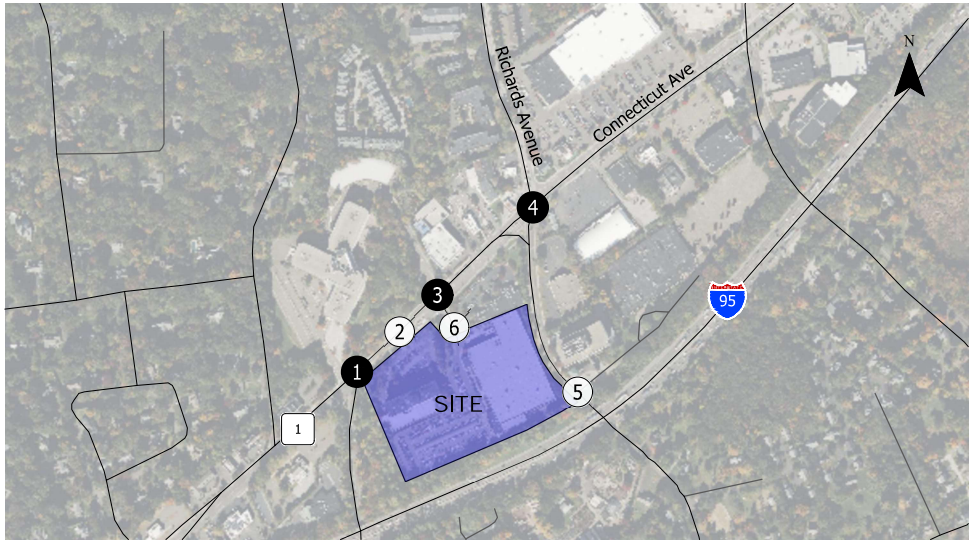


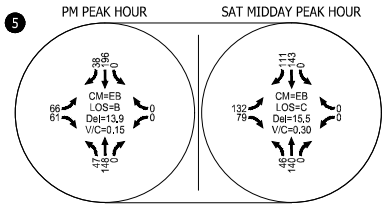




- 2394 PM Peak Hour Volume
- 2884 SAT MD Peak Hour Volume

1.204 PM = SAT
PM Peak Hour: 4:30 PM to 5:30 PM
SAT MD Peak Hour: 12:15 PM to 1:15 PM





- #- Study Intersection
- (#)- Site Access Intersection
- - Stop Sign

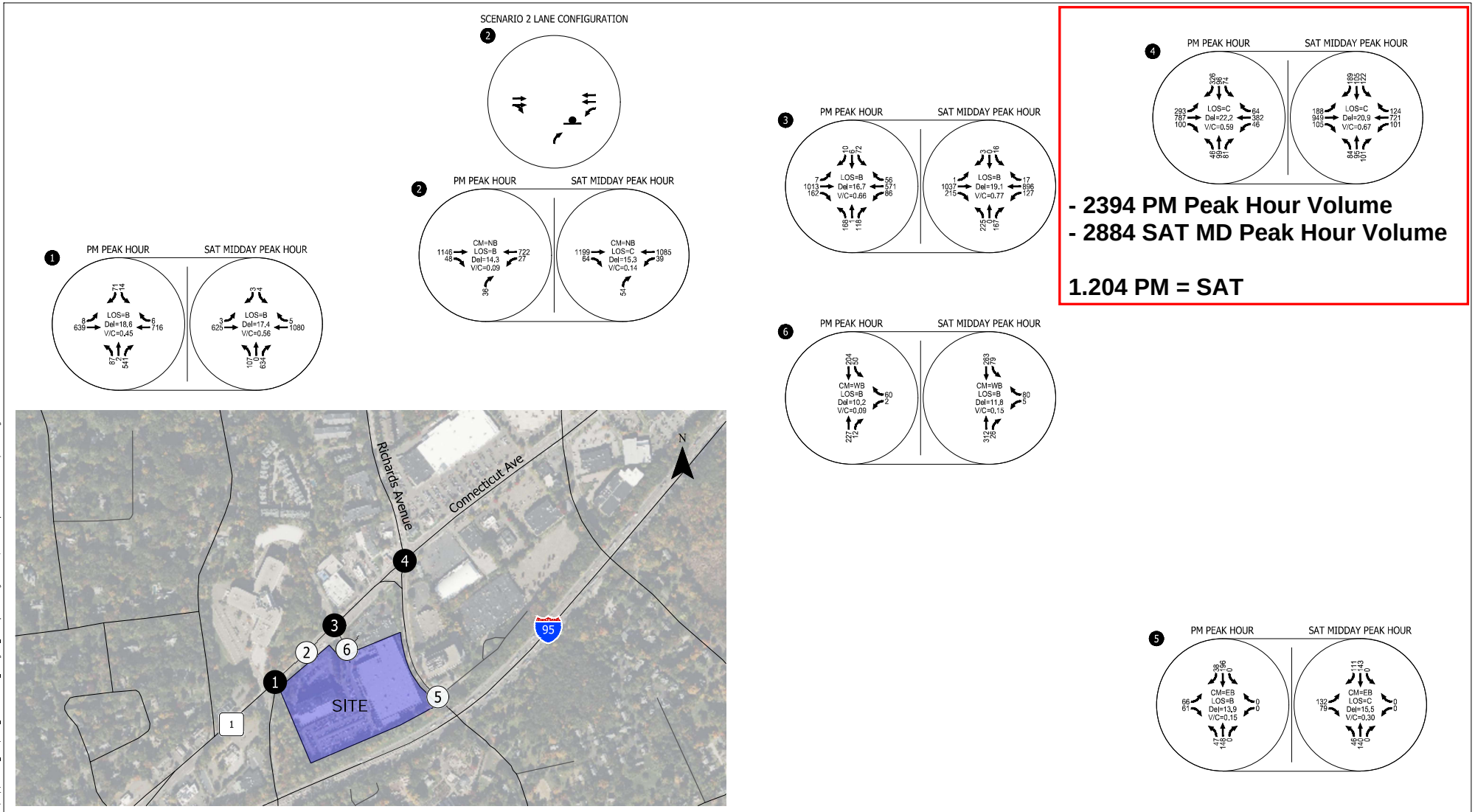
CM = Critical Movement
LOS = Level of Service
Del = Delay (s)
V/C = Volume-to-Capacity Ratio

Access Scenario 1 Sensitivity (+10%) - Traffic Volumes & Operations
Weekday PM & Saturday Midday Peak Hour
Norwalk, CT

Figure 28

KITTELSON & ASSOCIATES

C:\Users\rhoffman\appdata\local\temp\AcPublish_49360\2912_Norwalk Costco_TIS Figures_with expansion.dwg Oct 30, 2023 - 4:16pm - rhoffman Layout Tab: fig28, build PM 10%

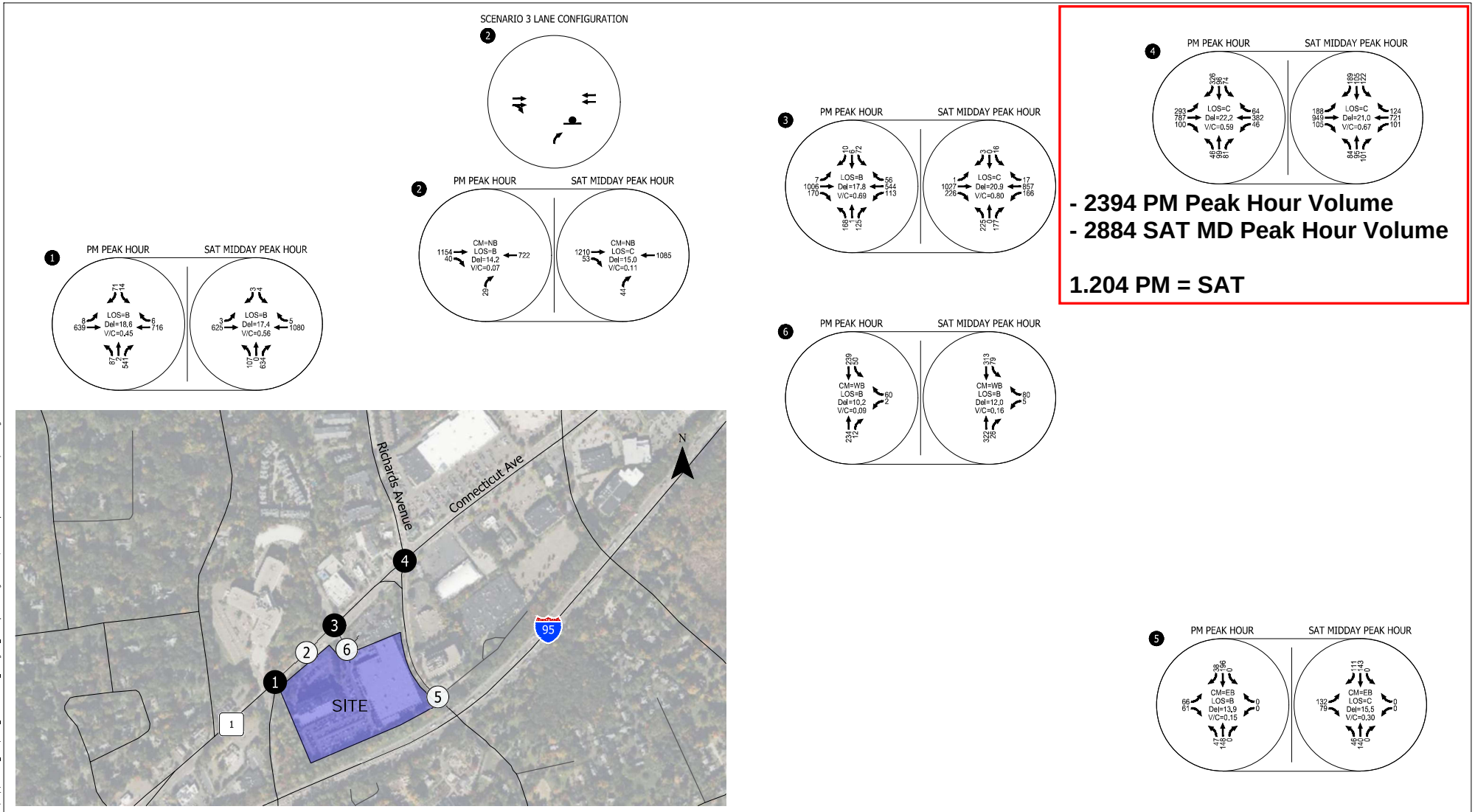


Access Scenario 2 Sensitivity (+10%) - Traffic Volumes & Operations
Weekday PM & Saturday Midday Peak Hour
Norwalk, CT

Figure 29

C:\Users\rhoffman\appdata\local\temp\AcPublish_49360\2912_Norwalk Costco_TIS Figures_with expansion.dwg Oct 30, 2023 - 4:16pm - rhoffman Layout Tab: fig29_build RIROI 10%

KITTELSON & ASSOCIATES



- 2394 PM Peak Hour Volume
- 2884 SAT MD Peak Hour Volume

1.204 PM = SAT

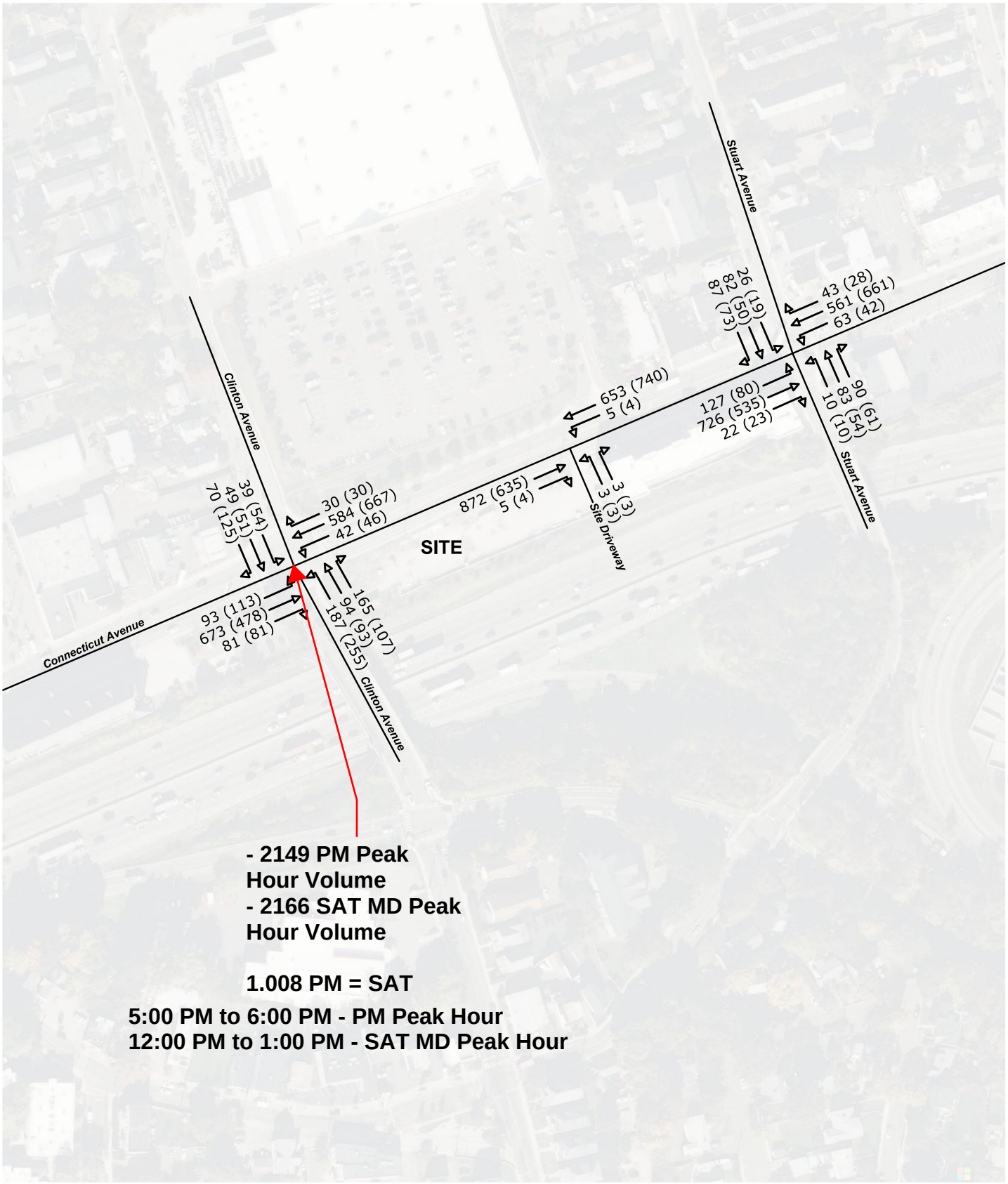
#- Study Intersection
(#)- Site Access Intersection
- Stop Sign

CM = Critical Movement
LOS = Level of Service
Del = Delay (s)
V/C = Volume-to-Capacity Ratio

Access Scenario 3 Sensitivity (+10%) - Traffic Volumes & Operations
Weekday PM & Saturday Midday Peak Hour
Norwalk, CT

Figure 30

C:\Users\rhoffman\appdata\local\temp\AcPublish_49360\2022_Norwalk Costco_TIS Figures_with expansion.dwg Oct 30, 2023 - 4:17pm - rhoffman Layout Tab: fig30, build RIRO 10%



Weekday PM Peak Hour
(##) Saturday Midday Peak Hour

Figure 5
2025 No-Build/Background Traffic Volumes

CITY OF NORWALK
Christine Cardascia, P.E.
Assistant Engineer /
Department of Engineering
125 East Avenue,
Norwalk, CT 06851
Office: (203) 854-7873
www.norwalkct.gov
ccardascia@norwalkct.gov

January 14, 2026

SENT VIA EMAIL TO: plisi@antinozzi.com

Paul A. Lisi
Antinozzi Associates Architects

RE: 200 Connecticut Avenue (District 05, Block 64, Lot 42)
Proposed Partial Conversion of Existing Office Building to Residential Use (35 Units)
Department of Engineering's Plan Review Comments

Dear Mr. Lisi,

The Department of Engineering and the Water Pollution Control Authority (WPCA) for the City of Norwalk (City) have reviewed the supportive documents associated with the proposed development at the above-referenced property. The focus of our review has been to confirm the documents provided are in compliance with the City's current Drainage Manual, Roadway Standards, Standard Detail Drawings, and other applicable design standards.

The following documents were provided and included in our review:

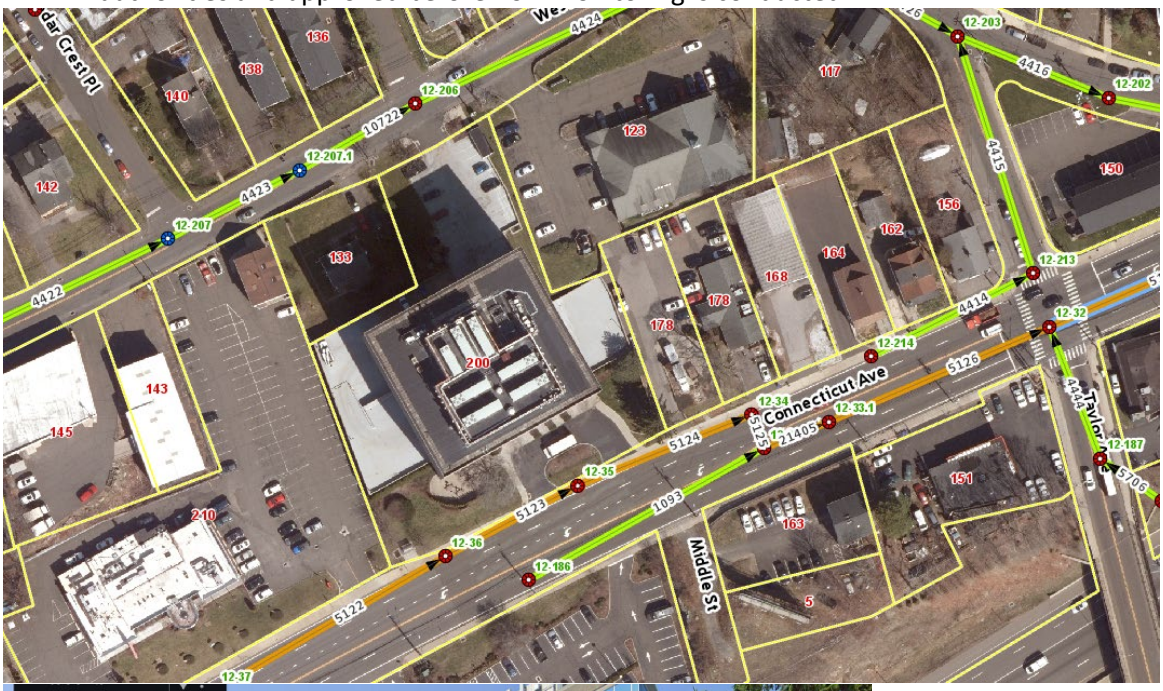
- Site Plan titled "Site Utility Plan," prepared by Storch Associates, dated 02/17/1984 and last revised 05/22/1985

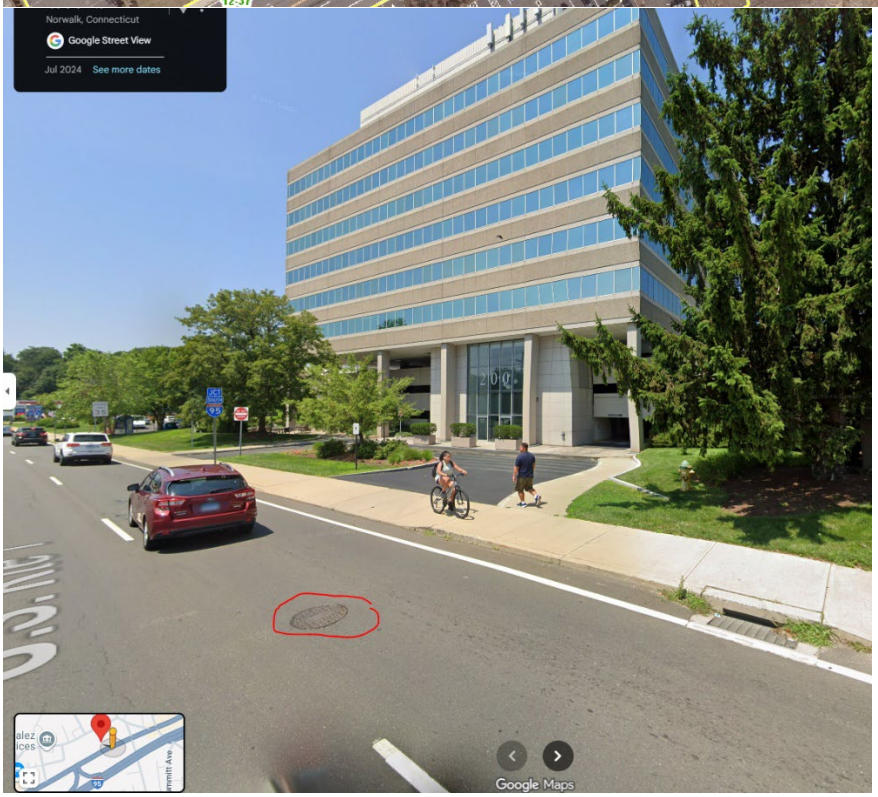
The following are sanitary sewer related comment(s) highlighting sections that will require revision or additional information prior to both departmental sign-offs:

1. Mixed-use/commercial/industrial parcels proposing a discharge of 5,000 gallons per day or greater are required to conduct sanitary sewer flow monitoring and prepare a sewer capacity analysis report.
    a. Sanitary sewer flow monitoring shall be a minimum of 4 weeks (monitoring should include 2 rain events, with at least 1 a significant event of 0.5 inches or greater) of the sanitary sewer main as directed by the WPCA.
    b. A sewer capacity analysis is required to show that the existing and proposed peak flow will provide at least 25% reserve capacity remaining in each section of the sewer main as directed by the WPCA. Sewage flow calculations should be based on TR-16 "Guides for the Design of Wastewater Treatment Works", Connecticut Department of Public Health – Public Health Code, or other good engineering practice standards.
    c. Please perform flow monitoring and a capacity analysis for pipe segments 5124 and

5123, shown below.

d. Please note a traffic control plan will need to be submitted to all appropriate authorities and approved before flow monitoring is conducted.





2. Please confirm if garage floor drains exist or are proposed as part of the project. If so, an oil / water separator connected to the City's sanitary sewer system would be required and approved by the Connecticut Department of Energy and Environmental Protection and WPCA. If applicable, submit the following:

    a. Identify size and location of oil/water separator
    b. Include oil/water separator details (cut sheets / shop drawings)
    c. Include all plumbing to/from oil/water separator on drawings.
3. WPCA recommends that a manhole or other appropriate means of access be installed on the private sewer lateral for maintenance activities (cleaning, rodding), televising, or bypassing flow from the lateral.
4. If upgrades to the existing sanitary sewer lateral are done, it is required that there be no bends in the public right-of-way. If no modifications are proposed it is suggested cleanouts be installed at the bends.
5. Please confirm if they're any re-pavement plans as part of this redevelopment.

Please note this is a preliminary review of the submitted documents. Additional comments may be forthcoming once the requested information is received.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

Christine Cardascia

Christine Cardascia, P.E.
Assistant Engineer

Cc: DPW Permits
James Meehan, P.E., Principal Engineer – Department of Engineering
Ralph Kolb, P.E., Sr. Environmental Engineer – Water Pollution Control Authority
Mario Pizighelli, P.E., Stormwater Systems Manager – Water Pollution Control Authority
Garrett Bolella, P.E., Assistant Director – Transportation, Mobility and Parking
Benjamin Yeung, P.E., Senior Traffic Engineer – Transportation, Mobility and Parking
Nathan Fankhanel, Junior Engineer – Transportation, Mobility and Parking
Kyle Benjamin, Traffic Analyst – Transportation, Mobility and Parking
Steven Kleppin, Director – Planning and Zoning
Bryan Baker, Principal Planner – Planning and Zoning
Michelle Andrzejewski, Senior Planner – Planning and Zoning
Amelia Williams, Land Use Planner – Planning and Zoning
Tammy Maldonado, Zoning Enforcement Officer – Planning and Zoning

Andrzejewski, Michelle

From: Donohue, Troy
Sent: Thursday, January 15, 2026 7:17 AM
To: Andrzejewski, Michelle
Cc: Paul Lisi
Subject: RE: 200 Connecticut Avenue - Site Plan Review Application

Good morning, Michelle,

At this time, the Norwalk Fire Marshal's Office has no questions or comments regarding the proposed change of use from business/office occupancy on floors 6, 7, and 8 to residential units.

Please note that the proposed change of use—from office/business to residential—must comply with all applicable Fire and Life Safety Codes.

If you have any questions, please feel free to reach out. Thank you.

Respectfully,

Troy J. Donohue
Fire Marshal
City of Norwalk Fire Department
121 Connecticut Avenue
Norwalk, CT 06854
Office 203-854-0226
Mobile 203-807-3166
Email TDonohue@norwalkct.gov

From: Andrzejewski, Michelle <mandrzejewski@norwalkct.gov>
Sent: Wednesday, January 7, 2026 2:35 PM
To: Donohue, Troy <TDonohue@norwalkct.gov>
Cc: Paul Lisi <PLisi@antinozzi.com>
Subject: FW: 200 Connecticut Avenue - Site Plan Review Application

Hi Troy,
I hope you had a nice holiday. Just checking if you were able to review 200 Connecticut Avenue. It's similar to the Merritt buildings in the sense its offices to residential so I wanted to ensure you guys had all your questions answered.

Andrzejewski, Michelle

From: Mooney, William
Sent: Friday, January 9, 2026 4:04 PM
To: Andrzejewski, Michelle
Subject: Re: 200 Connecticut Avenue - Site Plan Review Application

Hi Michelle,

I have reviewed the plans for the above referenced and have no objections to the project going forward as submitted.

Bill

From: Andrzejewski, Michelle <mandrzejewski@norwalkct.gov>
Sent: Friday, January 2, 2026 2:36 PM
To: Mooney, William <WMooney@norwalkct.gov>; Yeung, Benjamin <BYeung@norwalkct.gov>; Cardascia, Christine <CCardascia@norwalkct.gov>; Donohue, Troy <TDonohue@norwalkct.gov>; Kolb, Ralph <RKolb@norwalkct.gov>; Cavaliere, Chris <CCavaliere@norwalkct.gov>; Cherichetti, Alexis <ACherichetti@norwalkct.gov>; Ireland, William <WIRELAND@norwalkct.gov>
Cc: Paul Lisi <PLisi@antinozzi.com>
Subject: RE: 200 Connecticut Avenue - Site Plan Review Application

Hello,
Happy New Year! 200 Connecticut Avenue will be on the Planning and Zoning agenda for January 21st, 2026. They're proposing to convert office to residential (35 units). Please reach out to Paul directly if you have questions or concerns.
Best,
Michelle

Michelle Andrzejewski | 203-854-7781
Senior Planner
City of Norwalk

I ♥ NORWALK
PLANNING & ZONING

From: Andrzejewski, Michelle
Sent: Tuesday, December 16, 2025 12:29 PM
To: Mooney, William <WMooney@norwalkct.gov>; Yeung, Benjamin <BYeung@norwalkct.gov>; Cardascia, Christine <CCardascia@norwalkct.gov>; Donohue, Troy <TDonohue@norwalkct.gov>; Kolb, Ralph <RKolb@norwalkct.gov>; Cavaliere, Chris <CCavaliere@norwalkct.gov>; Cherichetti, Alexis <ACherichetti@norwalkct.gov>; Ireland, William <WIRELAND@norwalkct.gov>
Cc: Paul Lisi <PLisi@antinozzi.com>
Subject: 200 Connecticut Avenue - Site Plan Review Application

Good afternoon,

Norwalk Planning & Zoning Commission

125 East Avenue
Norwalk, Connecticut

MEMORANDUM January 21st, 2026

To: Planning & Zoning Commission – Chapin Bryce, Chairman
From: Michelle Andrzejewski, Senior Planner
Re: #2025-90 SPR – 200 Connecticut Ave, LLC – 200 Connecticut Avenue (District – 5, Block – 64, Lot 42) – Proposed interior renovations to convert 3 office floors to thirty-five residential units.

Zone: CD-3C

Background/Overview: Existing office building built in 1977. Eight stories with parking located underneath (over 300 parking spaces). This is a through lot with road access on West Cedar Street and Connecticut Avenue.

Proposed use: The applicant proposes to convert office space on the top three floors to thirty-five residential units. There will be sixteen one-bedrooms units and nineteen two-bedrooms units. There are no changes to the exterior of the building or parking areas. Office to remain on floors two – five. The applicant will have to comply with 3.5 workforce housing units. Applicant plans to provide 4 workforce housing units in accordance with the requirements in Article 6.

Staff Comments: Staff does not have any issues with the proposal. This proposal is added housing stock the city needs. Thirty-five units is the maximum density the applicant can do. The reason this application is before the Planning and Zoning Commission is because this building is classified as a Residential Portion of a Mid-Rise Building Type and within CD-3C, any Development between thirty (30) and one hundred and forty-nine (149) Dwelling Units shall require a Site Plan Application pursuant to Section 8.4.5.

Violations: There are no zoning violations currently on the property.

The following resolutions are offered:

DRAFT RESOLUTION TO APPROVE

THEREFORE BE IT RESOLVED by the Norwalk Planning & Zoning Commission that application #2025-90 SPR – 200 Connecticut Ave, LLC – 200 Connecticut Avenue (District – 5, Block – 64, Lot 42) – Proposed interior renovations to convert 3 office floors to thirty-five residential units be **APPROVED** subject to the following conditions:

1. That the site shall be developed in accordance with the following plans submitted as part of this application:
    a. Per architectural plans entitled “200 Connecticut Avenue” prepared by Antinozzi Associates Architecture and Interiors, dated 11/25/2025 (three sheets); and
2. That all department sign-offs are obtained prior to issuance of any Zoning Permit; and
3. That any changes to the approved plans shall be submitted to the Commission’s Staff for review and approval prior to implementation. If any proposed changes are determined to be

substantive, Staff shall refer the changes to the Commission for their review and approval prior to implementation; and

4. That any and all existing conditions of approval remain in place; and

BE IT FURTHER RESOLVED that this application complies with all applicable sections of the Norwalk Building Zone Regulations; and

BE IT FURTHER RESOLVED that the effective date of this action shall be January 30th, 2026.

DRAFT RESOLUTION TO DENY

THEREFORE BE IT RESOLVED by the Norwalk Planning & Zoning Commission that application #2025-76 SPR – One Hundred Norwalk, LLC – Proposed seasonal sales area and outdoor storage of products which includes re-striping parking spaces be **DENIED** subject to the following reasons:

1.
2.

BE IT FURTHER RESOLVED that the effective date of this denial shall be January 30th, 2026.

CARMODY
TORRANCE | SANDAK | HENNESSEY LLP

Lisa L. Feinberg
Partner
Phone: 203.252.2677
Fax: 203.325.8608
LFeinberg@carmodylaw.com

1055 Washington Blvd.
4th Floor
Stamford, CT 06901

October 16, 2025

VIA E-MAIL AND HAND DELIVERY

Bryan Baker
Principal Planner
Planning & Zoning Department
City of Norwalk
125 East Avenue, Room 129
Norwalk, CT 06856
BBaker@NorwalkCT.gov

RE: Lofts M7 LLC
Site Plan Application
Merritt 7 Buildings 101 & 201, Norwalk, CT (5-37-20 & 5-37-28)

Dear Mr. Baker:

Our firm represents Lofts M7 LLC (the "Applicant"), the assigned contract purchaser of certain property known as Merritt 7 Buildings 101 & 201 in the CD-4 Urban Center Community District (collectively, the "Property"). As you know, the Property includes just two (2) of the six (6) existing office buildings in the Merritt 7 corporate park. Today, the Property consists of two (2) separate parcels. If the enclosed application is approved, the Applicant will complete the purchase of the Property and consolidate same into a single site consisting of 6.48± acres.

The Applicant proposes to convert the existing office buildings into approximately 300 apartment homes with related amenities. For further details regarding the proposal, enclosed please find three (3) copies of the following materials:

- Letters of Authority from:
  - Lofts M7 LLC (contract purchaser)[1]
  - Merritt 7 Venture L.L.C. (present owner)[1]

- Site Plan Review Application and the following schedules:
  - Schedule A – Site Plan Project Narrative & Findings;
  - Schedule B – Property Description; and
  - Schedule C – Aerial Map & Zoning Map of Property;

[1] The contract has been assigned to the Applicant, Lofts M7 LLC, a single-purpose entity related to Saber-Hightower LLC..

- Survey prepared by Redniss & Mead, dated August 28, 2025, titled "Property & Topographic Survey Depicting Building 101 (101 Main Avenue) Merritt Seven Corporate Park Norwalk, Connecticut Prepared For Lofts M7 LLC;"

- Survey prepared by Redniss & Mead, dated August 28, 2025, titled "Property & Topographic Survey Depicting Building 201 (201 Main Avenue) Merritt Seven Corporate Park Norwalk, Connecticut Prepared For Lofts M7 LLC;"

- Architectural Plans prepared by Granoff Architects dated September 30, 2025, and titled:

    - AS01 Architectural Site Plan – Aerial Map
    - AS02 Architectural Site Plan – Roof
    - AS03 Parking Level – 2 Plan
    - AS04 Parking Level – 1 Plan
    - AS05 Architectural Site Plan – First Floor
    - AS06 #201 – First Floor Plan
    - AS07 #101 – First Floor Plan
    - AS08 #101 & #201 – Second and Third Floor Plan
    - AS09 #101 & #201 – Fourth Thru Eighth Floor Plan
    - AS10 Workforce Housing Diagram
    - AS11 101 – Exterior Elevation – South
    - AS12 101 – Exterior Elevation – West
    - AS13 101 – Exterior Elevation – North
    - AS14 101 – Exterior Elevation – East
    - AS15 South – Pool Area Facing Building 201
    - AS16 Existing/Proposed
    - AS17 Existing/Proposed
    - AS18 South West – M7 From The Main Ave
    - AS19 Existing/Proposed
    - AS20 Existing/Proposed
    - AS21 Amenity Space
    - AS22 Amenity Space
    - AS23 Façade Materials

- Landscaping & Lighting Plans prepared by Granoff Architecture dated September 30, 2025, and titled:

    - L01 Existing Conditions
    - L02 Landscape Improvements
    - L03 Site Lighting Improvements
    - L04 Site Lighting Photometrics

- Civil Engineering plans prepared Redniss & Mead and dated September 30, 2025, and titled:

    - ZSP-1 Zoning Site Plan 1

- ZSP-2 Zoning Site Plan 2
- SE-1 Site Utility Plan
- SE-2 Notes & Details
- SE-3 Notes & Details

- Site Engineering Report prepared by Redniss & Mead and dated September 30, 2025;
- Eversource Natural Gas and Electric "Will-Serve" Letters;
- Traffic Study prepared by Tighe & Bond, dated September 2, 2025 titled "M7 Lofts Traffic Impact Study";
- Economic Evaluation Report prepared by Planning & Development Advisors dated September 10, 2025 (including Estimate of School-Aged Children in Multifamily Housing" prepared by Redniss & Mead, dated August 28, 2025);
- Draft Affordability Plan dated August 2025;
- Certification of Flood Elevations;
- FEMA Elevation Certificate – 101;
- FEMA Elevation Certificate – 201;
- SYNLAWN Synthetic Grass Precision Putt Product Specifications;
- SYNLAWN Synthetic Grass Roofdeck Product Specifications;
- Sustainability Narrative prepared by Granoff Architects; and
- Written Confirmation of Tax Status.

In addition to the above materials, I have also included a copy of Public Act 25-164 (An Act Concerning the Conversion of Commercial Real Property for Residential Use) which provides in part:

> *Any zoning regulations adopted pursuant to section 8-2 of the general statutes may allow the conversion or partial conversion of any commercial building into a residential development* ***subject only to summary review***[2] *if the owner of such building certifies in writing to the municipality, in a form and manner prescribed by the municipality, that such building has (1) been vacant, or (2) had an average*

[2] Pursuant to C.G.S §8-2r, …"summary review" means able to be approved in accordance with the terms of a zoning regulation or regulations and without requiring that a public hearing be held, a variance, special permit or special exception be granted or some other discretionary zoning action be taken, other than a determination that a site plan is in conformance with applicable zoning regulations and that public health and safety will not be substantially impacted….

occupancy rate of less than fifty per cent, over the one-year period immediately preceding the application for such conversion or partial conversion.[3]

As you know, the Norwalk Zoning Regulations were adopted pursuant to section 8-2 of the general statutes and allow for the conversion of commercial buildings to residential development, as proposed here. I have also enclosed a letter prepared by the present owner of the Property, Merritt 7 Venture L.L.C., dated October 2, 2025, confirming the vacancy requirements delineated above. Based on this, we understand no public hearing will be required for this proposal.

Electronic copies of these materials were also transmitted today. I look forward to presenting these materials to the Planning & Zoning Commission at its next available meeting. Thank you for your time and attention regarding this matter.

Sincerely,

Lisa Feinberg

Lisa L. Feinberg

Enclosures.

[3] Public Act 25-164, Section 1(b).

October 15, 2025

Steven Kleppin
Planning & Zoning Director
City of Norwalk
125 East Avenue
Norwalk, CT 06851

Re: Letter of Authority – Site Plan Application
Merritt 7 Buildings 101 & 201, Norwalk, CT (the "Property")

Dear Mr. Kleppin:

Lofts M7 LLC is the assigned contract purchaser of the above-captioned Property. Please consider this letter as written confirmation that the undersigned has authorized the attorneys of Carmody Torrance Sandak & Hennessey, LLP, with offices located at 1055 Washington Boulevard, Stamford, Connecticut 06901, to file the enclosed Site Plan Application with the City of Norwalk on behalf of Lofts M7 LLC in connection with the Property. Thank you for your acknowledgement of said authority.

Sincerely,

Lofts M7 LLC

By: Greg Belew
Managing Member

September 22, 2025

Steven Kleppin
Planning & Zoning Director
City of Norwalk
125 East Avenue
Norwalk, CT 06851

Re: Letter of Authority – Site Plan Application
Merritt 7 Buildings 101 & 201, Norwalk, CT (the "Property")

Dear Mr. Kleppin:

Merritt 7 Venture L.L.C. (the "Owner") is the present owner of the above-referenced Property. Please consider this letter as written confirmation that Owner has authorized Saber-Hightower, LLC (the "Applicant") (represented by Carmody Torrance Sandak & Hennessey, LLP, 1055 Washington Boulevard, Stamford, Connecticut 06901) to file the enclosed Site Plan Application for the Property with the City of Norwalk.

Sincerely,

Merritt 7 Venture L.L.C.

By: Margaret Egan Vice President
Duly Authorized

{S7652763}

Site Plan Review Application

City of Norwalk Planning & Zoning Commission
Phone: 203-854-7780
www.norwalkct.gov

Date Received:

Per Section 8.4.5 of the Norwalk Zoning Regulations, the purpose of Site Plan Reviews is to aid in determining the conformity of proposals related to Development, Buildings, Structures, Uses, and other matters with the Zoning Regulations.

1. **Address of Subject Property(s):**

101 & 201 Merritt 7, Norwalk, CT

2. District: 5, Block: 37, Lot(s): 20/28 **3.** Zone: CD-4, Overlay/Village District: N/A

4. Historic Structure(s): ☑ No ☐ Yes **5.** Flood Hazard Zone: ☐ No ☑ Yes, Flood Zone(s) AE

6. Coastal Area Management Zone: ☑ No ☐ Yes If yes, include application for Coastal Site Plan Review or specify Section allowing exemption: _____

7. Existing Use of Property:

Both properties are currently improved with multi-tenanted commercial office buildings and structured parking. See attached Schedule A for additional details.

8. Proposed Use of Property as Identified per **Table 4.3.9.A** Building, Lot & Building Site Principal Uses:

Large Multifamily Building. See attached Schedule A for additional details.

Applicant Information

Applicant Name: Lofts M7 LLC

Billing Address: 555 Pleasentville Road, Briarcliff Manor, NY 10510

Phone Number: c/o Agent: Lisa Feinberg, 203-252-2677 Email: c/o Agent: Lisa Feinberg, LFeinberg@carmodylaw.com

Signature: Lisa Feinberg
By Carmody Torrance Sandak & Hennessey, their attorneys

Property Owner Information and Authorization

Owner of Record: Merritt 7 Ventures L.L.C.

Billing Address: 2323 Victory Avenue Suite 1500, Dallas, TX 75202

Phone Number: c/o Agent: Eric Apfel, CBRE - 1-719-330-1912 Email: c/o Agent: Eric Apfel, CBRE - Eric.Apfel@cbre.com

Signature: *See enclosed authorization

**By signing, the property owner confirms that the Applicant has been authorized to apply for Planning & Zoning approval, and attests that all information provided is true and accurate.*

Application Information and Requirements

Sections 8.4.5 of the Norwalk Zoning Regulations detail items that are required for a Site Plan Review Application to be considered complete. All application requirements listed in Section 8.4.5.I. of the Norwalk Zoning Regulations may be required and are the responsibility of the Applicant to provide to the satisfaction of the Planning & Zoning Commission, for a decision to be made. The following items listed are considered minimum requirements for a Site Plan Review application submission:

1. Three copies of all applicable application materials shall be submitted at the time of application. One copy shall be the original, which shall include scalable plans and drawings as required within the Regulations. 11"x17" drawings and plans shall be included within the two remaining application sets. Hard copies of any additional or revised documents, plans or drawings shall be delivered to the Planning and Zoning Department. Any revised plans or drawings shall be scalable as required within the Regulations.
2. All application materials must also be submitted electronically in PDF format by the applicant. All information shall be sent in a singular package. Any additional or revised documents, plans or drawings shall also be sent electronically in PDF format.
3. Site Plan, prepared, signed, and sealed by an architect, landscape architect, engineer, or land surveyor licensed to practice by the State of Connecticut, per Section 8.4.5.I of the Norwalk Zoning Regulations:
    a) Each Site Plan shall be, include, show, or demonstrate, as applicable, the following:
        i. Detailed, fully dimensioned, and presented at a scale no smaller than 1" = 50' except as otherwise specifically provided for within the Zoning Regulations or except as otherwise approved in writing by the Planning and Zoning Director.
        ii. The actual shape, location and dimensions of the overall project site and each Lot or Building Site.
        iii. The shape, location, and materials of all Buildings or other Structures to be Constructed, demolished, Altered, or moved, and of any Building or other Structure already on the project site and each Lot or Building Site.
        iv. The existing and intended Use of each Lot, Building Site, Development Parcel, and other project land, and of all Buildings or other Structures upon it, including, for Residential Uses, the number of Dwelling Units each Building is intended to accommodate and the number of bedrooms and for all Non-Residential Uses, the number of square feet of each such Use.
        v. Include if regulated in the applicable District, the Density of each Community District within the Site Plan area and the Density of each Building and Lot or Building Site.
        vi. Show and include the following:
            a. Lot or Building Site Width and Lot or Building Site Yards.
            b. Percentage of Building and Wall at Frontage Line-to-Lot or Building Site Width (Frontage Buildout).
            c. Principal Building(s), Accessory Building(s) and other Accessory Structure(s).
            d. Setbacks or Setback Areas.
            e. Encroachments.
            f. Impervious Surface Coverage of each Lot or Building Site and the overall Development Parcel.
            g. Building and Lot Principal Uses, Accessory Uses, and Temporary Uses.

h. Vehicular Parking Lots, Parking Areas and Parking Structures including Parking Spaces and their dimensions within the Lot or Building Site, layout design and if applicable, landscaping of Parking Lots, Parking Areas, and Parking Structures, and if applicable, Loading Area Locations, Location(s) of Garage(s), Driveways to Parking, Passenger Drop-off Locations, Driveway/Vehicular Entrance Widths, any Parking Screens, and points of vehicular ingress and egress to and from each Lot, Building Site, and overall project site, including cross-access Easements.
i. Driveway(s) and widths.
j. Exterior public and private lighting plan including photometric plan, location, pole height, luminance/head type, pole/standard type, shielding, manufacturer's specifications and hours of operation for all exterior light fixtures.
k. Refuse Receptacles, Utility Boxes and service meter accommodations and locations.
l. All Screens & Streetscreens, including vegetative, Fence, and Wall Screens & Streetscreens and their dimensions.
m. Ground Floor Elevation above grade for each Building.
n. Existing Tree and Vegetation Plan and Survey:
    i. Showing all groupings of trees and how they will be incorporated into the proposed project.
    ii. Showing the locations, numbers, species, and diameters (dbh) of all existing trees to be removed and to remain.
    iii. Identifying tree preservation and protection measures, specifically identifying all Specimen Trees and other significant trees with a dbh of 8" or more.
    iv. Otherwise evidencing compliance with all applicable tree requirements of these Regulations.
o. Erosion and Sedimentation Control measures for the Development.
p. Topographic excavation and grading plans.
q. Stormwater Pollution Prevention Plan and Stormwater drainage plan.
r. Detailed Utilities plan, showing the locations, design, and specifications of all proposed sanitary sewage and water supply systems, electric, telecommunications, cable television, gas, and other utility facilities, together with "Capacity and Will Serve" letters from each applicable utility provider.
s. Detailed Parking plan.

vii. Such other information concerning the Lot, Building Site, or other project land all Adjacent Lots, Building Sites, or other land as may be deemed necessary by the Planning and Zoning Director, Director of Public Works, or City Engineer for determining whether the provisions of the Zoning Regulations and other applicable provisions of the City Codes are being met.

4. Certified Class A-2 survey of existing conditions of the applicable property, prepared and sealed by a licensed Connecticut surveyor within 6 (six) months of the Plan submission, as detailed in Section 8.4.5.I.7.g.
5. Architectural Plans/Drawings:
    a) Full color architectural renderings and preliminary architectural plans, showing all Facades and Elevations of each exterior Wall and all exterior materials to be used, keyed to the project description and project illustrative plan.
    b) Building Type(s).

   c) Floor Area, Dimensions, Floor Elevations, Floor-to-Floor Ceiling Heights, and Height of each Building.
   d) Private Frontage(s) and Façade Elements.
   e) Building Roof Type(s) & Pitch.
6. Project Description and illustrative plan showing each Development and Building element regulated by the Zoning Regulations (i.e. Use, Building Type, Private Frontage Type, etc.):
   a) Including the demonstration to the satisfaction of the Planning & Zoning Commission that the Site Plan complies with all applicable sections of the Norwalk Zoning Regulations.
7. If required by the Planning & Zoning Commission, a Traffic Impact Analysis:
   a) Including a Site Access and Circulation Plan, indicating access and circulation routes for all vehicular and pedestrian movement.
8. If required by the Planning & Zoning Commission, an Environmental Impact Assessment.
9. If required by the Planning & Zoning Commission, any other information necessary to the satisfaction of the Commission for a decision to be determined.

Fees

The Applicant shall pay to the City the fees established in the Fee Schedule Document available from the Planning & Zoning Department in order to cover a portion of the costs associated with the administration of the Norwalk Zoning Regulations. Failure to the pay the application fee at the time of submission of the Site Plan Review application shall render the application incomplete and delay the scheduling of the application to be heard by the Planning & Zoning Commission. Please find the Fee Schedule Document on the City of Norwalk's website, www.norwalkct.gov.

In addition to the administrative application fee, it is the responsibility of the Applicant to pay for all required legal notice fees, who will be billed for such fees directly by the publisher of such notice(s).

Public Notification

Notice shall be provided in accordance with Section 8.4.4.D of the Norwalk Zoning Regulations.

1. The Applicant shall notify all property owners that are within one hundred (100) feet of the subject property(s) (including owners of individual condominium units), as indicated on the Assessor's records, that a Special Permit Application has been submitted to the Planning & Zoning Department within ten (10) business days from the date of submission by mailed notice.
   a. The letter shall be sent by the Applicant using certified U.S. Mail, with certificate of mailing.
   b. The letter shall specify the street address, phone number, and website address for the Planning & Zoning Department.
   c. The letter shall contain the proposed action and street address for the property in question, including:
      i. The current zoning of the subject property.
      ii. A summary indicating the nature of the application.

Public hearings are discretionary for Site Plan Review Applications. If the Planning & Zoning Commission decides to hold a public hearing, the following steps shall be followed by the Applicant, in accordance with Section 8.4.4.D:

1. After a public hearing date has been established,
   the Applicant shall notify all property owners that are within one hundred (100) feet of the subject property(s) (including owners of individual condominium units), as indicated on the Assessor's records, by mailed notice, subject to the following requirements:
   a. The letter shall be sent by the Applicant using certified U.S. Mail, with certificate of mailing.
   b. The letter shall specify the street address, phone number, and website address for the Planning & Zoning Department.
   c. The letter shall contain the proposed action and street address for the property in question, including:
      i. The current zoning of the subject property.
      ii. A summary indicating the nature of the application.
   d. The letter shall include the date, time, and location of the meeting and the body before which the hearing shall take place.
   e. The letter shall be mailed at least ten (10) days prior to the scheduled meeting, hearing, or other action.

Minor defects in notice shall not impair the notice or invalidate proceedings pursuant to the notice if a bona fide attempt has been made to comply with applicable notice requirements.

In addition to the requirements listed above, it is the responsibility of the Applicant to pay for any required Legal Notice fees.

end

Schedule A
Site Plan Project Narrative & Findings

Lofts M7 LLC (the **"Applicant"**), the contract purchaser of 101 and 201 Merritt 7 (the **"Property"**) requests Site Plan approval pursuant to Sections 4.2, 4.3.9.C.2, 4.3.9.G.4.bb.3.b[1], Table 4.3.9.A and 8.4.5 of the City of Norwalk, Connecticut Zoning Regulations (the "**Regulations**") to facilitate the conversion of the existing office buildings on the Property into "Large Multifamily Buildings".

I. THE PROPERTY & EXISTING USES

Today, the Property consists of two (2) separate parcels which collectively include 6.48± acres located in the CD-4 Urban Center Community District.[2] The CD-4 is a higher density, mixed-use zone permitting a variety of residential and commercial uses. It is bordered by commercial uses to the north, east and south and the Norwalk River to the west. The Curb development, consisting of three large apartment buildings, is across the river to the west. Today, Buildings 101 and 201 consist of more than 400,000± square feet of office space and 1,224 parking spaces.

The Merritt 7 Corporate Park, which consists of six (6) office buildings, was originally constructed by Albert D. Phelps between 1980 and 2002. Although somewhat of a pioneer at the time, Mr. Phelps' success with Merritt 7 galvanized additional investment in this area resulting in the active corridor that exists today. However, the demand for suburban office space has dwindled as companies opt for more urban locations. The COVID-19 pandemic only exacerbated this trend as companies have moved to remote and hybrid work models, thereby decreasing the demand for physical office space and making the office market more competitive. Accordingly, the roughly 1.4 million square feet of office space comprising Merritt 7 Corporate Park has become unsustainable. Meanwhile, the need for additional housing has continued to grow. Thus, converting Buildings 101 and 201 to multifamily housing serves the dual purpose of facilitating the development of much-needed housing while increasing the demand for the office space that remains.

II. PROPOSED USE

The Applicant proposes to convert the existing office buildings into approximately 300 apartment homes. A mixture of studio (56), one-bedroom (182) and two-bedroom (62) units is currently proposed. As required by Section 6.12.4.2 of the Regulations, twenty-seven (27) of these units will be designated as workforce housing in perpetuity.[3] As permitted by Section 6.12.4.2.b, these units will be affordable to families earning eighty percent (80%) of the state median income and an inclusionary zoning fee will be provided. In addition to a complete interior renovation, the exterior of the building will also be modernized. Above the parking garage, the base of the building

[1] The Applicant has included this reference in the avoidance of doubt notwithstanding the fact that the proposal is an adaptive reuse of an existing building and not new construction.

[2] If approved, the Applicant would consolidate the two parcels into a single lot.

[3] The Applicant proposes seven (7) two-bedroom workforce housing units which count as 1.5 workforce housing units for purposes of calculating the ten percent (10%) requirement.

will be clad in a textured marble finish and wood textured panels will replace existing spandrel glass at various points on the upper floors. Operable window panels will also be incorporated, and the existing bulkhead will be painted black, converting a mechanical penthouse into an architectural enhancement.

However, perhaps the most impactful transformation will take place on the garage deck where the majority of the asphalt parking will be removed and replaced with approximately 55,000 square feet of outdoor resident amenity space.[4] This is currently anticipated to include both active and passive space such as a pool, lawn area, dog park, playground, Zen garden, putting green and a pickleball court, among others.[5] A significant amount of indoor amenity space, primarily in Building 201, is also provided including a gym, coworking, playroom and demo kitchen.

The existing asphalt parking deck will be significantly enhanced with a variety of trees, shrubs and perennials. Collectively, the Applicant proposes more than 3,000 new plantings. The site lighting will also be improved with the incorporation of decorative bollards and path lighting. The majority of the lighting will be utilized from 6pm to 10pm, with some security lighting remaining from dusk until dawn. For further details regarding the proposed landscaping and lighting, please refer to the submitted plans.

The existing three-level parking garage containing approximately 1,224 parking spaces will remain, but parking will be reduced by 163 spaces to a total of 1,061 spaces. Guest and future resident parking will be provided on the western side of the site between the two buildings. Although not required for an adaptive reuse project, twenty-three (23) of these spaces will be designated as EV. In conformance with Table 4.3.13 of the Regulations, a minimum of thirty (30) bicycle parking spaces will be provided beneath a canopy.

Vehicular access to the Property will continue to be served by the three (3) existing curb cuts, including the signalized intersection at Main Avenue and the site driveway. The change of use and reduction in onsite parking spaces will result in a significant reduction in peak hour vehicle trips during the work week as compared to current conditions.

III. CONFORMANCE WITH PLAN OF CONSERVATION & DEVELOPMENT

Suburban, highway focused office parks have been struggling throughout the country for some time, and while Merritt 7 weathered the storm longer than most, transitioning the Merritt 7 complex from a large, suburban office park to more of a mixed-use environment has been recognized as desirable.[6] "The Merritt 7 area on Main Ave and Glover Avenue is critical to the economic and fiscal (tax revenue) success of Norwalk, and its continued vibrancy must be a priority for the city."[7] "[B]usiness location decisions are driven by workforce, and residential

[4] Based on conversations with staff, the Applicant understands public realm space is not required for this adaptive reuse proposal.

[5] The final amenity package is subject to change based on market demands.

[6] Norwalk Citywide Plan: 2019-2029 (the "Comprehensive Plan"), pages 16-17.

[7] Comprehensive Plan, page 18.

growth fully supports business growth by creating a cluster of talent proximate to businesses."[8] This is why strengthening the Merritt 7 area as a live-work ecosystem is so important.[9]

IV. SITE PLAN REVIEW CRITERIA

The criteria to be applied by the Commission in reviewing and approving a Site Plan and Application as the Decision-Making Authority shall be whether such Plan and Application comply with the applicable conditions, standards, and requirements of these Regulations.

… [T]he Planning and Zoning Commission shall determine:

a. *Whether the Development complies with Section 4.3.5 Building Standards; Section 4.3.16 Private Landscape Standards; Section 6.2 Grading, Tree Removal, and Drainage; Section 6.3 Import/Export of Earth Materials; Section 6.4 Soil Erosion & Sediment Control; and Section 6.9 Flood Hazard Zone Overlay;*

   As a conversion of existing office buildings into residential dwelling units, most of the above referenced sections are not applicable. However, compliance with the Flood Hazard Zone Overlay is required. The Applicant has submitted Elevation Certificates prepared by Redniss & Mead and a Certification of Flood Elevations prepared by Granoff Architects LLC certifying that the proposal conforms to Section 6.9 of the Regulations.

b. *Whether the proposed access and circulation are adequate with respect to traffic patterns, traffic control measures, and street pavement areas, with provisions for maintaining traffic flows and reducing any negative effects of traffic on nearby properties;*

   No new curb cuts are proposed in connection with this adaptive reuse proposal. Residents and guests will continue to utilize the signalized driveway and the northern driveway will be mostly limited to loading and other operational uses, while also serving as an alternate drive for residents. The southern driveway will be reserved for emergency access and otherwise dedicated to Building 301 to the south. Vehicular circulation has been reviewed with the Transportation, Mobility and Parking Department (TMP) and the Fire Marshal's office. Moreover, as detailed in the Traffic Impact Study prepared by Tighe & Bond, the proposed conversion from office to residential is expected reduce weekday vehicle trips by 2,539 per day.

c. *Whether the Development complies with all applicable Development and site construction requirements;*

[8] Comprehensive Plan, page 20.
[9] Comprehensive Plan, page 49.

The proposal is an adaptive reuse of existing buildings and does not include new construction.

d. Adequacy of stormwater facilities, water supply, sanitary sewer service, fire protection, street signs, and street lighting as evidenced by conformance with City standards, specifications and guidelines;

The buildings are otherwise served by public water, sewer, and fire protection systems under existing conditions and will remain connected in proposed conditions. Further, the Applicant has submitted a Site Engineering Report, prepared by Redniss & Mead, that indicates, with proper implementation, the adaptive reuse will not adversely impact adjacent or downstream properties or existing city owned storm sewer and sanitary sewer systems. No changes are proposed to street signage and/or street lighting.

e. Compliance with requirements for Easements or dedications;

Approximately 119 parking spaces will be reserved for Building 301 on the Building 201 parcel. This area has been identified on the architectural plans and an easement agreement will be finalized prior to beginning construction.

f. In reviewing Site Plans, the following standards shall be taken into consideration:

(1) All proposed uses for which a site plan is required shall provide for ingress and egress to the site which does not adversely impact the normal flow of traffic or normal safe conditions of the roadways. Site plans shall be referred to each applicable reviewing authority for review and recommendations.

No new curb cuts are proposed in connection with the conversion of the office buildings to residential dwelling units. Peak hour vehicle trips associated with the site will be significantly reduced during the week and Saturday peak traffic will be modest. The Applicant has worked closely with TMP on the studied intersections and believes TMP is supportive of the proposal. For all of these reasons, the Applicant submits the proposal will not adversely impact normal traffic flow or the safety of the roadways.

(2) The Commission may require such reasonable improvements as may be necessary to accommodate traffic increases caused by the proposed development to maintain existing levels of service and to improve traffic safety. A Traffic Impact Analysis, as specified below, may be required from the applicant to determine the extent of necessary improvements.

Overall, the proposed conversion from office to residential will result in a significant reduction in vehicle trips associated with the site. Please refer to the submitted Traffic Impact Study prepared by Tighe & Bond for additional details.

(a) All proposed uses which will generate over five hundred (500) vehicle trips per day, or over fifty (50) vehicle trips in any peak hour, either individually or in combination with other uses on a lot, shall be required to submit a Traffic Impact Analysis, prepared by a traffic engineer deemed qualified to undertake such analysis by the Commission, for review as part of a required site plan.

A Traffic Impact Study prepared by Tighe & Bond has been submitted.

(b) The Traffic Impact Analysis shall include the following information: the present roadway conditions, the street typology per the City of Norwalk Complete Streets Design Guide, as amended, and how the Development will benefit and/or adversely impact the goals of the City of Norwalk's Complete Streets ordinance, existing roadway capacity, traffic accidents for the previous three years, existing and projected traffic volumes (including ADT, peak A.M. and peak P.M. volumes) upon completion of the proposed use, existing and projected volume capacity ratios, existing and projected levels of service, and existing and proposed sight lines and stopping sight distances, based on verifiable data and reasonable generation factors for the site and immediately affected road networks and intersections; and, proposed methods, if any, of mitigating the impact of the proposal on traffic congestion and safety.

Main Avenue is designated as a "Commercial Thoroughfare" which is a major arterial road in Norwalk. As a conversion project, no new development is proposed and no changes to Main Avenue are contemplated. Please refer to the submitted Traffic Impact Study prepared by Tighe & Bond for additional details.

(3) Whether sanitary and storm sewers have been designed and certified by a civil engineer and approved by the Department of Public Works.

The applicant has submitted a Site Engineering Report prepared by Redniss & Mead that indicates, with proper implementation, the adaptive reuse will not adversely impact adjacent or downstream properties or city infrastructure. No changes are anticipated to the existing storm sewer system. The sanitary sewer connections require an upgrade in size from 8" services to 10" services based upon code requirements for the number of fixture units.

(4) Whether proper provision has been made for erosion and sedimentation control.

Reference is made to the Site Development Plan package, as prepared by Redniss & Mead, which includes necessary sediment and erosion control provisions for the limited site work.

(5) Whether there is any existing zoning violation exists on the property.

The Applicant is not aware of any existing zoning violations.

g. Except for Buildings designated as historic under a Local, State or National inventory, any ***proposed Building*** *containing a Footprint of 5,000 square feet or more or a Floor Area of 20,000 square feet or more, shall either:*

N/A

V. CONCLUSION

The existing structures are legally-nonconforming and the application complies with all of the applicable requirements of the Norwalk Zoning Regulations. For all of the reasons set forth herein, the Applicants submit that the Commission should approve the proposed Site Plan Application.

Schedule B
Property Description[10]

ALL those certain pieces, parcel or tracts of land, together with the buildings and improvements thereon, situated in the City of Norwalk, County of Fairfield and State of Connecticut, and more particularly bounded and described as follows:

PARCEL 101

Beginning at a point along the westerly side of Main Avenue (CT Route 719) where the division line between land now or formerly of Leemilt's Petroleum Inc. and the herein described parcel of land intersects said westerly side of Main Avenue; thence, running generally southerly along said westerly side of Main Avenue the following courses: South 10 degrees 21' 43" West a distance of 59.27 feet; thence, along a clockwise curve the radius of which is 3974.51 feet and the central angle of which is 00 degrees 26' 33" for an arc distance of 30.70 feet; South 17 degrees 51' 37" West a distance of 18.94 feet; South 6 degrees 39' 27" West a distance of 28.99 feet; along a clockwise curve the radius of which is 3974.51 feet; the central angle of which is 6 degrees 53' 33" for an arc distance of 478.13 feet to land now or formerly of 201 Merritt, LLC; thence along 201 Merritt, LLC, the following courses: North 72 degrees 09' 02" West for a distance of 41.34 feet; North 17 degrees 50' 58" East for a distance of 4.37 feet; North 72 degrees 08' 07" West for a distance of 186.44 feet; South 17 degrees 50' 58" West for a distance of 4.42 feet; North 72 degrees 09' 02" West for a distance of 22.50 feet; North 17 degrees 50' 58" East for a distance of 7.50 feet and North 72 degrees 09' 02" West for a distance of 77.39 feet to land now or formerly of Fairfield Investors, Inc.; thence along land now or formerly of Fairfield Investors, Inc., the following courses: North 27 degrees 54' 00" East for a distance of 246.75 feet; North 17 degrees 50' 45" East for a distance of 124.47 feet; North 77 degrees 50' 45" East for a distance of 32.93 feet and North 34 degrees 39' 30" East for a distance of 211.29 feet to other land now or formerly of Fairfield Investors, Inc., thence South 79 degrees 37' 30" East for a distance of 155.00 feet, in part being along land now or formerly of Fairfield Investors, Inc. and being in part along land now or formerly of Leemilt's Petroleum Inc., to the aforesaid westerly side of Main Avenue and the point of beginning.

Together with the easement rights set forth in a Reciprocal Easement Agreement dated February 23, 1983 between Fairfield Investors, Inc. and First Merritt Seven Corp. recorded in Volume 1461 at Page 261 of the Norwalk Land Records.

Together with the easement rights set forth in a deed from First Merritt Seven Corp. to Fairfield Investors, Inc. dated December 17, 1981 and recorded in Volume 1387 at Page 69 of the Norwalk Land Records.

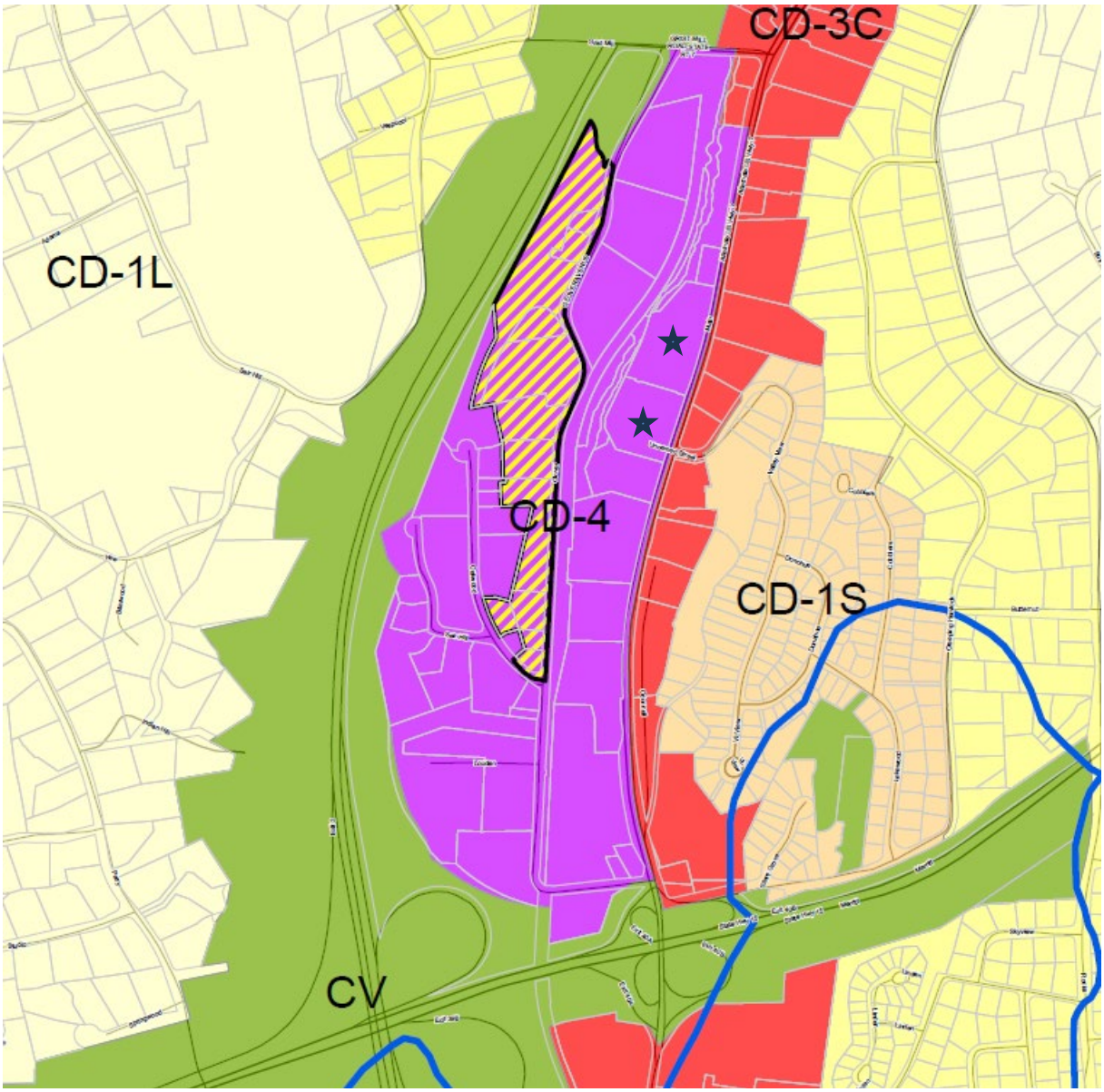
[10] Properties to be consolidated prior to issuance of a building permit for the proposed project.

PARCEL 201

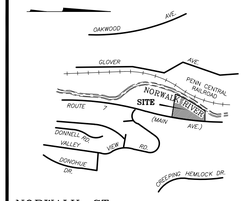
Beginning at a point along the westerly side of Main Avenue (CT Route 719) at its intersection with the southerly side of land now or formerly of Merritt 7 Venture LLC said land also known as 101 Merritt 7; thence, running generally southerly along said westerly side of Main Avenue the following courses: along a clockwise curve the radius of which is 3974.51 feet and the central angle of which is 01 degrees 40' 46" for an arc distance of 116.50 feet; South 20 degrees 05' 53" West a distance of 59.87 feet; along an anti-clockwise curve the radius of which is 1954.45 feet; the central angle of which is 5 degrees 56' 13" for an arc distance of 202.52 feet; and North 80 degrees 12' 29" West a distance of 4.00 feet to land now or formerly of Merritt 7 Venture LLC said land also known as 301 Merritt 7; thence along said Merritt 7 Venture LLC, the following courses: generally northerly along a clockwise curve the radius of which is 4,836.46 feet and the central angle of which is 00 degrees 00' 16" for an arc distance of 0.18 feet; North 72 degrees 09' 02" West for a distance of 212.56 feet; North 36 degrees 36' 26" West for a distance of 116.45 feet; and South 17 degrees 50' 58" West a distance of 2.86 feet to land now or formerly of Fairfield Investors, Inc. the following courses: North 37 degrees 13' 15" W a distance of 50.48 feet; North 04 degrees 16' 56" East a distance of 59.81 feet; and North 27 degrees 54' 00" East a distance of 237.89 feet to aforesaid land of 201 Merritt, LLC; thence running generally easterly along said 201 Merritt, LLC the following courses: South 72 degrees 09' 02" East a distance of 77.39 feet; South 17 degrees 50' 58" West a distance of 7.50 feet and South 72 degrees 09' 02" East a distance of 22.50 feet; North 17 degrees 50' 58" East a distance of 4.42 feet; South 72 degrees 08' 07" East a distance of 186.44 feet; South 17 degrees 50' 58" West a distance of 4.37 feet; and South 72 degrees 09' 02" East a distance of 41.34 feet to the aforesaid westerly side of Main Avenue and the point of beginning. Together with the easement rights set forth in a Reciprocal Easement Agreement dated February 23, 1983 between Fairfield Investors, Inc. and First Merritt Seven Corp. recorded in Volume 1461 at Page 261 of the Norwalk Land Records.

Together with the easement rights set forth in a deed from First Merritt Seven Corp. to Fairfield Investors, Inc. dated December 17, 1981 and recorded in Volume 1387 at Page 69 of the Norwalk Land Records.

Schedule C
Aerial Map & Zoning Map of Property


CD-3C
CD-1L
CD-4
CD-1S
CV

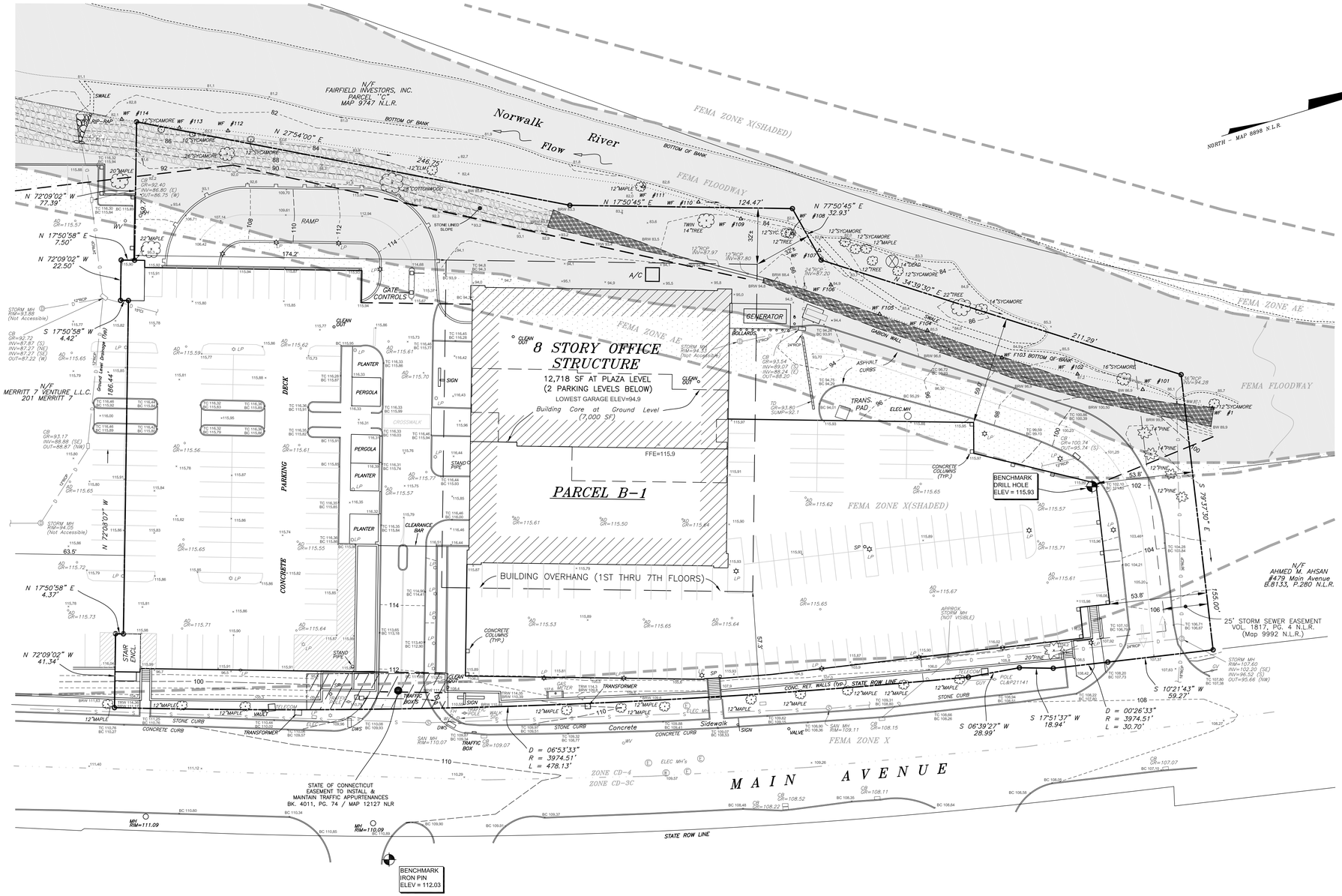
TAX MAP: 5 LOT: 20



NORWALK, CT.

ORIENTATION

ZONE: CD-4



NOTES:

1. *This survey has been prepared in accordance with Sections 20-300b-1 thru 20-300b-20 of the Regulations of Connecticut State Agencies and the Standards for Surveys and Maps in the State of Connecticut as adopted by the Connecticut Association of Land Surveyors, Inc. as a Property and Topographic Survey the Boundary Determination Category of which is a Resurvey conforming to Horizontal Accuracy Class A-2 and the locations and elevations of which conform to Topographic Accuracy Class T-2. It is intended to depict property boundaries, locations and elevations of improvements and topographic features.*
2. *Reference is hereby made to Parcel B-1 on Map 8898 and to Maps 9040, 9041, 9318, 9450, 9462, 9842, 9936, 9937, 10586, 10610, 10703, 11586, 11778, 12127, 12272 12490A & 12490B of the Norwalk Land Records (N.L.R.).*
3. *Reference is made to the Deed of Record found in Vol. 3142, Pg. 286 N.L.R.*
4. *Total Area of the Surveyed Parcel = 155,384 SF / 3.5671 Ac.*
5. *Reference is made to ALTA/NSPS Land Title Survey depicting Building 101, Merritt Seven Corporate Park, Norwalk CT., prepared for Merritt 7 Venture LLC., prepared by Redniss & Mead, dated 9/18/2017.*
6. *Reference is made to FEMA Flood Insurance Rate Map (FIRM) Panel No. 393 of 626, Map No. 09001C0393G, Effective Date October 16, 2013. 100-Year Flood Line Range (BFE 92.7'-96.4') per FEMA Flood Insurance Study (FIS) Profile 269P (Norwalk River).*
7. *Elevations depicted hereon are based on North American Vertical Datum of 1988 (NAVD-88).*
8. *Wetlands depicted hereon were field identified and flagged (by source unknown) and located by Redniss & Mead on 7/7/2025.*
9. *Reference is made to Preliminary Report-10/05/2017 by Zoning - Info, Inc. for Merritt 7 Site #52450.*
10. *Owner of Record: Merritt 7 Venture LLC.*
11. *Subsurface, structure and facility locations depicted hereon have been compiled, in part, from municipal records and field measurements. These locations must be considered as approximate, may not be complete and other such features may exist on the site. The size, location and existence of all such features must be verified by the appropriate authorities prior to construction.*

PARKING COUNTS

LEVEL	STANDARD	COMPACT	HANDICAP	LOADING
PLAZA	*194*	*0*	*0*	–
*P1	*237*	*0*	*4*	–
*P2	*164*	*0*	*0*	–
*TOTAL	*595*	*0*	*4*	–

*Parking Counts taken from ALTA survey referenced in note 3.

ZONING DATA TABLE
(ZONE CD-4)

CRITERIA	MINIMUM/MAXIMUM ALLOWED
LOT AREA	*NR*
LOT WIDTH	*300 ft max.*
BUILDING HEIGHT	*2 sty. min./6.5 sty. max*
BUILDING AREA	*80% IMP SFC.*
SETBACK-Front	*0 ft min./12 ft max.*
SETBACK-Side	*0 ft min.*
SETBACK-Rear	*3 ft min.*

NR-Not Regulated

No.	By	Date	
1	RJB	8/28/2025	Update notes.

PROPERTY & TOPOGRAPHIC SURVEY

DEPICTING

BUILDING 101 (101 MAIN AVENUE) MERRITT SEVEN CORPORATE PARK

NORWALK, CONNECTICUT

PREPARED FOR

LOFTS M7 LLC

REDNISS & MEAD

LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING

22 First Street | Stamford, CT 06905
Tel: 203.327.4500 | Fax: 203.357.1118
www.rednissmead.com

Scale: 1"=30' (0, 30, 60)

Drawn By: RJB | Checked By: JPP | Date: 8/7/2025

To my knowledge and belief this map is substantially correct as noted hereon

JORGE P. PEREIRA CT. L.S. #70179

8/28/2025

DATE

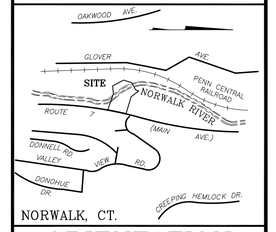
This document and copies thereof are valid only if they bear the signature and embossed seal of the designated licensed professional. Unauthorized alterations render any declaration hereon null & void.

Sheet No:

PSTS

Comm. No.: 1976ZA-1

TAX MAP: 5 LOT: 28



ORIENTATION

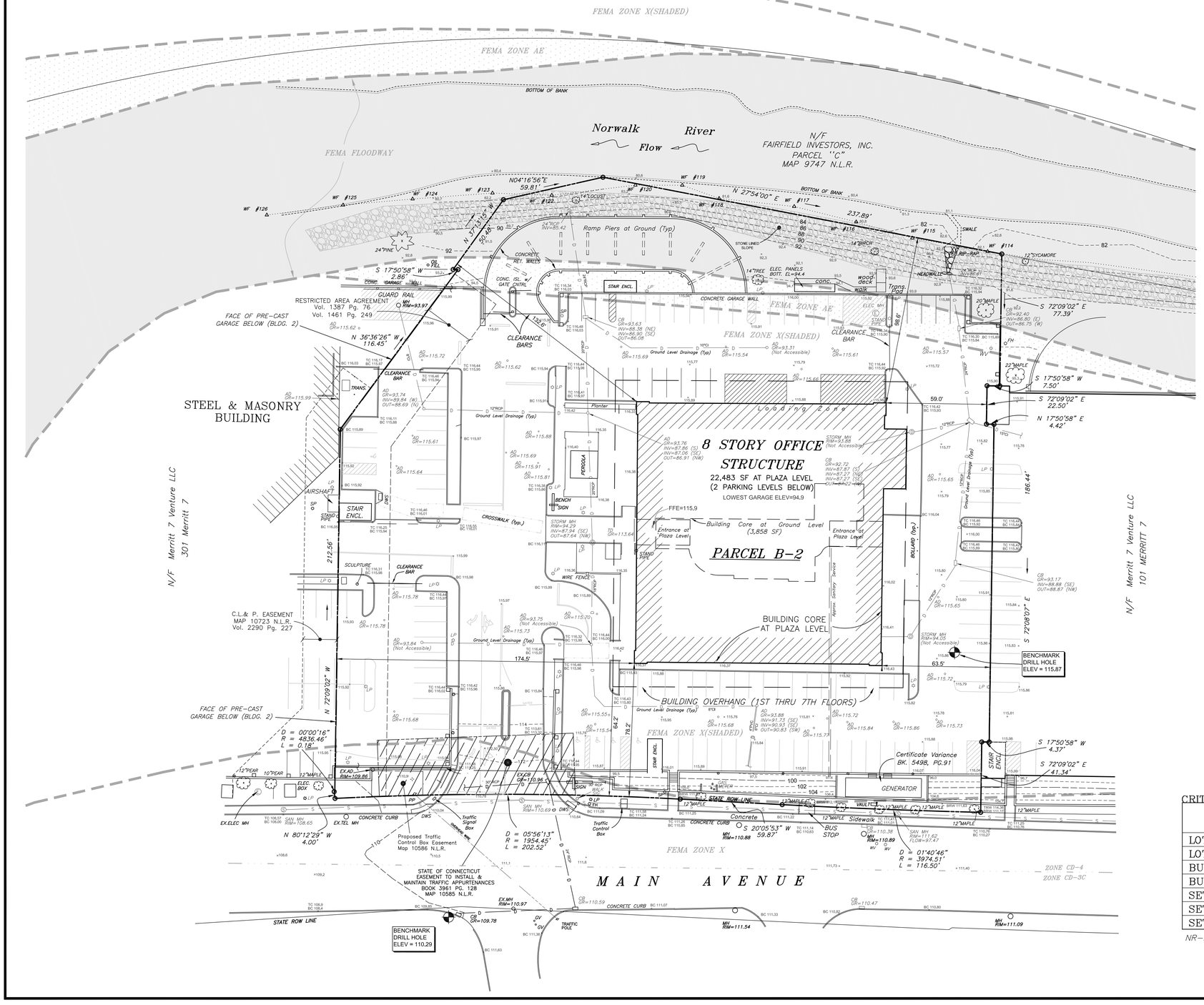
ZONE: CD-4

PARKING COUNTS

LEVEL	STANDARD	COMPACT	HANDICAP	LOADING
PLAZA	115	0	5	Areas Depicted
*P1	253	0	4	Specific
*P2	261	7 ELEC.	4	Spaces
				Not
*TOTAL	629	7 ELEC.	13	Designated

*Parking Counts taken from ALTA survey referenced in note 3.

NORTH - MAP 8898 N.L.R.



NOTES:

1. This survey has been prepared in accordance with Sections 20-300b-1 thru 20-300b-20 of the Regulations of Connecticut State Agencies and the Standards for Surveys and Maps in the State of Connecticut as adopted by the Connecticut Association of Land Surveyors, Inc. as a Property and Topographic Survey the Boundary Determination Category of which is a Resurvey conforming to Horizontal Accuracy Class A-2 and the locations and elevations of which conform to Topographic Accuracy Class T-2. It is intended to depict property boundaries, locations and elevations of improvements and topographic features.
2. Reference is hereby made to Parcel B-2, Map 10703 and to Maps 8898, 9040, 9041, 9318, 9450, 9462, 9842, 9936, 9937, 10586, 10610, 11586, 11778, 12127, 12272 12490A & 12490B of the Norwalk Land Records (N.L.R.).
3. Reference is made to the Deed of Record found in Vol. 5485, Pg. 46 N.L.R.
4. Total Area of the Surveyed Parcel = 127,038 SF / 2.9164 Ac.
5. Reference is made to ALTA/NSPS Land Title Survey depicting Building 101, Merritt Seven Corporate Park, Norwalk CT., prepared for Merritt 7 Venture LLC., prepared by Redniss & Mead, dated 9/18/2017.
6. Reference is made to FEMA Flood Insurance Rate Map Panel No. 393 of 626, Map No. 09001C0393G, Effective Date October 16, 2013. 100-Year Flood Line Range (BFE 91.7'-92.7') per FEMA Flood Insurance Study (FIS) Profile 269P (Norwalk River).
7. Elevations depicted hereon are based on North American Vertical Datum of 1988 (NAVD-88).
8. Wetlands depicted hereon were field identified and flagged (by source unknown) and located by Redniss & Mead on 7/7/2025.
9. Reference is made to Preliminary Report-10/05/2017 by Zoning - Info, Inc. for Merritt 7 Site #52450.
10. Owner of Record: Merritt 7 Venture LLC.
11. Subsurface utility, structure and facility locations depicted hereon have been compiled, in part, from municipal records and field measurements. These locations must be considered as approximate, may not be complete and other such features may exist on the site. The size, location and existence of all such features must be verified by the appropriate authorities prior to construction.

ZONING DATA TABLE
(ZONE CD-4)

CRITERIA

	MINIMUM/MAXIMUM ALLOWED
LOT AREA	NR
LOT WIDTH	300 ft max.
BUILDING HEIGHT	2 sty. min./6.5 sty. max
BUILDING AREA	80% IMP SFC.
SETBACK-Front	0 ft min./12 ft max.
SETBACK-Side	0 ft min.
SETBACK-Rear	3 ft min.

NR-Not Regulated

No.	By	Date	
1	RJB	8/28/2025	Update notes.

PROPERTY & TOPOGRAPHIC SURVEY

DEPICTING

BUILDING 201 (201 MAIN AVENUE) MERRITT SEVEN CORPORATE PARK

NORWALK, CONNECTICUT

PREPARED FOR

LOFTS M7 LLC

REDNISS & MEAD

LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING

22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax: 203.357.1118
www.rednissmead.com

Scale: 1"=30' (0 30 60)

Drawn By: RJB | Checked By: JPP | Date: 8/7/2025

To my knowledge and belief this map is substantially correct as noted hereon

JORGE P. PEREIRA CT. L.S. #70179

8/28/2025

DATE

This document and copies thereof are valid only if they bear the signature and embossed seal of the designated licensed professional. Unauthorized alterations render any declaration hereon null & void.

Sheet No:

PSTS

Comm. No.: 1976ZA-1

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M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB NUMBER: **25005**

DATE: **09/30/25**

SITE PLAN APPLICATION

Client/Owner
Lofts M7 LLC
555 Pleasantville Rd, Briarcliff Manor, NY
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Construction Manager
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(203) 327-0500

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#	DATE	REVISION DESCRIPTION	BY:

PHASE

SITE PLAN APPLICATION

PROJECT NAME

M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	09/30/25
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	09/30/2025	SCALE:	AS NOTED

DRAWING TITLE

ARCHITECTURAL SITE PLAN - AERIAL MAP

DRAWING #

AS01

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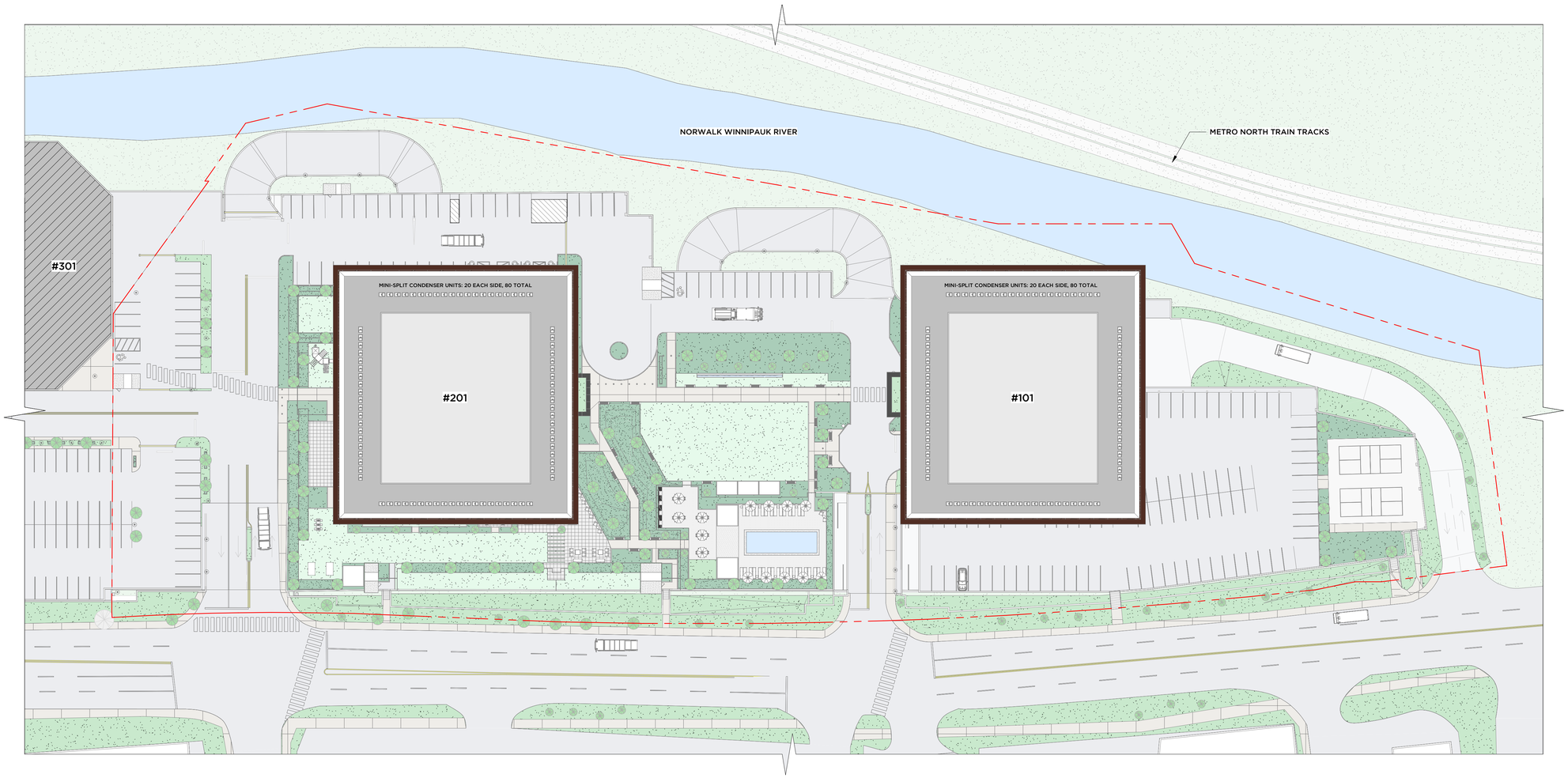

1 SITE PLAN - ROOF
1" = 40'-0"

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NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	09/30/25
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
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DRAWING TITLE
ARCHITECTURAL SITE PLAN - ROOF

DRAWING #
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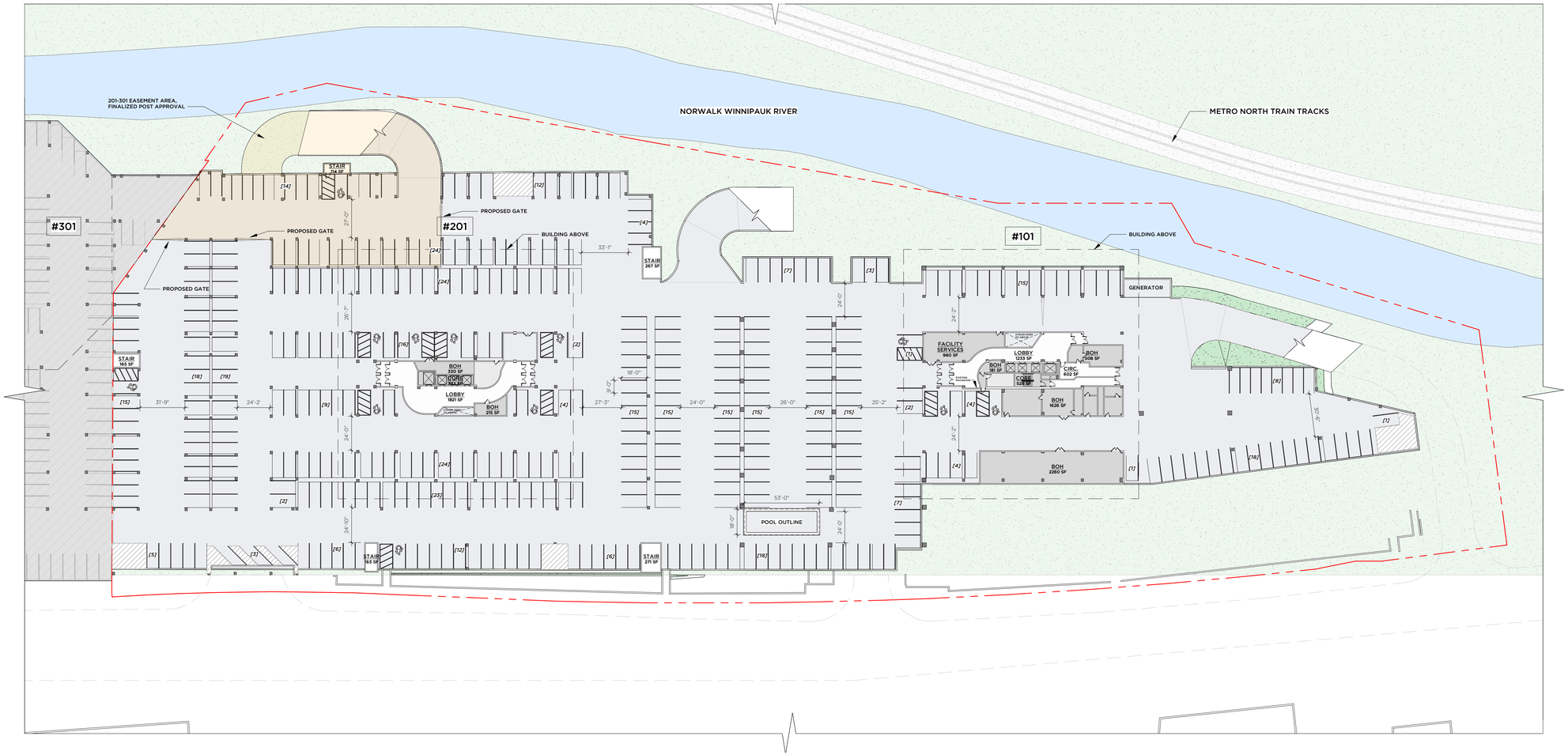

1 PARKING LEVEL -2 PLAN
1" = 40'-0"

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PROJECT NAME
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NORWALK, CT 06851

JOB #:	**25005**	ISSUE DATE:	**09/30/25**
DRAWN BY:	**JG, RMB, AK**	PROJ. MANAGER:	**JG**
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DRAWING TITLE
PARKING LEVEL - 2 PLAN

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AS03

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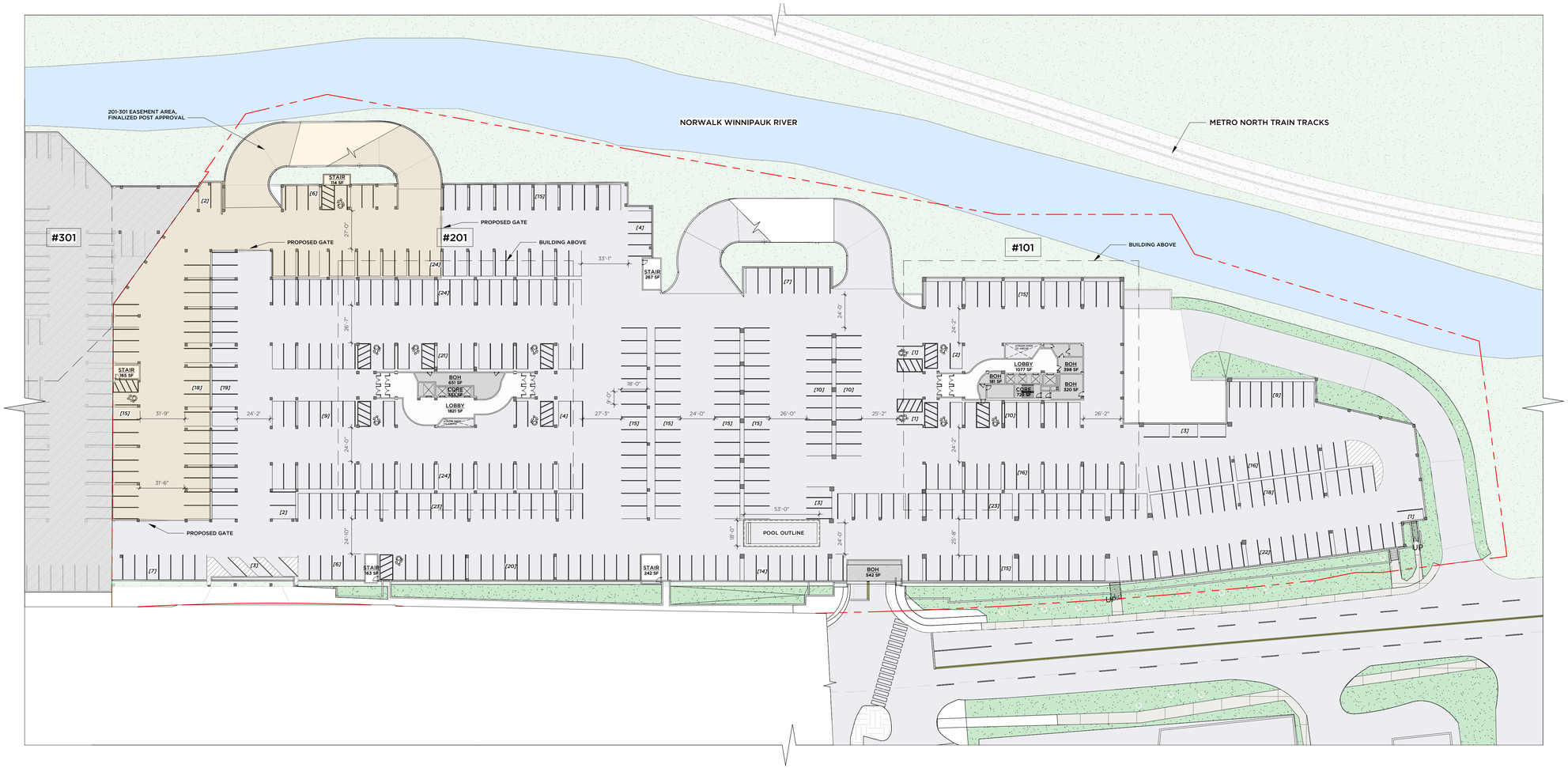

1 PARKING LEVEL - 1 PLAN
1" = 40'-0"

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DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
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DRAWING TITLE
PARKING LEVEL - 1 PLAN

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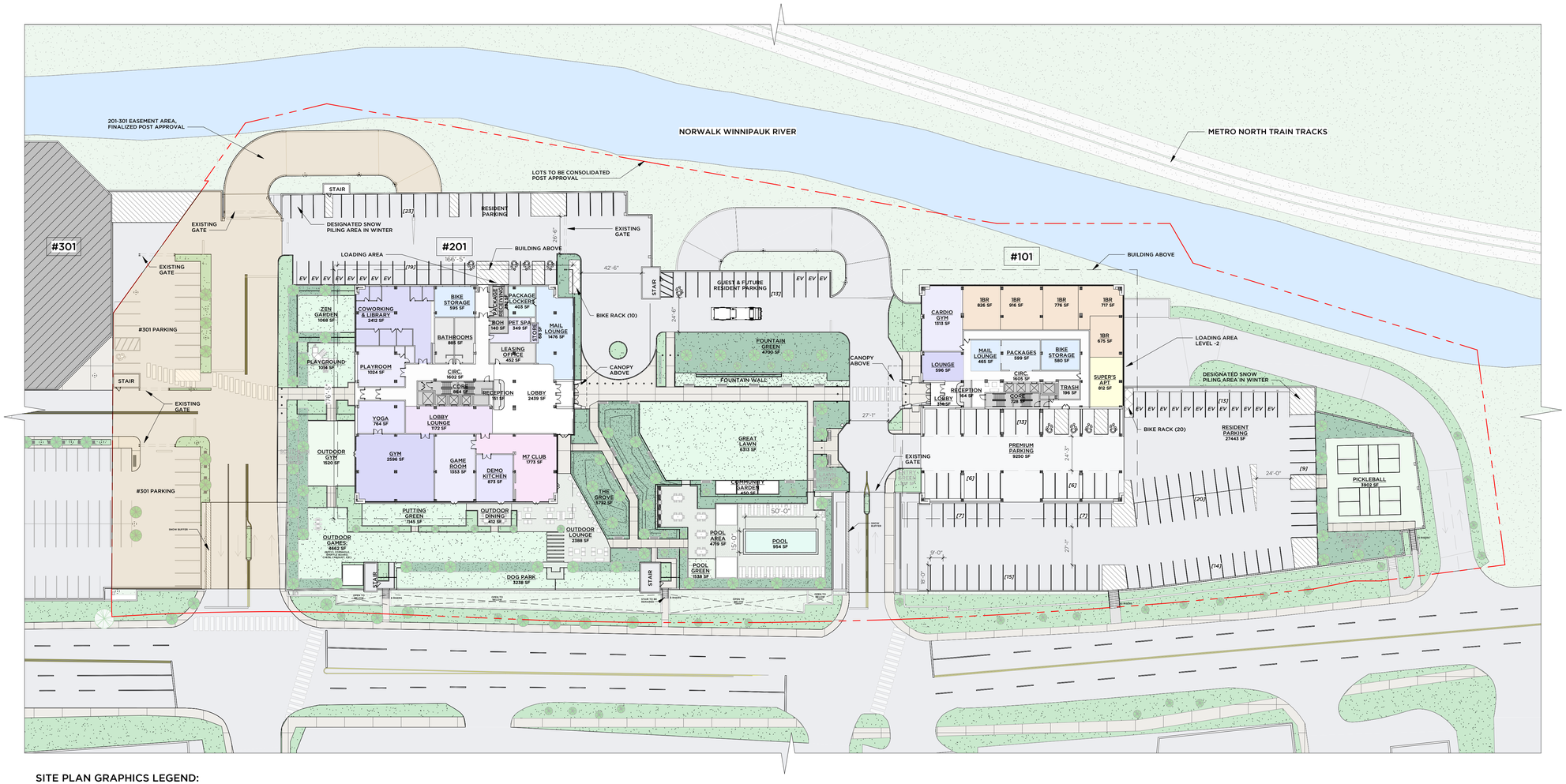

SITE PLAN GRAPHICS LEGEND:

- GRASS - SYNTHETIC
- GRASS - ORGANIC
- PLANTINGS
- SIDEWALK - PAVER
- POOL DECK - DECORATIVE PAVER
- PATIO - LINEAR PAVER

1 SITE PLAN - FL1
1" = 40'-0"

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Revisions

#	DATE	REVISION DESCRIPTION	BY:

PHASE
SITE PLAN APPLICATION

PROJECT NAME
M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	09/30/25
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	09/30/2025	SCALE:	AS NOTED

DRAWING TITLE
ARCHITECTURAL SITE PLAN - FIRST FLOOR

DRAWING #
AS05

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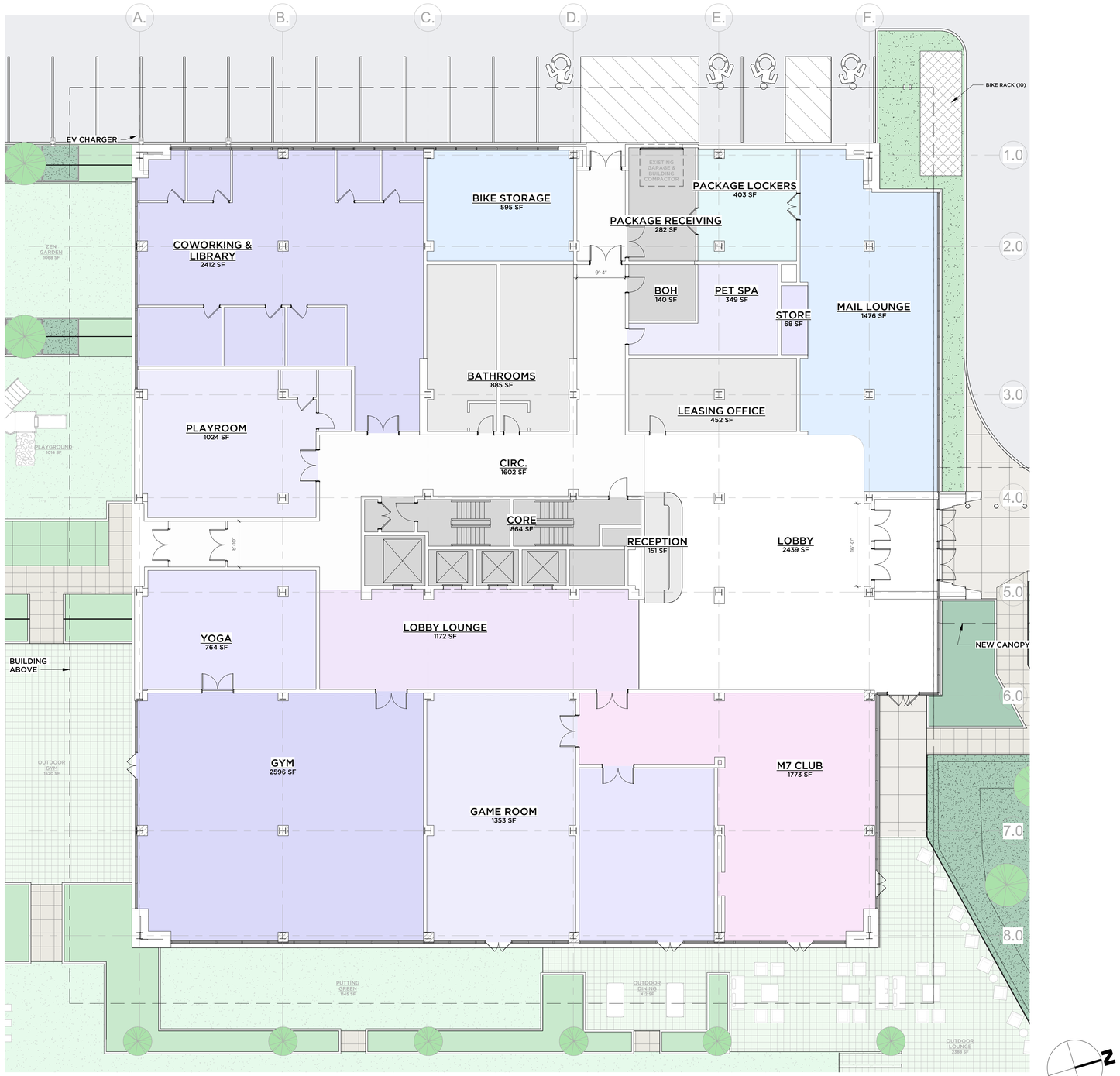

1 **201 - FL1**
3/32" = 1'-0"

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SITE PLAN APPLICATION

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NORWALK, CT 06851

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DATE:	09/30/2025	SCALE:	AS NOTED

DRAWING TITLE
#201 - FIRST FLOOR PLAN

DRAWING #
AS06

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1 **101 - FL1**
3/32" = 1'-0"

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DRAWN BY:	**JG, RMB, AK**	PROJ. MANAGER:	**JG**
DATE:	**09/30/2025**	SCALE:	**AS NOTED**

DRAWING TITLE
#101 - FIRST FLOOR PLAN

DRAWING #
AS07

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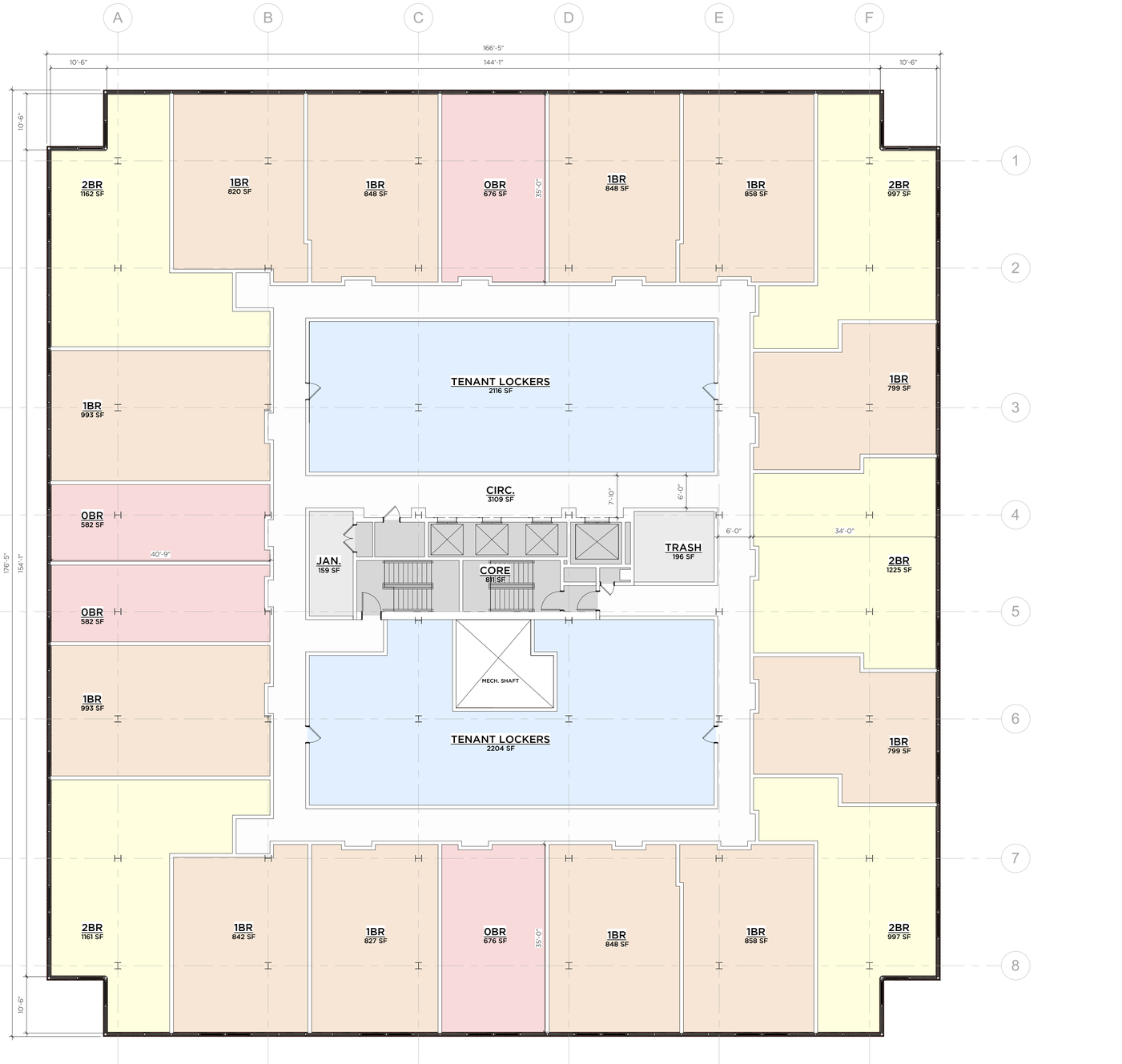

1 101 - FL2 - FL3
3/32" = 1'-0"

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M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	09/30/25
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	09/30/2025	SCALE:	AS NOTED

DRAWING TITLE
#101 & #201 - SECOND AND THIRD FLOOR PLAN

DRAWING #
AS08

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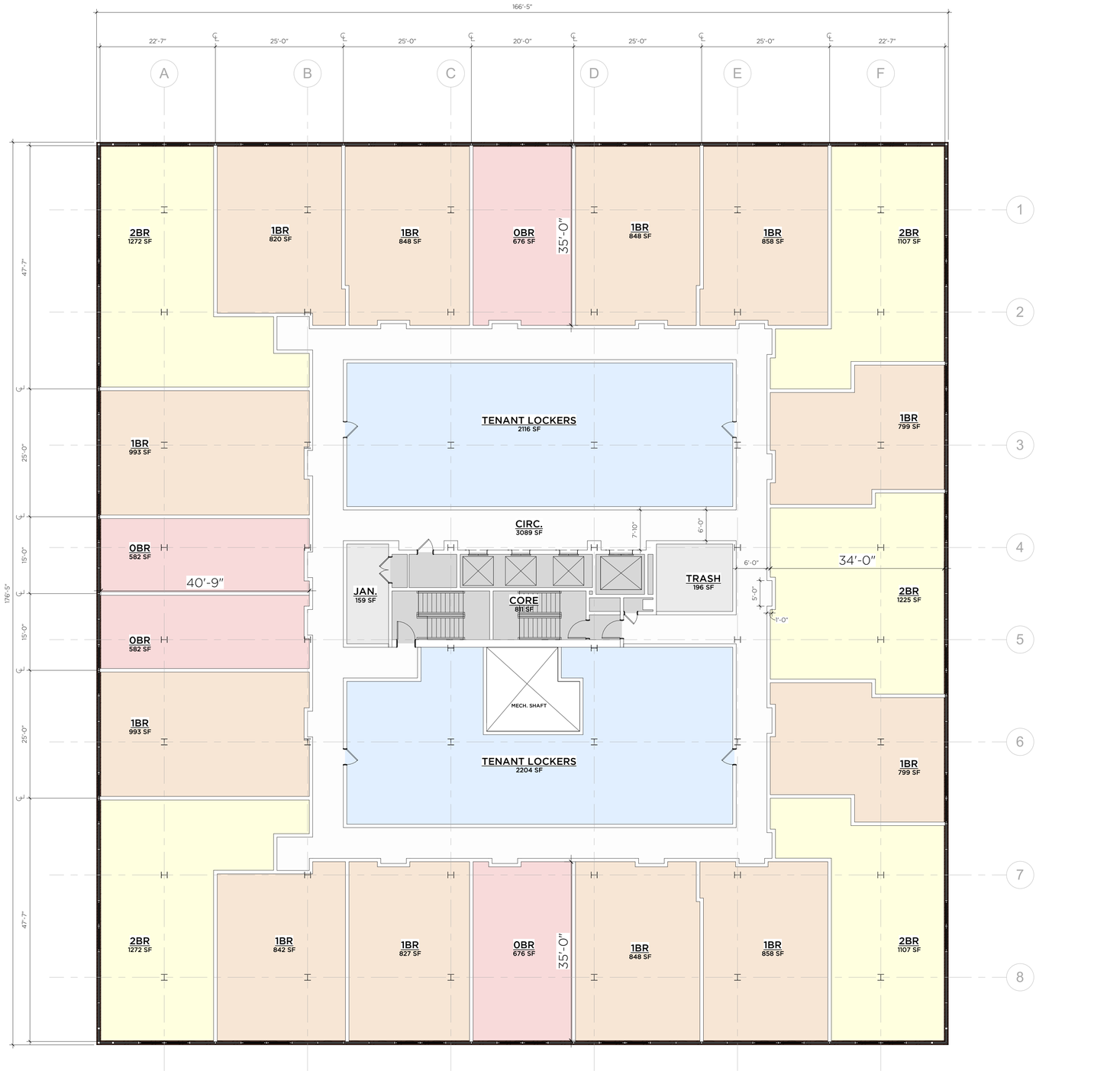

1 101 - FL4 - FL8
3/32" = 1'-0"

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Revisions

#	DATE	REVISION DESCRIPTION	BY:

PHASE
SITE PLAN APPLICATION

PROJECT NAME
M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	09/30/25
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#101 & #201 - FOURTH THRU EIGHTH FLOOR PLAN

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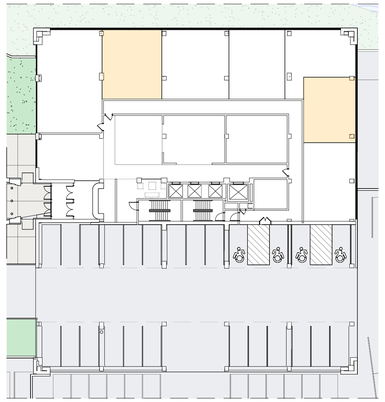
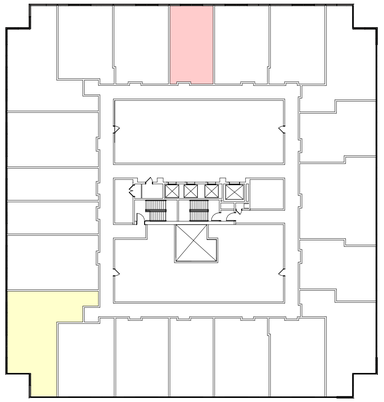
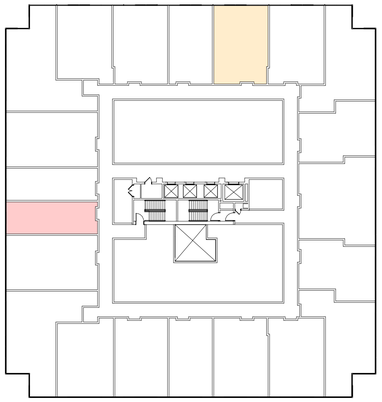


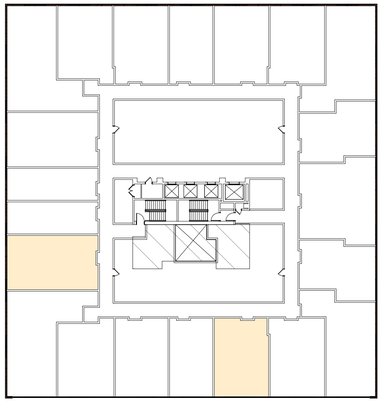
1 101 - FL1 - WORKFORCE HOUSING
1/32" = 1'-0"



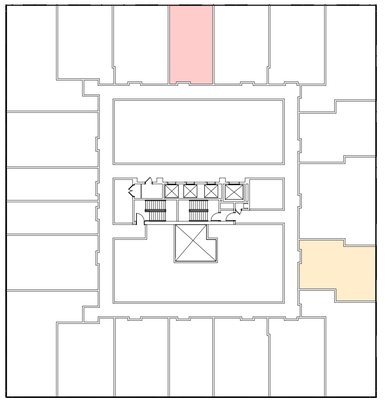
2 101 - FL2 - WORKFORCE HOUSING
1/32" = 1'-0"



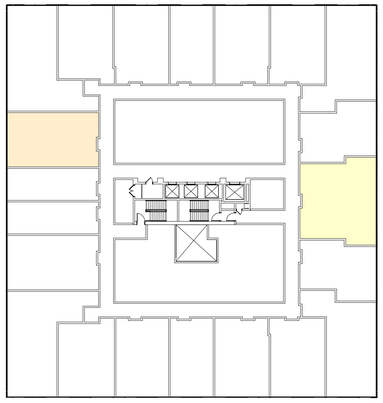
3 101 - FL3 - WORKFORCE HOUSING
1/32" = 1'-0"



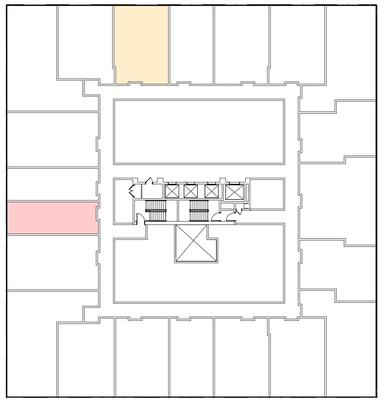
4 101 - FL4 - WORKFORCE HOUSING
1/32" = 1'-0"



5 101 - FL5 - WORKFORCE HOUSING
1/32" = 1'-0"



6 101 - FL6 - WORKFORCE HOUSING
1/32" = 1'-0"



7 101 - FL7 - WORKFORCE HOUSING
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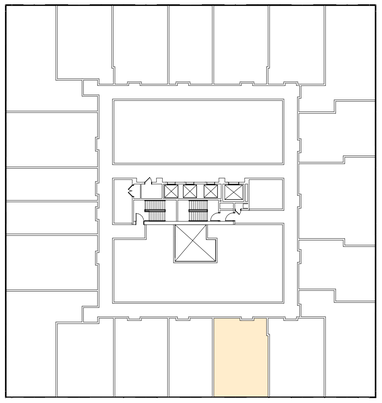
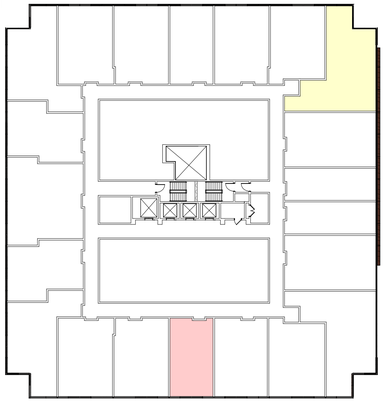
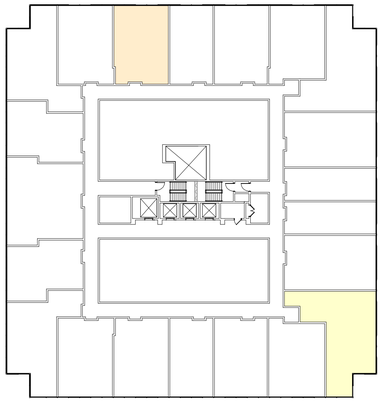


8 101 - FL8 - WORKFORCE HOUSING
1/32" = 1'-0"

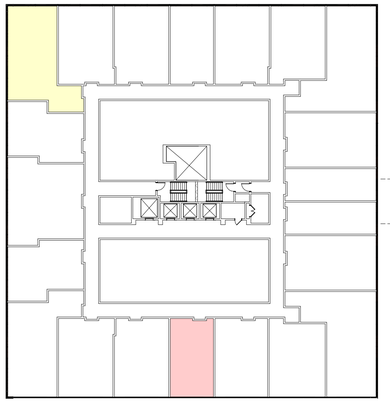
101 | 201



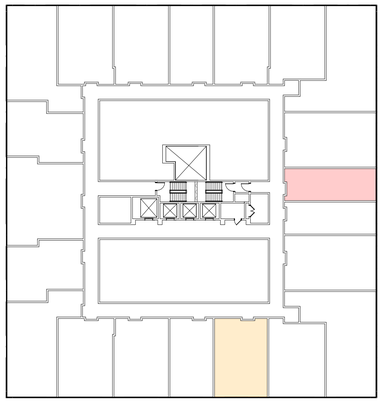
9 201 - FL2 - WORKFORCE HOUSING
1/32" = 1'-0"



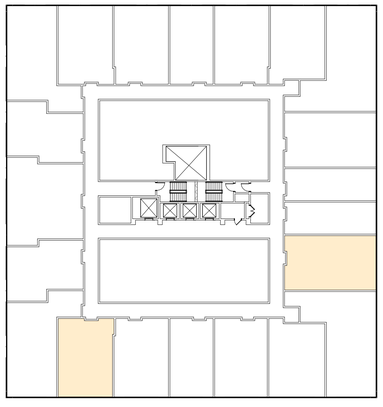
10 201 - FL3 - WORKFORCE HOUSING
1/32" = 1'-0"



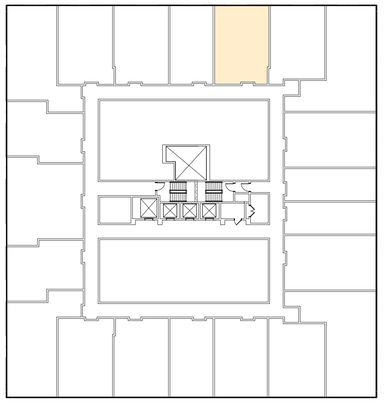
11 201 - FL4 - WORKFORCE HOUSING
1/32" = 1'-0"



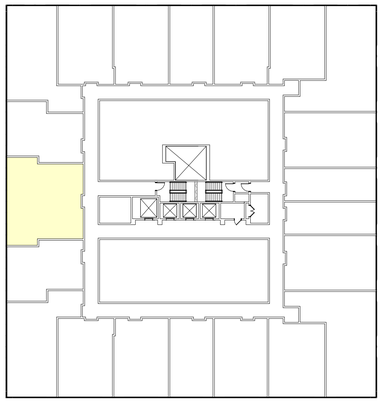
12 201 - FL5 - WORKFORCE HOUSING
1/32" = 1'-0"



13 201 - FL6 - WORKFORCE HOUSING
1/32" = 1'-0"



14 201 - FL7 - WORKFORCE HOUSING
1/32" = 1'-0"



15 201 - FL8 - WORKFORCE HOUSING
1/32" = 1'-0"

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WORKFORCE HOUSING DIAGRAM GRAPHICS LEGEND:

0BR 1BR 2BR

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DATE: **09/30/25**

DRAWING #

AS10

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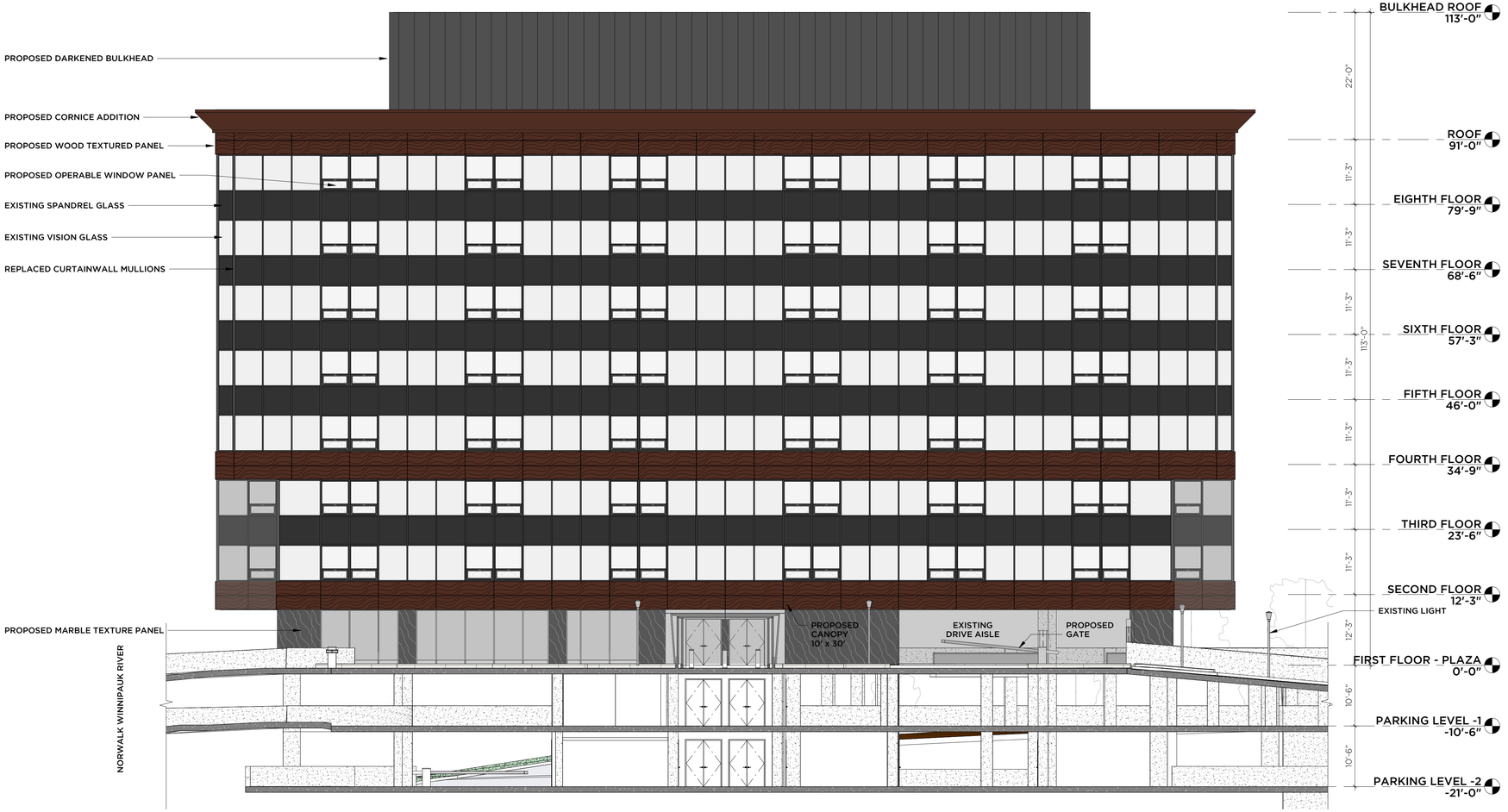

1 101 - SOUTH ELEVATION
3/32" = 1'-0"

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Revisions

#	DATE	REVISION DESCRIPTION	BY:

PHASE
SITE PLAN APPLICATION

PROJECT NAME
M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	**25005**	ISSUE DATE:	**09/30/25**
DRAWN BY:	**JG, RMB, AK**	PROJ. MANAGER:	**JG**
DATE:	**09/30/2025**	SCALE:	**AS NOTED**

DRAWING TITLE
101 - EXTERIOR ELEVATION - SOUTH

DRAWING #
AS11

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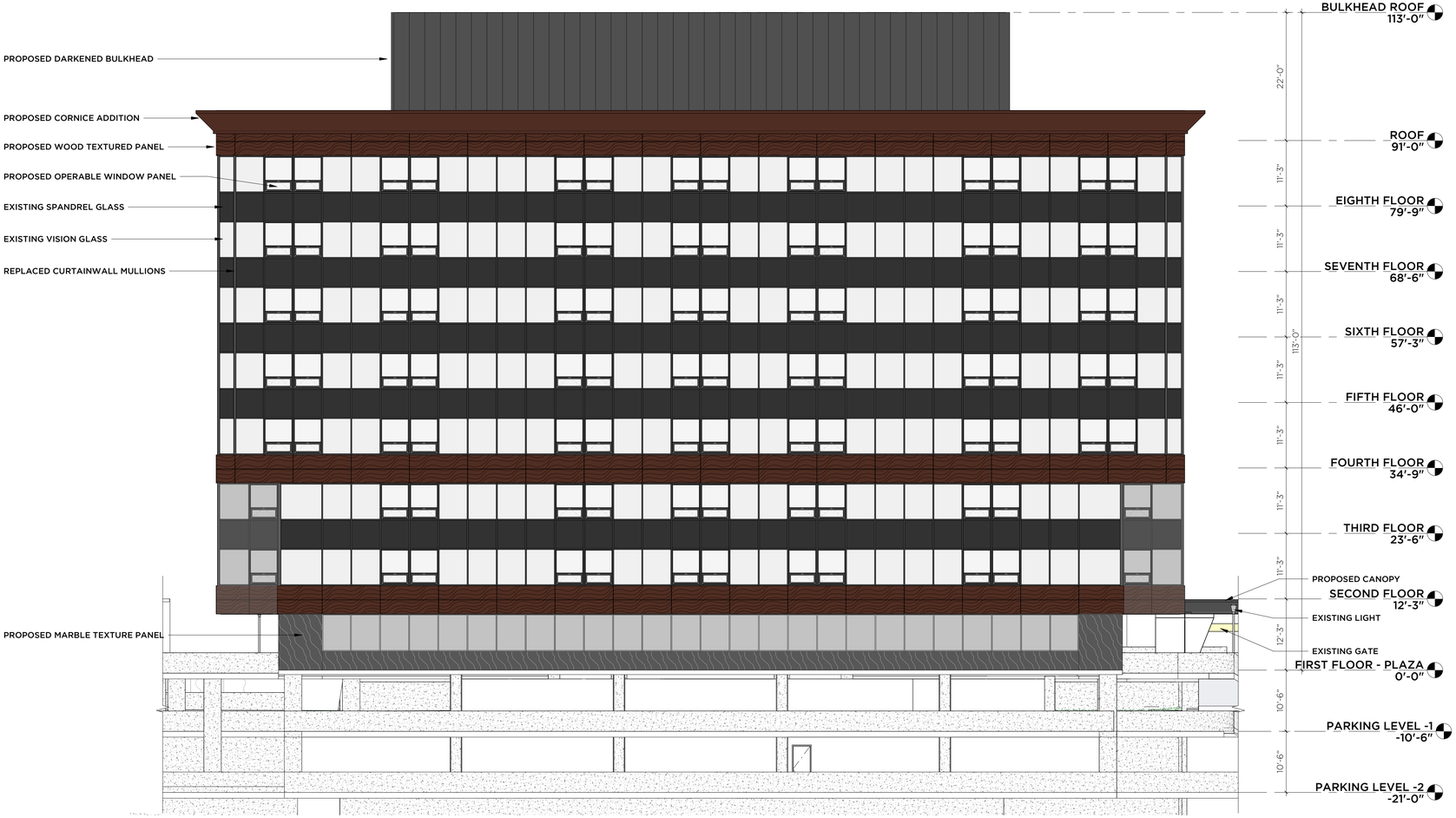

1 **101 - WEST ELEVATION**
3/32" = 1'-0"

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PHASE
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PROJECT NAME
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DRAWING TITLE
101 - EXTERIOR ELEVATION - WEST

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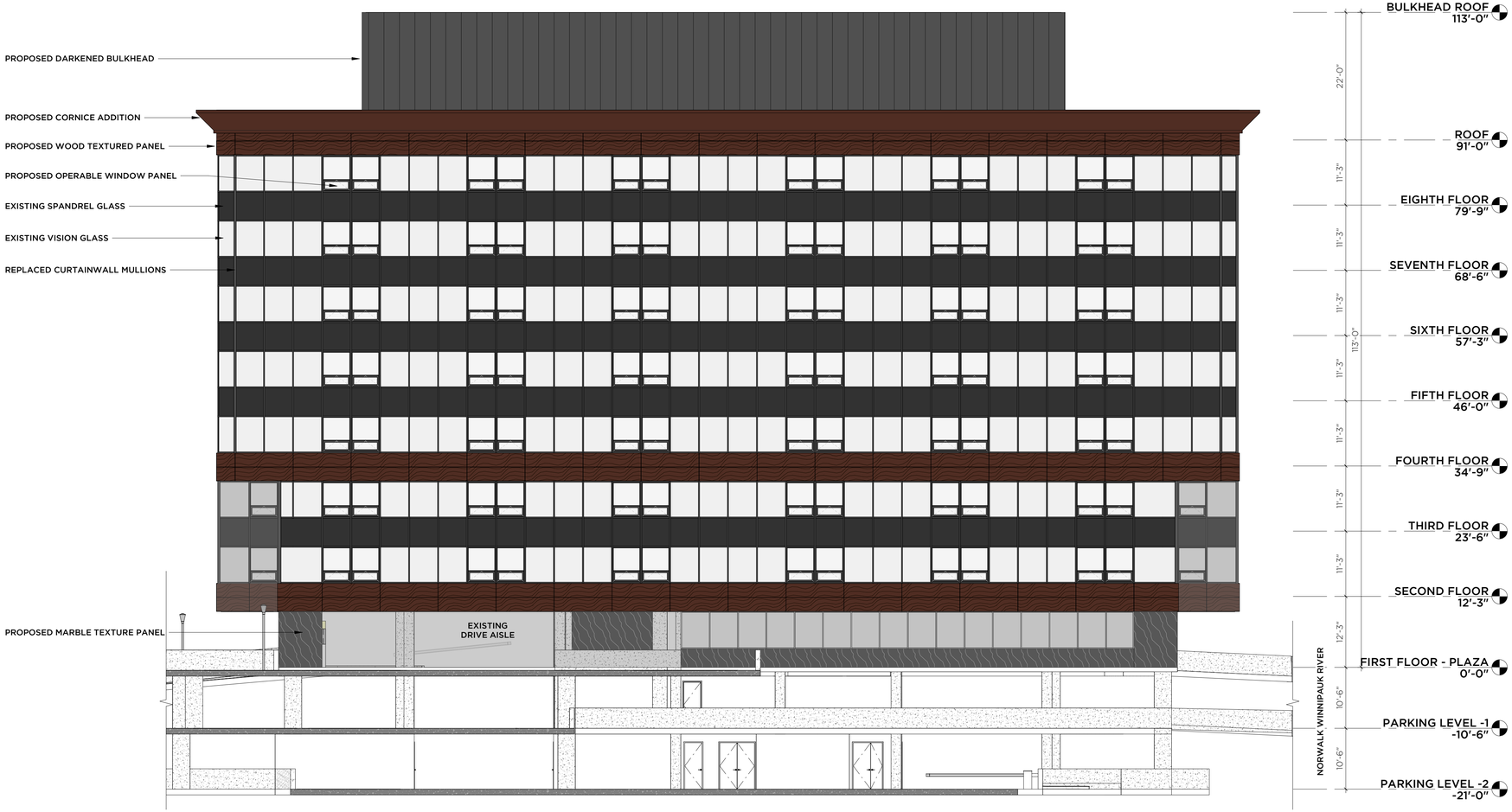

1 **101 - NORTH ELEVATION**
3/32" = 1'-0"

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DRAWING TITLE
101 - EXTERIOR ELEVATION - NORTH

DRAWING #
AS13

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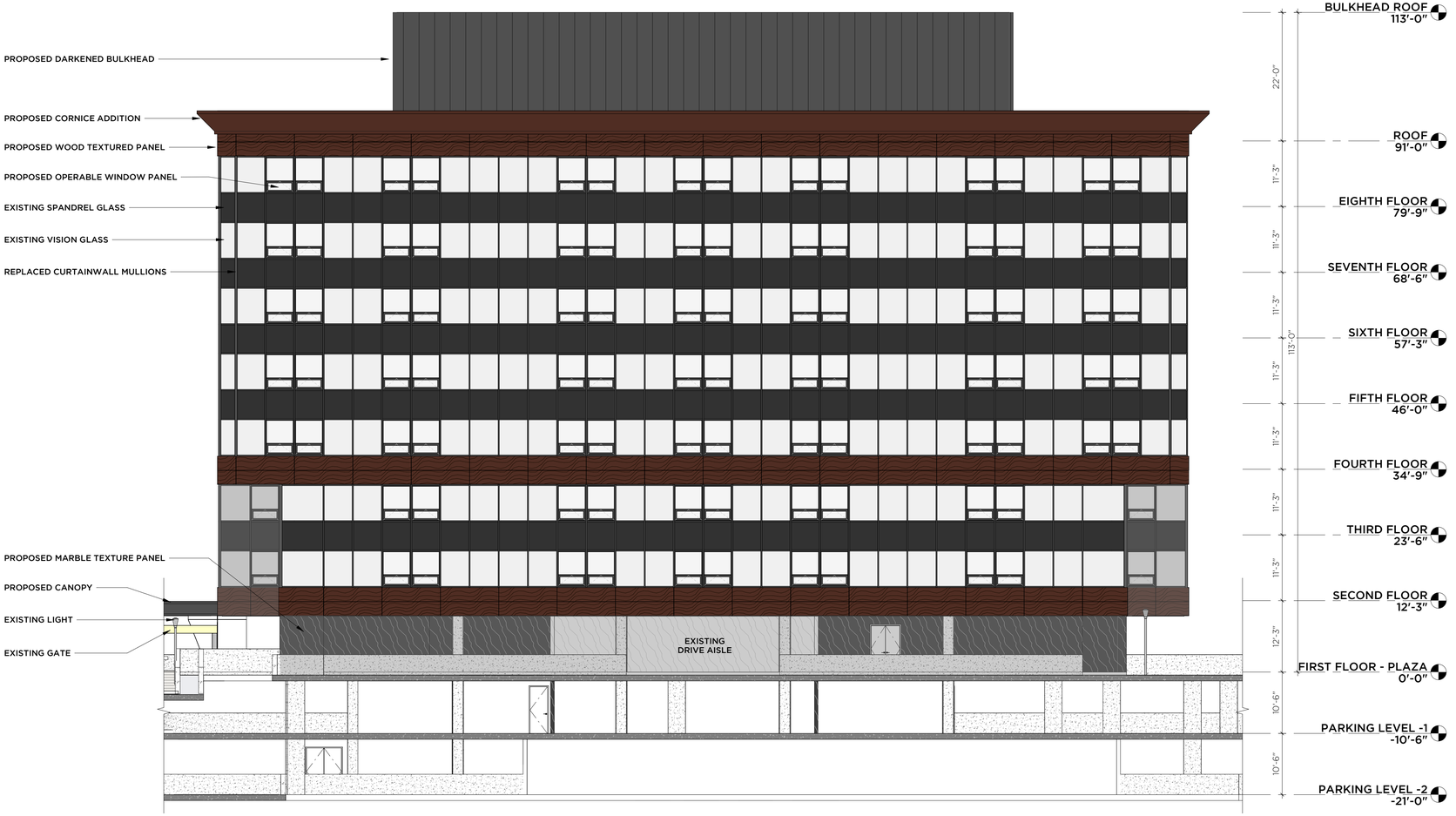

1 **101 - EAST ELEVATION**
3/32" = 1'-0"

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DATE:	**09/30/2025**	SCALE:	**AS NOTED**

DRAWING TITLE
101 - EXTERIOR ELEVATION - EAST

DRAWING #
AS14

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SOUTH - POOL AREA FACING BUILDING 201

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DATE: **09/30/25**

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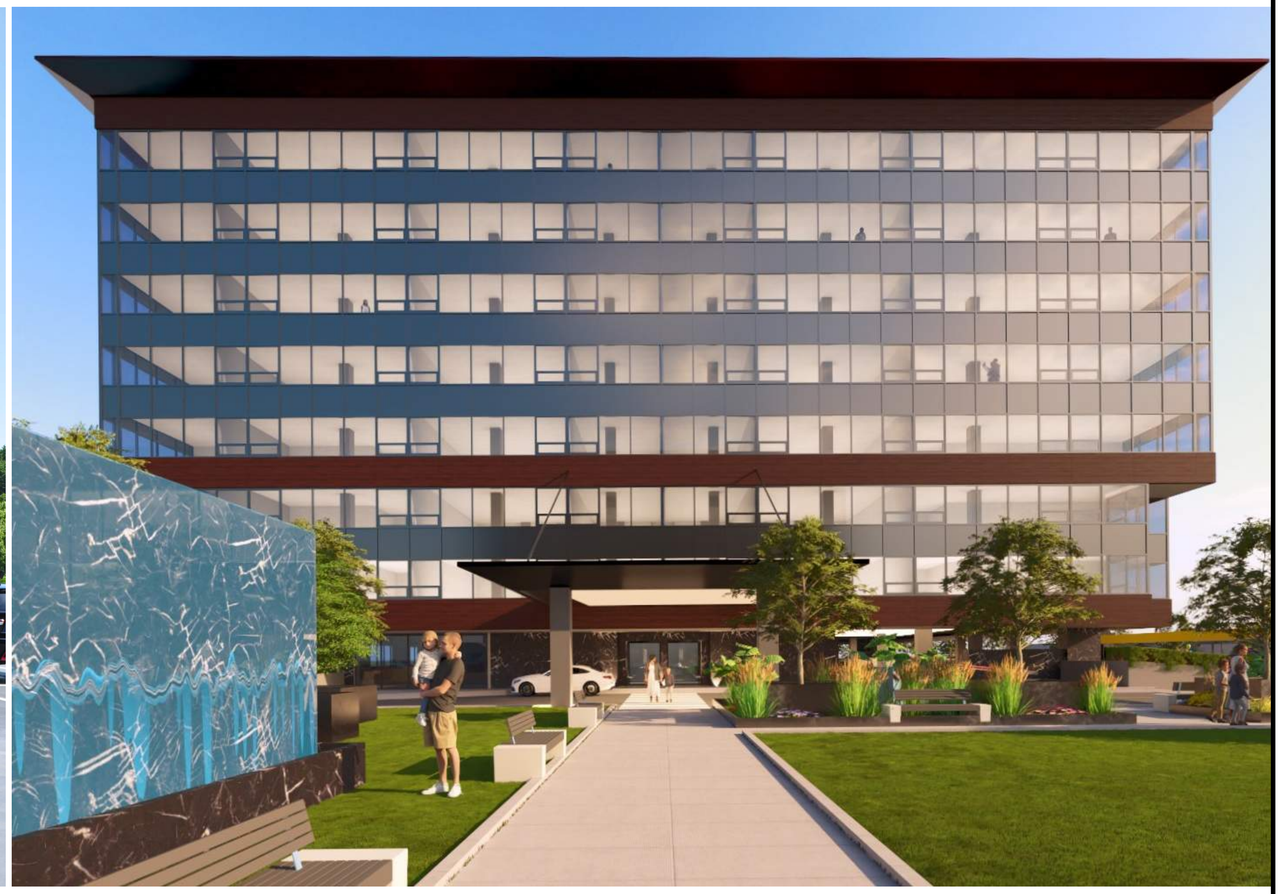

EXISTING

PROPOSED

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AS17

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SOUTH WEST - M7 FROM THE MAIN AVE

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M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

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EXISTING

PROPOSED

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EAST - THE GROVE

NORTH - OUTDOOR LOUNGE

SOUTH - THE GROVE/OUTDOOR LOUNGE

WEST - EXTERIOR PLAZA

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NORTHEAST - 201 RAMP

SOUTH - OUTDOOR GYM

EAST - COMMUNITY LAWN AND GARDEN

NORTHWEST - EXTERIOR PLAZA

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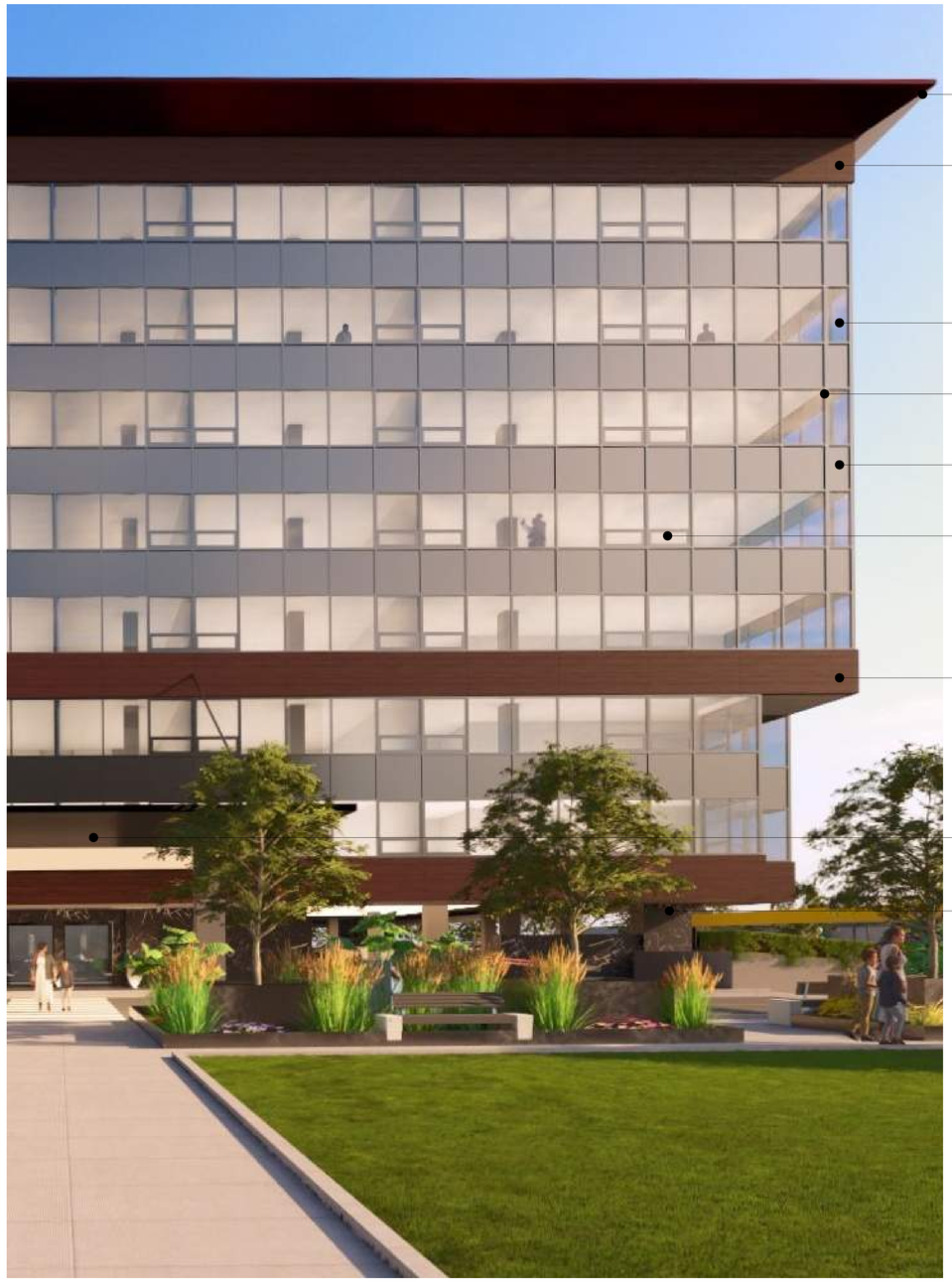
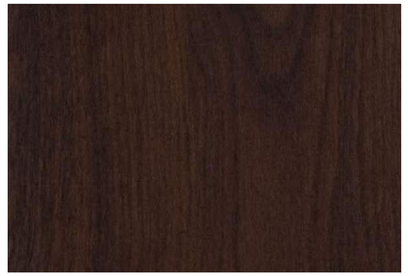


1 - MATTE BROWN ALUMINUM

5 - EXISTING SPANDREL GLASS



2 - WOOD TEXTURED PANEL

6 - OPERABLE AWNING WINDOW

3 - EXISTING VISION GLASS

7 - BRUSHED BROWN ALUMINUM

4 - CHARCOAL ALUMINUM

8 - BLACK STONE PANEL

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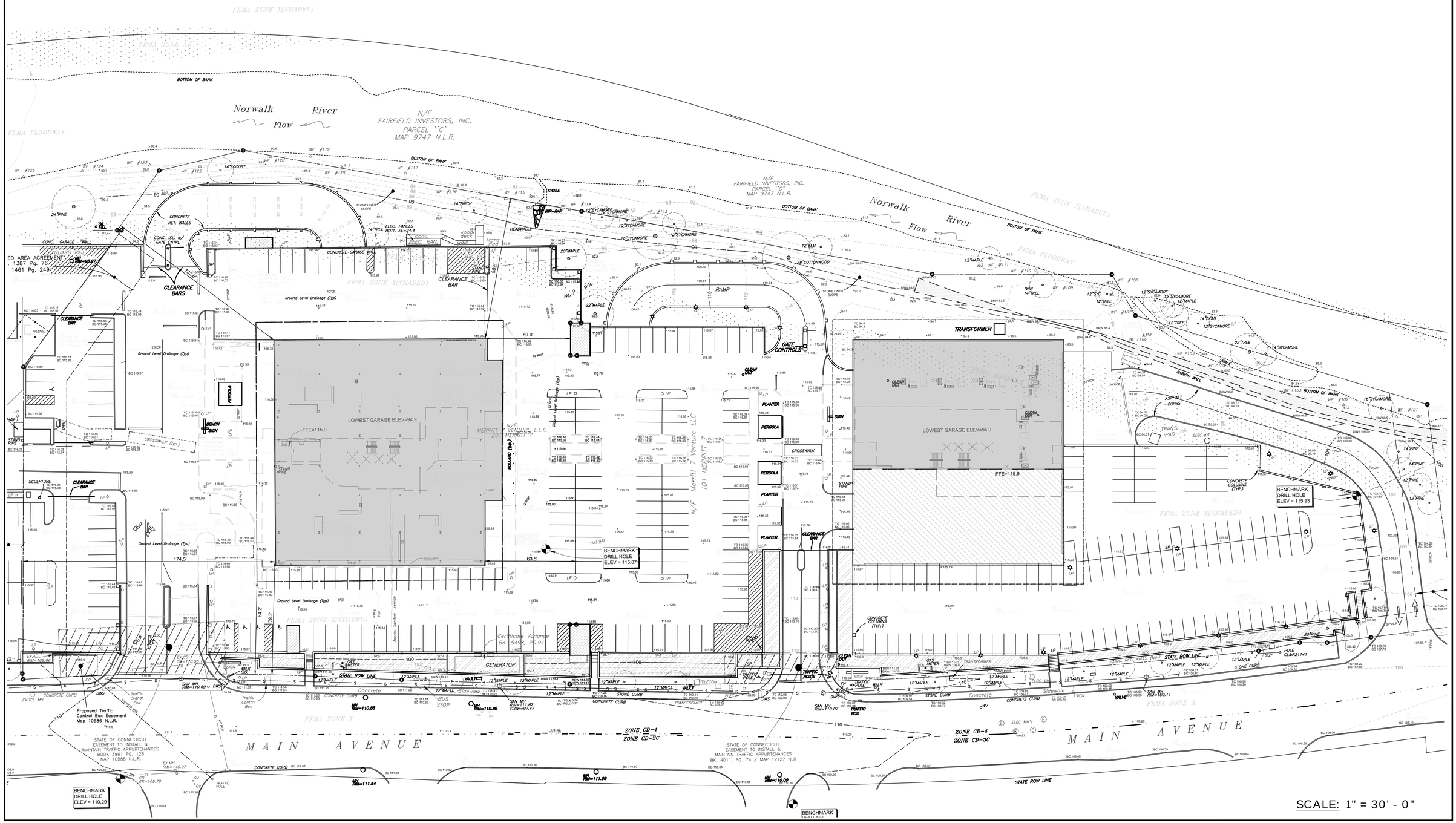

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LOFTS M7 LLC - EXISTING CONDITIONS

NORWALK, CT

DATE: 09/30/25

North

DRAWING NO.:

L01

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EXISTING ACER RUBRUM 'ARMSTRONG'

ACER RUBRUM 'OCTOBER GLORY'

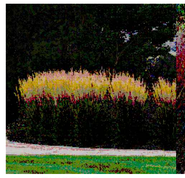
ULMUS AMERICANA 'PRINCETON'

CERCIS CANADENSIS

OSTRYA VIRGINIANA

HYDRANGEA ANABELLE

ILEX CRENATA



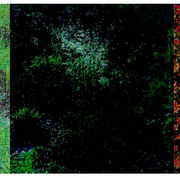
EXISTING CALAMAGROSTIS (TRANSPLANTS)

PANICUM V. 'SHENANDOAH'

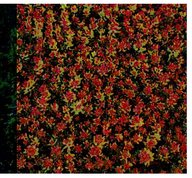
RUDBECKIA FULGIDA 'GOLDSTURM'

LIATRIS SPICATA

ECHINACEA PURPUREA 'WHITE SWAN'



CAREX PENSYLVANICA



DESCHAMPSIA CESPITOSA

SEDUM ALBUM 'MURALE'

SEDUM TERNATUM

PARTHENOCISSUS QUINQUEFOLIA

PLANT SCHEDULE

QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE
68	TREES			
14	*Acer rubrum 'Armstrong'*	Red Maple	3" cal	X
26	*Acer rubrum 'October Glory'*	Red Maple	2-2.5" cal	X
6	*Cercis canadensis*	Redbud	1.5-2" cal	X
12	*Ostrya virginiana*	American Hophornbeam	8-10'	X
10	*Ulmus americana 'Princeton'*	Princeton Elm	2-2.5" cal	X
99	SHRUBS			
29	*Hydrangea arb. 'Annabelle'*	Annabelle Hydrangea	3 gal	X
70	*Ilex crenata 'Steeds'*	Inkberry Holly	3'	
3152	PERENNIALS			
230	*Calamagrostis 'Karl Foerster'*	Feather Reed Grass	2 gal	
1015	*Carex pennsylvanica*	Sedge	1 gal	X
395	*Deschampsia cespitosa*	Tufted Hair Grass	1 gal	X
235	*Echinacea purpurea 'White Swan'*	White Swan Coneflower	1 gal	X
200	*Liatris spicata*	Blazing Star	1 gal	X
325	*Panicum virgatum 'Shenandoah'*	Switchgrass	1 gal	X
27	*Parthenocissus quinquefolia*	Virginia Creeper	1 gal	X
185	*Rudbeckia fulgida*	Black Eye Susan	1 gal	X
225	*Sedum ternatum*	Sedum	Pint	X
200	*Sedum album 'Murale'*	Creeping Sedum	Pint	
115	*Sporobolus heterolepis*	Prarie Dropseed	1 gal	X

LEGEND

- PROPOSED PLANTING SOIL
- PROPOSED SYNTHETIC TURF - (SYNLAWN)
- PROPOSED HARDSCAPE - PAVERS

Norwalk River Flow

ZEN GARDEN (SYNTHETIC TURF)

PLAYGROUND SYNTHETIC TURF

OUTDOOR GYM/YOGA SYNTHETIC TURF

ENTRY COURT 50'x55'

FOUNTAIN WALL

COMMUNITY GREEN SYNTHETIC TURF

THE FARM 10'x50'

BBQ AREA 25'x30'

POOL 15'x50'

POOL PATIO

LOUNGE PATIO

THE GROVE

THE GREAT LAWN SYNTHETIC TURF

PUTTING GREEN

OUTDOOR BAR/ DINING

LG DOG RUN

SM DOG RUN

OUTDOOR GAMES

PICKLEBALL COURTS

OUTDOOR GAMES

RESIDENT PARKING

GENERATOR

TRANSFORMER

GATE CONTROLS

RAMP

CLEARANCE BAR

CONCRETE RET. WALLS

CONC. GARAGE WALL

GUARD RAIL

CONC. ISL. W/ GATE CNTRL

CONCRETE GARAGE WALL

ELEC. PANELS BOTT. EL=94.4

ELEC. PAN.

STONE LINED SLOPE

SWALE

RIP-RAP

HEADWALL

BOTTOM OF BANK

GABION WALL

ASPHALT CURBS

CONCRETE COLUMNS (TYP.)

CONCRETE COLUMNS (TYP.)

OPEN TO BELOW

STATE ROW LINE

CONCRETE CURB

STONE CURB

Concrete Sidewalk

BUS STOP

TRAFFIC BOX

TRAFFIC POLE

GAS METER

SAN MH RIM=111.62 FLOW=97.47

SAN MH RIM=109.11

VALVE

TELECOM

ELEC MH's

SIGN

Proposed Traffic Control Box Easement Map 10586 N.L.R.

STATE OF CONNECTICUT EASEMENT TO INSTALL & MAINTAIN TRAFFIC APPURTENANCES BOOK 3961 PG. 128 MAP 10585 N.L.R.

STATE OF CONNECTICUT EASEMENT TO INSTALL & MAINTAIN TRAFFIC APPURTENANCES Bk. 4011, Pg. 74 / MAP 12127 NLR

D AREA AGREEMENT 1387 Pg. 76 1461 Pg. 249

CLEARANCE BARS

ZONE CD-4 ZONE CD-3C

M A I N A V E N U E

FEMA ZONE X(SHADED)

FEMA ZONE X

SCALE: 1" = 30' - 0"

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LOFTS M7 LLC - LANDSCAPE IMPROVEMENTS

NORWALK, CT

DATE: 09/30/25

North

DRAWING NO.:

L02

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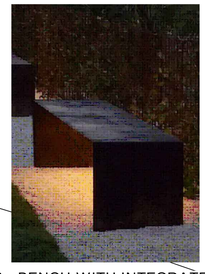
LEGEND

- 11 - EXISTING POLE FIXTURES REMOVED
- 31 - EXISTING POLE FIXTURES TO REMAIN
- 12 - RELOCATED POLE FIXTURES
- 7 - IMPACT BOLLARD LIGHTING [B1]
- 15 - IMPACT BOLLARD [B1]
- 11 - NON IMPACT SPECIALTY BOLLARD [F1]
- 54 - NON IMPACT PATH LIGHTING [F2]

U1 - FOUNTAIN LIGHTING

S1 - STRING LIGHTING



B2 - BENCH WITH INTEGRATED LIGHTING

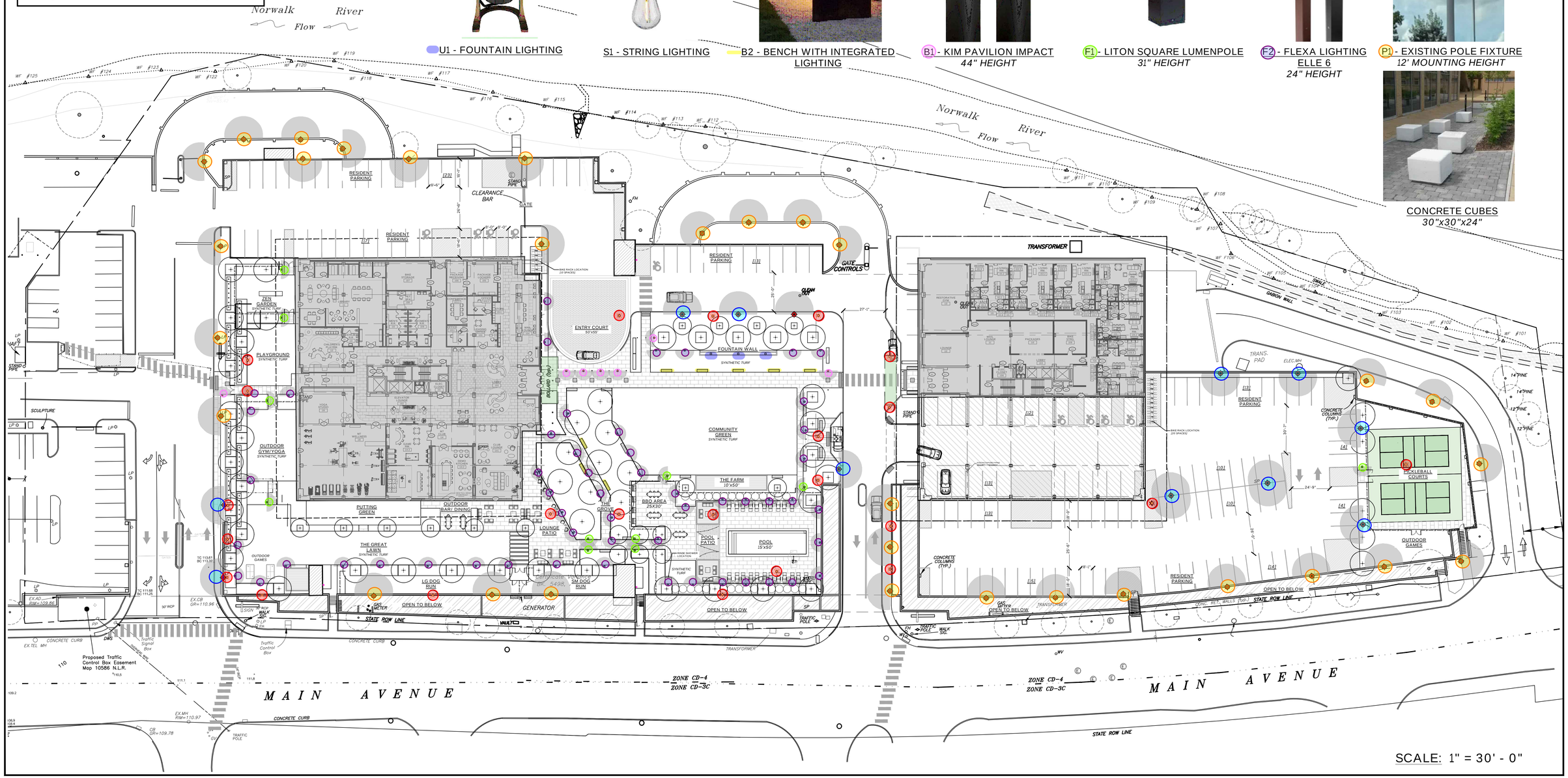
B1 - KIM PAVILION IMPACT
44" HEIGHT

F1 - LITON SQUARE LUMENPOLE
31" HEIGHT

F2 - FLEXA LIGHTING ELLE 6
24" HEIGHT

P1 - EXISTING POLE FIXTURE
12' MOUNTING HEIGHT

CONCRETE CUBES
30"x30"x24"



SCALE: 1" = 30' - 0"

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LOFTS M7 LLC - SITE LIGHTING IMPROVEMENTS

NORWALK, CT

DATE: 09/30/25

Contact:
Cliff Gilbert
Specifications - Southern CT
(203) 788-0814
cgilbert@illuminatene.com

illuminate
263 Winn Street
Burlington, MA 01803
(781) 935-8500

333 Pleasant Valley Road
South Windsor, CT 06074
(860) 282-0597

North

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L03

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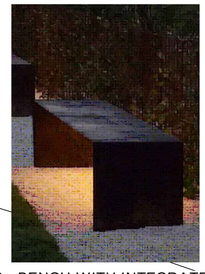
Luminaire Schedule							
Qty	Label	Luminaire Watts	Total Watts	Arrangement	LLF	Description	Tag
7	B1	21.73	152.11	Single	0.900	Kim PA7R-TBD-CHS-12L-020-3K7-42A-TBD-UNV	
10	B2	N.A.	133	GROUP	0.900	Ace ACE-X-200-30K-IP67-7FT / AA-T-120MA-SMC	TOF @ 17IN AFG
11	F1	42.92	472.12	Single	0.900	Liton BLZQZ-31-TBD-L14-SYM-W-T30-C90	
54	F2	4.3	232.2	Single	0.900	Flexa Elle 6 BLP-6-30-TBD	
3	U1	0	0	Single	0.010	CIP GTG910AAMCA170AZB	

Calculation Summary							
Label	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Height
Site	Fc	0.41	125.1	0.0	N.A.	N.A.	0

NOTE: PHOTOMETRICS SHOWN FOR PROPOSED LANDSCAPE LIGHTING PROVIDED BY ILLUMINATE, TO DEMONSTRATE THAT FOOT CANDLES DO NOT SPILL BEYOND PROPERTY LINE. CONTACT FOR FURTHER INFORMATION ON SPECIFICATIONS, COORDINATE CHANGES WITH OWNER, ARCHITECT AND LANDSCAPE ARCHITECT. EXISTING POLE FIXTURES TO REMAIN, RELOCATED OR REMOVED AS INDICATED ON SHEET L03

U1 - FOUNTAIN LIGHTING

S1 - STRING LIGHTING



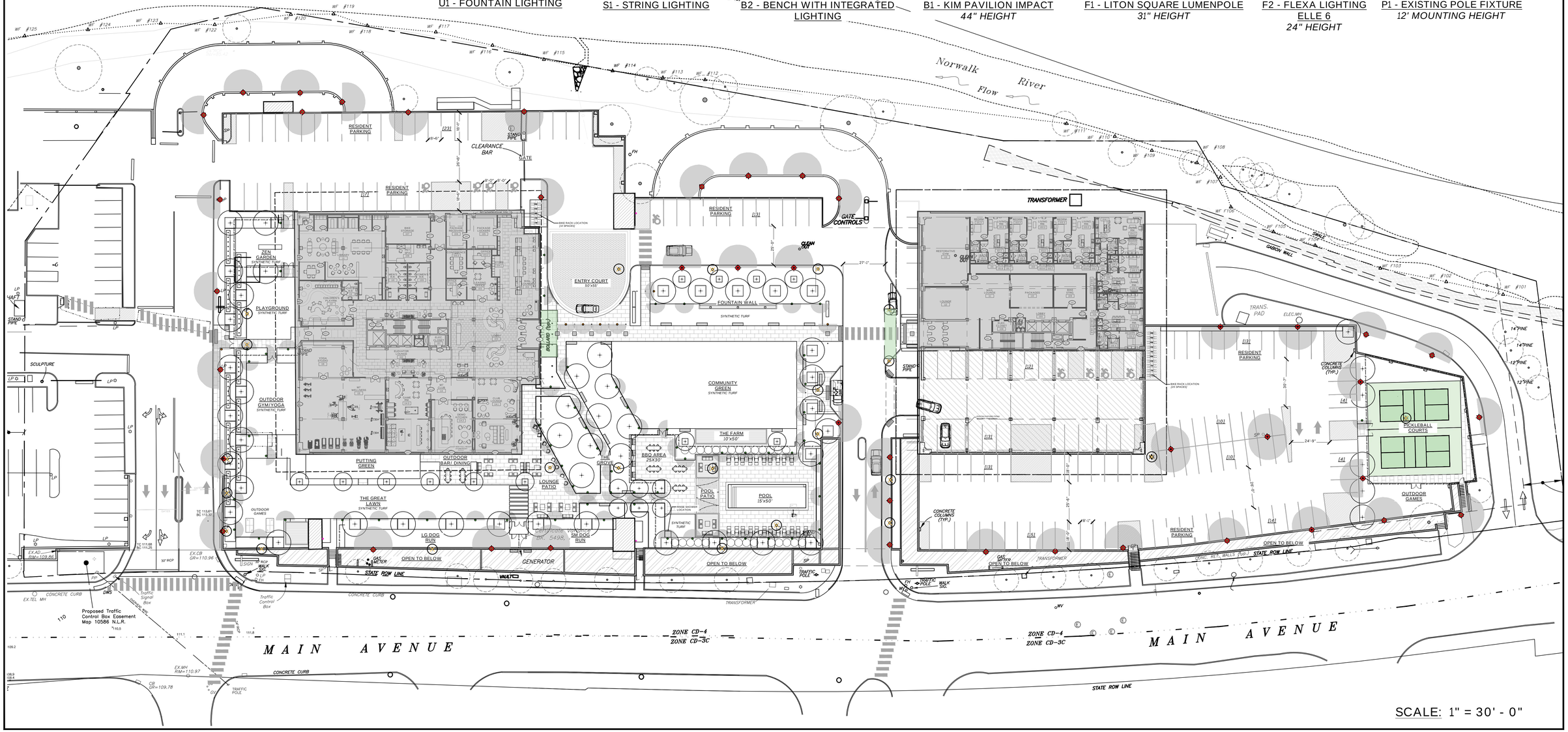
B2 - BENCH WITH INTEGRATED LIGHTING

B1 - KIM PAVILION IMPACT
44" HEIGHT

F1 - LITON SQUARE LUMENPOLE
31" HEIGHT

F2 - FLEXA LIGHTING ELLE 6
24" HEIGHT

P1 - EXISTING POLE FIXTURE
12' MOUNTING HEIGHT



SCALE: 1" = 30' - 0"

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LOFTS M7 LLC - SITE LIGHTING PHOTOMETRICS

NORWALK, CT

DATE: 09/30/25

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Cliff Gilbert
Specifications - Southern CT
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cgilbert@illuminatene.com

illuminate
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Burlington, MA 01803
(781) 935-8500

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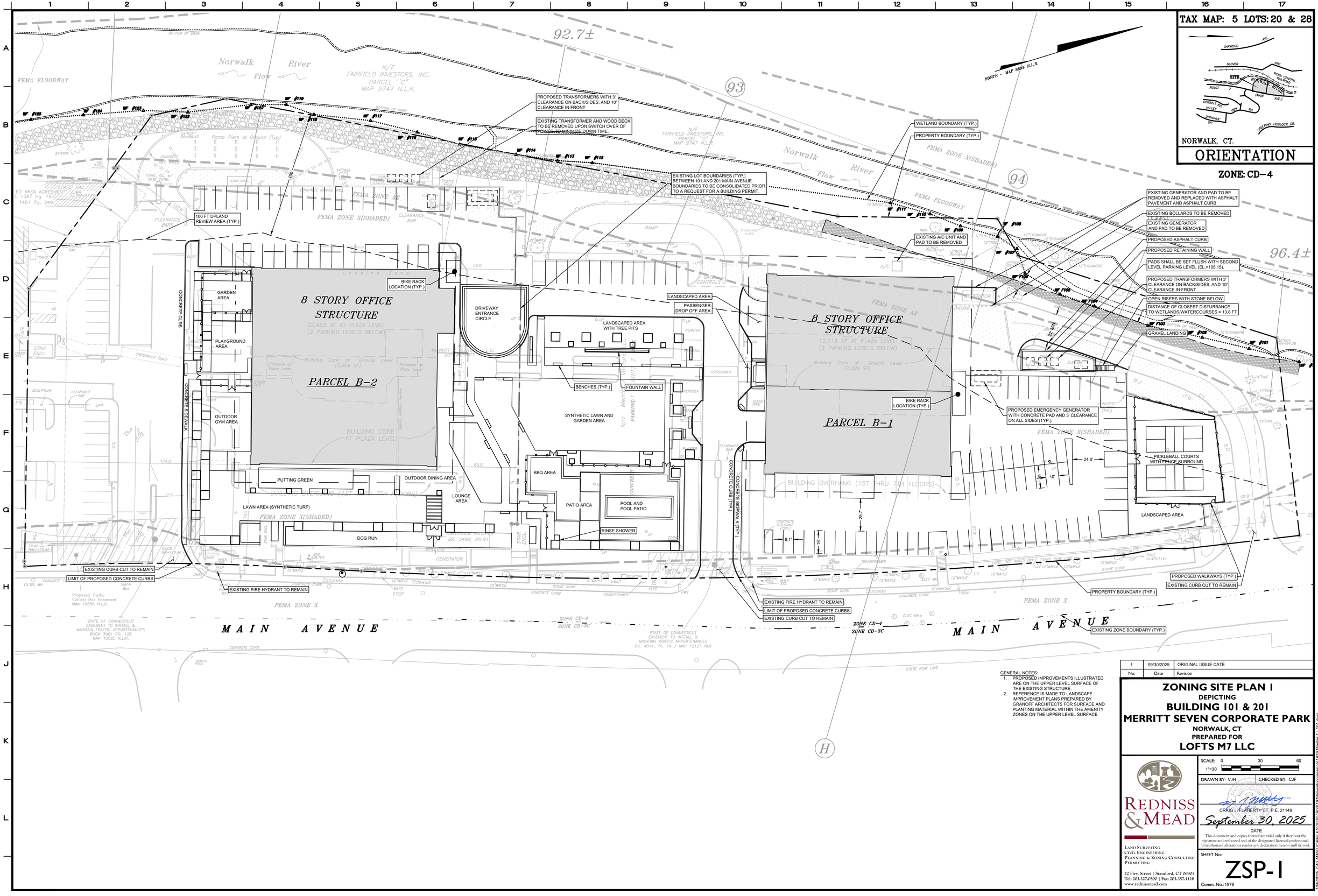

GENERAL NOTES:

1. PROPOSED IMPROVEMENTS ILLUSTRATED ARE ON THE UPPER LEVEL SURFACE OF THE EXISTING STRUCTURE.
2. REFERENCE IS MADE TO LANDSCAPE IMPROVEMENT PLANS PREPARED BY GRANOFF ARCHITECTS FOR SURFACE AND PLANTING MATERIAL WITHIN THE AMENITY ZONES ON THE UPPER LEVEL SURFACE.

No.	Date	Revision
1	09/30/2025	ORIGINAL ISSUE DATE

ZONING SITE PLAN 1

DEPICTING

BUILDING 101 & 201 MERRITT SEVEN CORPORATE PARK

NORWALK, CT

PREPARED FOR

LOFTS M7 LLC

REDNISS & MEAD

LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING

22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax: 203.357.1118
www.rednissmead.com

SCALE: 1"=30' (0, 30, 60)

DRAWN BY: VJH | CHECKED BY: CJF

CRAIG J. FLAHERTY CT. P.E. 21149

September 30, 2025

DATE

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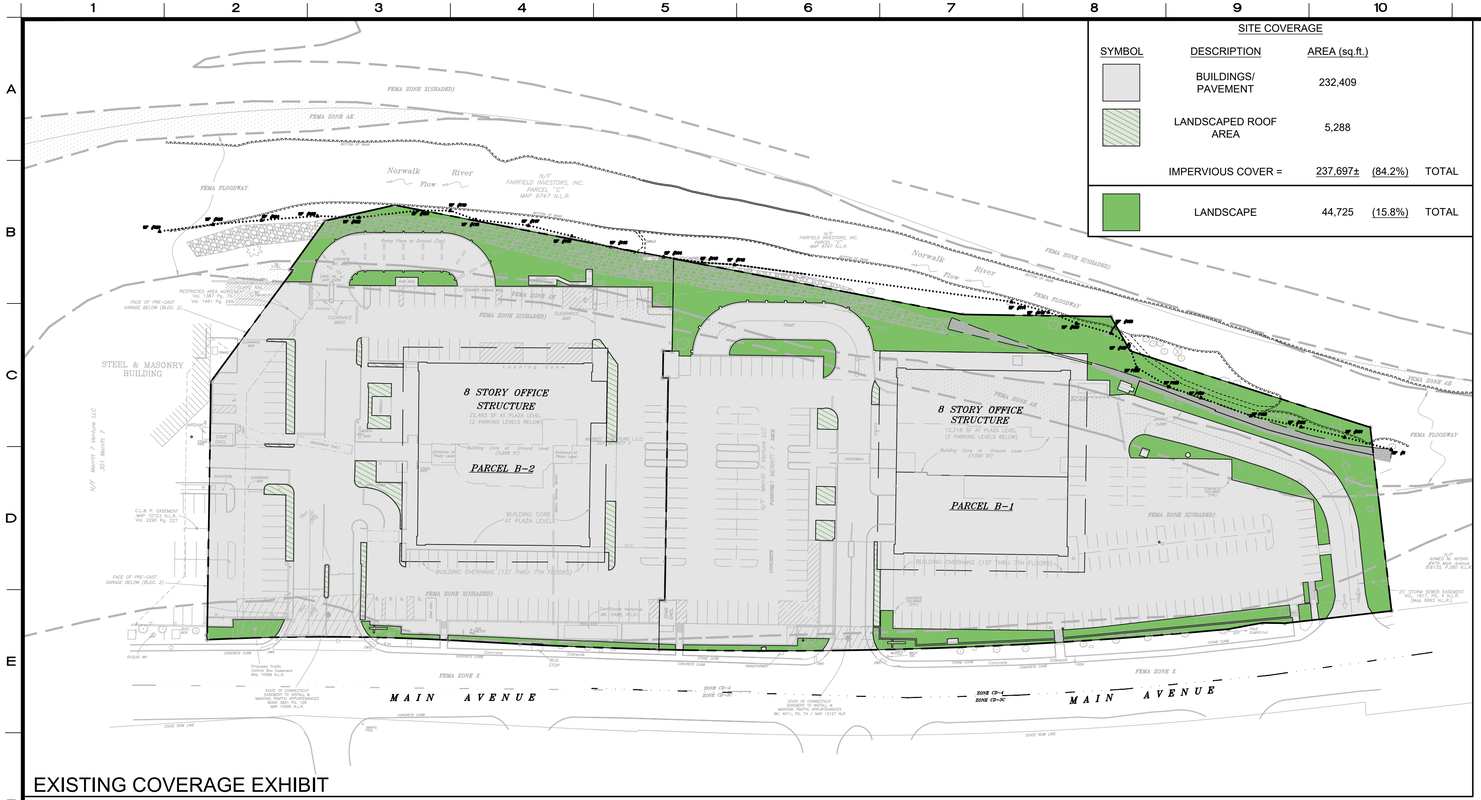
SHEET No:

ZSP-1

Comm. No.: 1976

10/6/2025 7:40 AM G:\OBFILES\1000\1900\1976\dwg\Engineering\1976 Master 1 - 101.dwg



EXISTING COVERAGE EXHIBIT

SITE COVERAGE

SYMBOL	DESCRIPTION	AREA (sq.ft.)		
	BUILDINGS/ PAVEMENT	232,409		
	LANDSCAPED ROOF AREA	5,288		
	IMPERVIOUS COVER =	237,697±	(84.2%)	TOTAL
	LANDSCAPE	44,725	(15.8%)	TOTAL

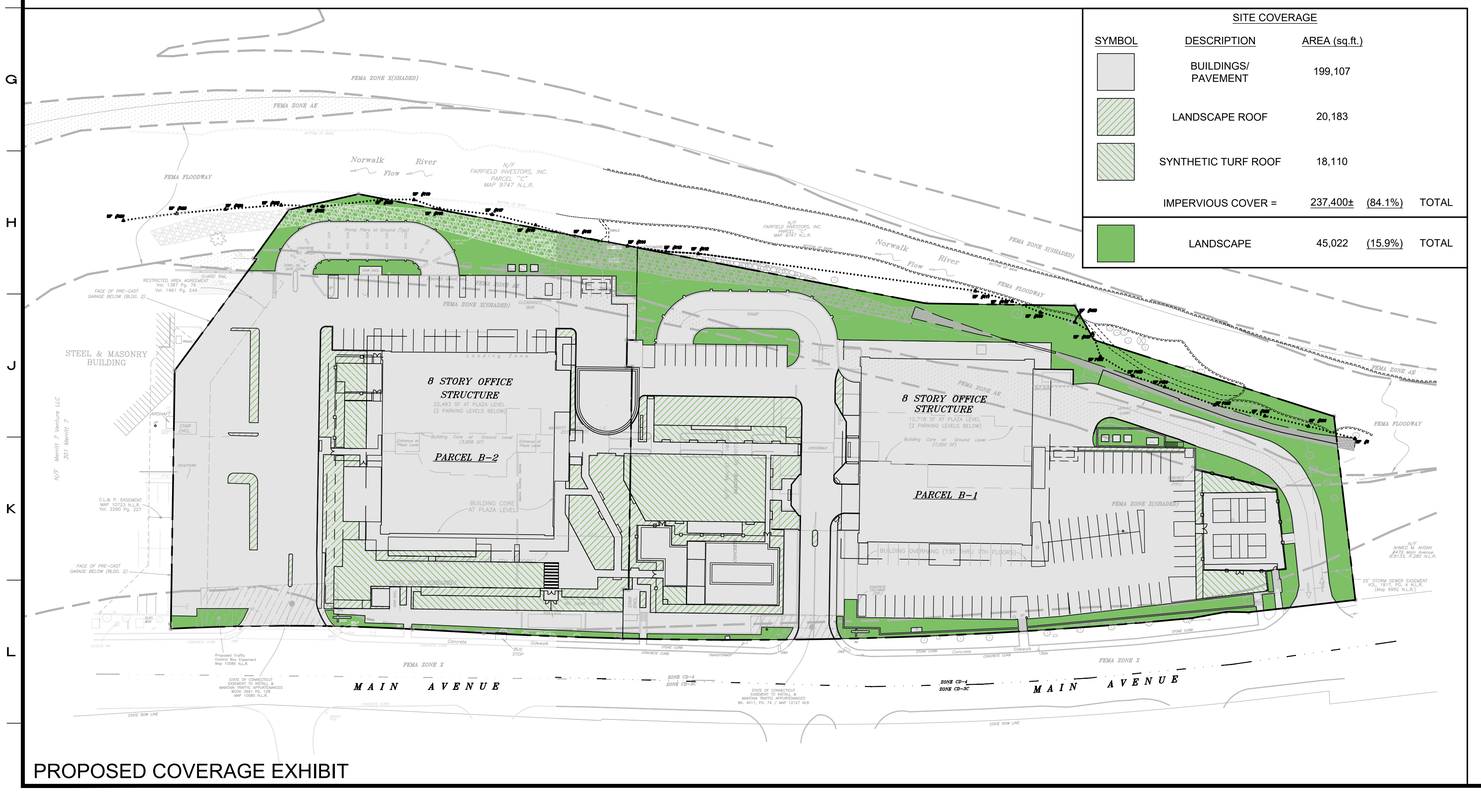
ZONING INFORMATION TABLE

101 & 201 Main Avenue (Buildings 101 & 201 of Merritt Seven Corporate Park)

9/30/2025		CD-4 Zone	Existing Development	Proposed Development
MINIMUM SIZE OF PLOT	AREA	Not regulated	101 Main: 155,384± SF (3.57± acres) 201 Main: 127,038± SF (2.92± acres) Consolidateed Area: 282,422 ± SF (6.48± acres)	No Change
HEIGHT	MAXIMUM	6.5 stories	8 Stories w/ 2 levels of parking	No Change
	MINIMUM	2 stories	8 Stories	No Change
	ADDITIONAL	Height further limited via ceiling height requirements.*		Existing - No Change
BUILDING COMPOSITION		For buildings that exceed 4 stories, the upper story facades commencing at either the third, fourth, or fifth floor must be setback a minimum of ten feet from the second floor building façade.		Existing - No Change
MINIMUM YARDS	FRONT	None / 12' max. to the property line or from the edge of any public improvement required as part of the development	57.3' (to occupied building) 2.2' (to garage structure walls)	No Change
	SIDE	None	0' (to 301 Main)	No Change
	REAR	3 feet		
BUILDING TYPE			Commercial	Large Multi-family (No Change to Building)
USE DESIGNATION			Office 421,664 SF**	Multi-family Residential 300 units
RESIDENTIAL DENSITY		1 Dwelling Unit per 500 sq. ft.	N/A	282,422 / 500 = 564 units allowed 300 units proposed (30 Workforce Housing Unit Equivalent***)
IMPERVIOUS SURFACE COVERAGE		80% MAX. except that impervious surface may be increased to 90% for Developments 30 or more dwelling units, provided that 10% of the Lot or Building Site Area is devoted to Public Realm and 10% of the Lot or Building Site Area is Landscaping.	237,697 sf (84%, including 2% green areas on the upper level of parking)	237,400 sf (84%, including 13% landscape and turf areas on the upper level of parking)
PUBLIC REALM		10% of Lot/Building Site Area	N/A	
PARKING		1.3 per dwelling unit 1 sheltered bicycle space per 10 dwelling units	1,224 spaces	1.3 x 300 = 390 spaces required 1,038 spaces provided 23 EV spaces provided 30 sheltered bicycle spaces provided

*Ceiling height may not exceed 13 ft from finished floor to finished floor, except for first floor Business/Commercial, Office, Retail/Personal Service which must be a minimum of 15 ft with max of 25 ft

** Existing office floor area, as indicated on Tax Assessor Card = 206,774 sf (101) and 214,890 sf (201).
***Per Section 6.12.4.5., two-bedroom unit(s) designated as workforce housing units and complying with Sections 6.12.4.1 and 6.12.4.2 may count as one-and-a-half (1.5) workforce housing units for the purposes of complying with the ten percent requirement; Seven (7) 2-bedrooms units and twenty (20) 1-bedroom units = 30 equivalent units provided.



PROPOSED COVERAGE EXHIBIT

SITE COVERAGE

SYMBOL	DESCRIPTION	AREA (sq.ft.)		
	BUILDINGS/ PAVEMENT	199,107		
	LANDSCAPE ROOF	20,183		
	SYNTHETIC TURF ROOF	18,110		
	IMPERVIOUS COVER =	237,400±	(84.1%)	TOTAL
	LANDSCAPE	45,022	(15.9%)	TOTAL

No.	Date	Revision
I	09/30/2025	ORIGINAL ISSUE DATE

ZONING SITE PLAN 2
DEPICTING
BUILDING 101 & 201
MERRITT SEVEN CORPORATE PARK
NORWALK, CT
PREPARED FOR
LOFTS M7 LLC

REDNISS & MEAD

LAND SURVEYING
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22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax: 203.357.1118
www.rednissmead.com

SCALE: 0 30 60
1"=30'

DRAWN BY: VJH | CHECKED BY: CJF

CRAIG J. FLAHERTY CT. P.E. 21149
September 30, 2025
DATE

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SHEET No:
ZSP-2

Comm. No.: 1976

9/18/2025 9:23 AM G:\JOB\FILES\1000\1900\1976\dwg\Engineering\1976 Master 1 - 101.dwg

PAD TO BE SET AT 94.7 (2' ABOVE BFE)

SILT FENCE (TYP.)

PROPOSED TRANSFORMERS WITH 3' CLEARANCE ON BACK/SIDES, AND 10' CLEARANCE IN FRONT

EXISTING TRANSFORMER AND WOOD DECK TO BE REMOVED UPON SWITCH OVER OF POWER TO MINIMIZE DOWN TIME

PROPOSED EMERGENCY GENERATOR WITH CONCRETE PAD AND 3' CLEARANCE ON ALL SIDES TO BE LOCATED ON PLAZA LEVEL

TWO (2) 5" ELECTRICAL CONDUITS TO CONNECT TO EXISTING CONDUIT PATH AS REQUIRED BY EVERSOURCE (TYP.)

EXISTING A/C UNIT AND PAD TO BE REMOVED

EXISTING GENERATORS AND PAD TO BE REMOVED

TWO (2) 5" ELECTRICAL CONDUITS FOR PRIMARY POWER (TYP.)

PADS SHALL BE SET FLUSH WITH SECOND LEVEL PARKING (EL.=105.15±)

PROPOSED TRANSFORMERS WITH 3' CLEARANCE ON BACK/SIDES, AND 10' CLEARANCE IN FRONT

PROPOSED ELEVATED PRIMARY MANHOLE (TYP.)

TWO (2) 5" ELECTRICAL CONDUITS FOR PRIMARY POWER (TYP.)

TS=105.15
BS=98.05

RETAINING WALL (TOP OF WALL = 105.15±)

PROPOSED EMERGENCY GENERATOR WITH CONCRETE PAD AND 3' CLEARANCE ON ALL SIDES TO BE LOCATED ON PLAZA LEVEL

EXISTING GAS SERVICE TO REMAIN. NEW METER AND REGULATOR ASSEMBLIES TO BE PROVIDED AS DIRECTED BY EVERSOURCE.

APPROXIMATE LOCATION OF EXISTING 8" SEWER SERVICE. SERVICE TO BE UPGRADED TO 10" PVCP IN SAME LOCATION.

DOGHOUSE SEWER MANHOLE TO BE INSTALLED AT EXISTING LATERAL CONNECTION FOR PROPOSED 10" SEWER SERVICE UPGRADE. CONTRACTOR SHALL CONFIRM DEPTH OF SERVICE AND SEWER MAIN VIA TEST PIT TO DETERMINE REQUIRED STRUCTURE DIMENSIONS.

CONCRETE SIDEWALK AND BELGIUM BLOCK CURB SHALL BE REPLACED WHERE DAMAGED BY MANHOLE INSTALLATION. CONCRETE SIDEWALK SHALL BE REPLACED TO THE NEAREST SCORE JOINTS.

APPROXIMATE LOCATION OF EXISTING 8" SEWER SERVICE. SERVICE TO BE UPGRADED TO 10" PVCP IN SAME LOCATION.

CONCRETE SIDEWALK AND CONCRETE CURB SHALL BE REPLACED IN KIND. CONCRETE SIDEWALK SHALL BE REPLACED TO THE NEAREST SCORE JOINTS.

EXISTING GAS SERVICE TO REMAIN. NEW METER AND REGULATOR ASSEMBLIES TO BE PROVIDED AS DIRECTED BY EVERSOURCE.

No.	Date	Revision
1	09/30/2025	ORIGINAL ISSUE DATE

SITE UTILITY PLAN
DEPICTING
BUILDING 101 & 201
MERRITT SEVEN CORPORATE PARK
NORWALK, CT
PREPARED FOR
LOFTS M7 LLC

SCALE: 1"=30' (0, 30, 60)

DRAWN BY: VJH | CHECKED BY: CJF

CRAIG J. FLAHERTY CT. P.E. 21149

September 30, 2025

DATE

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REDNISS & MEAD

LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING

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SHEET No:

SE-1

Comm. No.: 1976

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GENERAL NOTES:

1. These drawings are intended only to depict the design of site improvements and utilities. These drawings are for approval purposes only. No construction may begin prior to obtaining all necessary permits and approvals.
2. All survey data, boundary lines, topography, building locations and area calculations are from surveys prepared by Redniss & Mead, Inc. entitled "Property & Topographic Survey depicting Building 101" and "Property & Topographic Survey depicting Building 201", each last revised 8/28/2025. Elevations depicted or labeled are based on NAVD-88.
3. Refer to plans prepared by Granoff Architects for information and design of the building modifications. These drawings depict site plans corresponding to the latest architectural plans received on 9/5/2025.
4. Wetlands depicted hereon were field identified and flagged (by source unknown) and located by Redniss & Mead on 7/7/2025.
5. Property lies in the CD-4 zoning district.
6. Reference is made to FEMA Flood Insurance Rate Map (FIRM) Panel No. 393 of 626, Map No. 09001C0393G, effective date October 16, 2013. 100-year Flood Line Range (BFE 91.7' - 96.4') per FEMA Flood Insurance Study (FIS) Profile 269P (Norwalk River).
7. All construction shall comply with the City of Norwalk requirements, the State of Connecticut Basic Building Code, Americans with Disabilities Act (ADA), the Connecticut Guidelines for Soil and Erosion and Sediment Control, OSHA, CT DOT Form 818 (latest edition), and FEMA Flood Regulations.
8. All development activities to be undertaken within the street right-of-way and other public lands shall comply fully with CITY standards unless approved deviation is specifically set forth as part of this application. All work within the State right-of-way will comply with the CT DOT Form 818 with the latest special Provisions and Typical State Standard Details.
9. Contractor shall supply complete shop drawings including manufacturer's product data sheets to the Site Engineer, for all construction material used in conjunction with these drawings. Contractor shall allow a 5 day review period, prior to fabrication and installation.
10. Information on existing utilities has been compiled from various sources including utility company records, municipal record maps and field survey and is not guaranteed to be correct or complete. The contractor is solely responsible for determining actual locations and elevations of all utilities including underground services.
11. The property is served by public water and sewers.
12. Prior to any excavation the Contractor and/or Applicant, in accordance with Public Act 77-350, shall be required to contact "Call Before You Dig" at 1-800-922-4455 for mark-out of underground utilities. Dig test pit(s) at utility crossing(s) to check actual clearances with new utilities prior to construction. If conflicts are found the contractor shall notify the engineer, at which time the sewer in question shall be redesigned. If such redesign is not possible, the existing pipes or utilities shall be relocated to avoid the conflict. Such relocation shall be done with knowledge of and in accordance with the owner of the utility.
13. It shall be the responsibility of the contractor to provide any excavation safeguards, necessary barricades, flagmen, etc., for traffic control and site safety. All work shall be done in accordance with OSHA requirements. The contractor shall be responsible for compliance with OSHA requirements.
14. When preparing the existing site for the proposed development, all materials removed shall be disposed of in conformance with all governing agencies.
15. Special attention of the contractor is called to the required type and compaction of pipe bedding and backfill specified on these drawings. These requirements will be strictly enforced.
16. Prior to issuance of a Certificate of Occupancy, the Engineering Bureau may require a certification letter stating that the development was constructed in accordance to the approved plans, and an "as-built" drawing shall be submitted
17. The Contractor is responsible for coordinating with a licensed surveyor to prepare an "as-built" plan. The Contractor is responsible to coordinate with a site engineer 48 hours prior to any inspections.
18. The engineering division of the Department of Public Works and the inspecting engineer shall be notified by the contractor three (3) days prior to the commencement of each phase of construction.
19. The work shall be done in conformance with the contract documents/plans unless changes have been approved in writing by the design engineer prior to the work being done.
20. No pool back wash water may be discharged into or adjacent to inland wetland and watercourse areas per the Health Department regulations.
21. A preconstruction meeting shall be held with the Owner, Architect and Engineer to review the scope of construction. The Contractor shall be responsible to coordinate the preconstruction meeting.

EARTHWORK & GRADING:

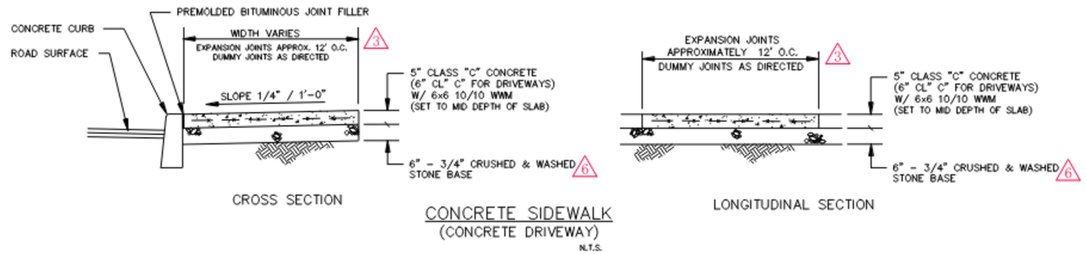
22. Earth slopes shall be no steeper than 2:1 (horz.:vert.)
23. General fill beyond paved areas shall be free of brush rubbish, stumps and stones larger than 8". Fill shall be placed in compacted layers not to exceed 8" in thickness. The dry density after compaction shall not be less than 95% of the Standard Proctor Test and done in accordance with the requirements of ASTM D698. After compacting, the fill shall be 4" below the required grade as shown on the plan.
24. General fill may be till, loam, sand or gravel mixture classified as SP, SW, SM, GP, GM, ML per the United Soil Classification System. It shall have not more than 40% fines passing the #100 sieve, not more than 8% passing the #200 sieve, and no stones larger than 8".
25. Subgrade and fill shall be uniformly compacted by the use of equipment manufactured for that purpose. Rollers shall deliver a ground pressure of not less than 300 pounds per linear inch of contact width and weigh not less than 10 tons. Vibratory units shall have a static weight of not less than 4 tons. The amount of compactive effort shall be as directed by the Engineer, but in no case shall be less than 4 complete passes of the compacting equipment being used.
26. Topsoil shall be friable and loamy with high organic content. It shall be free of debris, rocks larger than 2" and roots. Topsoil shall have at least 1.5 percent by weight of fine textured stable organic material and no greater than 6 percent. Topsoil shall not have less than 20% fine textured material (passing the No, 200 sieve) and not more than 15% clay. pH range shall be 6.0-7.5 and soluble salts shall not exceed 500ppm.
27. Fill or topsoil shall not be placed nor compacted while in a frozen or muddy condition or while subgrade is frozen.
28. Excavation for pipes or concrete pavement repair may require either a braced excavation or open cut designed according to the requirements of OSHA, 29 CFR Part 1926. The lateral support systems and slopes should also be designed such that building footings, slabs on grade, adjacent pavement and existing ut ilities are protected and supported and not allowed to settle. The contractor shall be responsible for having a Professional Engineer, registered in the State of Connecticut design the excavation support method. The designs shall be submitted to the owner or his geotechnical engineer for review. The contractor shall submit plans showing the type, limits, design and sequence of construction for the lateral support system.
29. During the excavation, it is anticipated that existing utilities and sewers may be exposed. The contractor shall provide protection and support of these facilities and repair any damage caused by the work in a manner satisfactory to the owner. The condition of the existing facilities shall be observed by the owner's representative who shall determine if the facilities shall be replaced. Replacement of the facilities shall be done in a manner satisfactory to the owner and in compliance with applicable Codes.

UTILITIES:

30. Utilities shown on these plans are "not guaranteed" to be complete or correct. Prior to any site activities, the contractor shall be responsible for verification of clearances of proposed utilities from existing utilities. This verification shall include physical observation by means of test pits of the locations of affected utilities. The contractor shall notify the site engineer immediately of any conflict.
31. Easements may be required in favor of the various utility companies.
32. Electric services shall be installed in conformance to the requirements of the governing utility companies.
33. It is the contractor's responsibility to install utilities as shown on this sheet. The contractor shall work with the utility companies and site engineer to ensure the installation is in conformance to the requirements of the governing utility company. All conduits shall be concrete encased as may be required by the governing utility company. Proposed electric, telephone, cable, gas and water services are shown for schematic purposes only and are subject to change pending utility company review. These utilities shall be designed by others and installed in conformance to the requirements of the governing utility companies.
34. All proposed utility facilities shall be raised or lowered to be flush with finished grade.
35. Where necessary, existing utilities shall be reinstalled to meet all minimum coverage requirements.
36. Utility connections at building face shall be coordinated with the building contractors.
37. The contractor must supply and install drag lines with all conduits.
38. In general, each utility shall have a minimum clearance of three feet to any other underground utility.
39. Any and all utilities abandoned shall be capped or removed in accordance with utility companies' requirements.
40. The electric transformer and generator shall be located to meet all applicable Zoning setbacks.
41. Detectable Tape shall be used to mark piping listed below. The identification tape shall be buried at least 6-inches to 10-inches below final grade but no closer than 12-inches to the buried utility piping or service.

Electric	Red	Caution Electric Line Buried Below
Telephone & Control	Orange	Caution Telephone Line Buried Below
Natural Gas	Yellow	Caution Gas Line Buried Below
Water Systems	Blue	Caution Water Line Buried Below
Sewer System	Green	Caution Sewer Line Buried Below

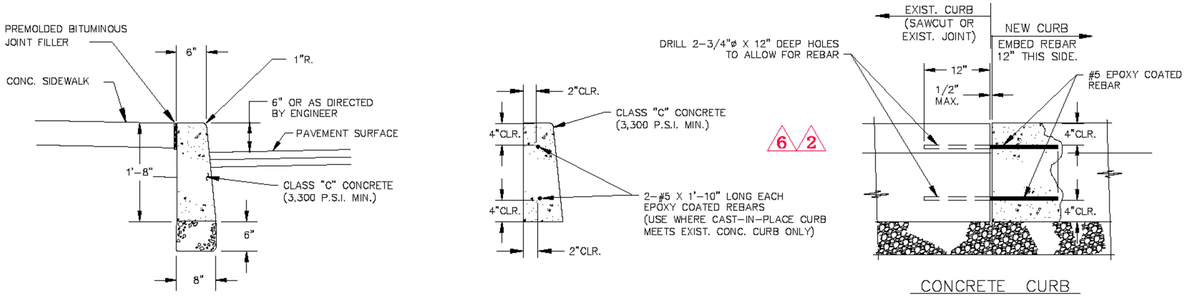
42. Underground-Type Plastic Line Marker: Manufacturer's standard permanent, bright-colored detectable tape, continuous-printed plastic tape, intended for direct-burial service; not less than 6" wide X 4 mils thick.
43. Areas of asphalt pavement that are disturbed by the construction of this project shall be replaced in accordance with the asphalt pavement repair detail. The finished grade of asphalt paving shall blend to existing grade and the edge of the concrete pavement smoothly with no slopes exceeding 4%.
44. Existing features such as but not limited to walks, curbs, and pavement damaged by construction activities shall be repaired at no additional cost to the owner.
45. Bituminous curbs damaged by the project shall be replaced with the new bituminous curbing machine laid Class 3 as described in Sections 8.15 and M.04 of the CT DOT Form 818.
46. Saw cut perimeter of area to be excavated. Saw cut shall be straight and vertical.
47. Contractor shall engage a testing lab who shall verify the base course material by means of a sieve analysis and perform compaction testing of the base and each course of pavement. Site Engineer shall review with the contractor the required testing at the preconstruction meeting. Site Engineer shall approve base course prior to placement of each layer of pavement.
48. The Contractor shall engage a qualified independent testing agency to perform field inspections and tests and to prepare test reports. Testing agency will conduct and interpret tests and state in each report whether tested work complies with or deviates from specified requirements.
49. Additional testing, at Contractor's expense, will be performed to determine compliance of corrected work with specified requirements. Remove and replace or install additional hot-mix asphalt where test results or measurements indicate that it does not comply with specified requirements as directed by the Site Engineer.
50. Contractor is responsible to place the hot-mix asphalt mix as required in the drawings, details and the applicable Section of the CT DOT FORM 818 (latest edition).
51. Compaction shall be constructed as specified in the CT DOT FORM 818 (latest edition), Section 4.06 specification, the drawings and the details. Testing lab shall verify compaction of each course of pavement as directed by the Site Engineer.
52. After the asphalt pavement has cured sufficiently to support the weight of a water truck without marking the newly installed pavement, it shall be water tested for low spots, areas of little or no drainage, etc. A water truck shall spray a sufficient amount of water on all pavement sections to observe the drainage of water. There shall be positive drainage on all areas of the pavement. Any visible low spots where significant water (greater than or equal to 3/16" in depth) is left standing, shall be clearly marked for the Contractor to repair prior to final acceptance. These areas must be sawcut and removed down to the base course prior to replacement with asphalt mixture as per the original approved design. The base course and edges of sawcut asphalt must be treated with tack oil prior to new section of asphalt being installed. The Owner's Representative or inspecting A/E shall be notified 48 hours in advance of water test so that he may be present during the test.
53. The inspecting engineer and contractor will review the testing requirements at the preconstruction meeting. At this meeting, samples to be tested and compaction testing protocol will be discussed. Testing and approval of the subgrade, base course and asphalt layers prior to the installation of the next layer to determine if the work complies or deviates from the specified requirements. Prior to installation of the base course, contractor shall contact inspecting engineer to determine the suitability of the subgrade material, base course and asphalt. Additional excavation or base course may be required.
54. Finished paving shall be free of "bird baths" and be smooth at the slopes specified on the plans.
55. Finished grade shall be within 1/2 inch of that noted on the drawings.
56. The pavement shall be protected from vehicular traffic of any kind with the use of barricades, etc. for a minimum period of 24 hours after final rolling. Maintain and protect asphalt surface from scrapes, sears, spills, hydraulic leaks, and any other construction damage for the remainder of construction until Owner's Representative acceptance. Contractor is responsible for clearing, repairing, seal coating, patching, and re-striping as necessary to obtain Owner's Representative's final approval/acceptance.
57. Thicknesses of all layers shown are after compaction. Compact all layers to 95% per ASTM D 1557 (Modified Proctor Method).
58. Removal of pavement markings along state road ways shall be completed by non-destructive method in compliance with the CT DOT Form 818 Section 12.11 as revised.
59. New sign material and sheeting shall be made of retroreflective material in compliance with CT DOT Form 818 Section 12.08 as revised.
60. All signs and pavement markings installed along the state road must conform to the ``Manual on Uniform Traffic Control Devices," the latest State of Connecticut Catalog of Signs and standard as revised.
61. All pavement striping and replacement shall conform to the City of Norwalk standards and the latest edition of AASHTO Highway Design Manual.



CONCRETE SIDEWALK
(CONCRETE DRIVEWAY)
N.T.S.

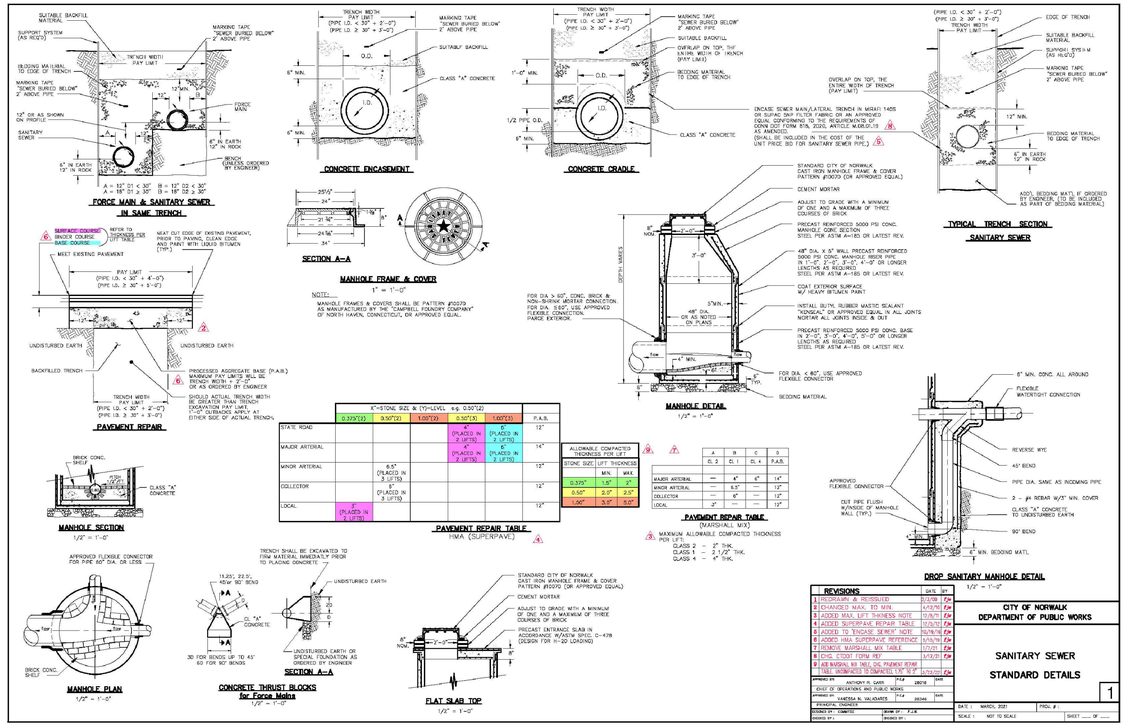
STANDARD CITY OF NORWALK CONCRETE SIDEWALK DETAIL

N.T.S.



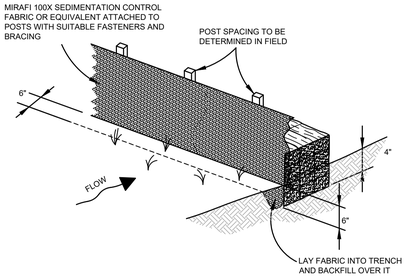
STANDARD CITY OF NORWALK CONCRETE CURB DETAIL

N.T.S.



STANDARD CITY OF NORWALK SANITARY SEWER AND PAVEMENT REPAIR DETAILS

N.T.S.



FABRIC & POST SILTATION BARRIER W/ HAY BALES

(SILT FENCE)

N.T.S.

No.	Date	Revision
1	09/30/2025	ORIGINAL ISSUE DATE

NOTES & DETAILS

DEPICTING

BUILDING 101 & 201 MERRITT SEVEN CORPORATE PARK

NORWALK, CT

PREPARED FOR

LOFTS M7 LLC

REDNISS & MEAD

LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING

22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax: 203.357.1118
www.rednissmead.com

REVISIONS	DATE	BY
1	PROGRAM & RESOLVED	3/2/98	FJK
2	CHANGED MAX. TO MIN.	4/13/99	FJK
3	ADDED MAX. LIFT THICNESS NOTE	12/8/11	FJK
4	ADDED SUPERPAVE REPAIR TABLE	12/8/11	FJK
5	ADDED to "ENDASE SEWER" NOTE	12/18/14	FJK
6	ADDED HMA SUPERPAVE REFERENCE	1/15/18	FJK
7	REMOVE MARSHALL MIX TABLE	1/7/21	FJK
8	CHG. CT.DOT FORM REF.	1/12/21	FJK
9	ADJ.MASONRY NO. WELL CHG. PAVMENT RTNG		FJK
10	TBEL. ENGINEERS IS COMPANY, LLC 10-5	2/23/2021	FJK

APPROVED BY:	STAT	DATE
ANTHONY N. CLARO	28010	
CHIEF OF OPERATIONS AND PUBLIC WORKS		
APPROVED BY:	STAT	DATE
VANESSA N. VALADARES	28566	
PRINCIPAL ENGINEER		
DESIGNED BY: - COMPUTED	DRAWN BY: - F.J.K.	
CHECKED BY: -	SCALE: - NOT TO SCALE	SHEET ____ OF ____

CITY OF NORWALK
DEPARTMENT OF PUBLIC WORKS

SANITARY SEWER
STANDARD DETAILS

1

DATE: MARCH, 2021 PROJ. #:

SCALE: N.T.S.

DRAWN BY: VJH CHECKED BY: CJF

CRAIG J. FLAHERTY CT. P.E. 21149

September 30, 2025

DATE

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SHEET No:

SE-2

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PREFERRED:

ALTERNATE: (SEE NOTE 3)

	DUCT BANK DIMENSIONS								
	4" DUCT			5" DUCT			6" DUCT		
FIG	W	H	S	W	H	S	W	H	S
1	14½"	10½"	1½"	16½"	11½"	1½"	19"	12½"	2"
2	14½"	16½"	1½"	16½"	18½"	1½"	19"	21"	2"
2A	26½"	10½"	1½"	30½"	11½"	1½"	36"	12½"	2"
3	14½"	22½"	1½"	16½"	25½"	1½"	19"	29½"	2"
3A	20½"	16½"	1½"	23½"	18½"	1½"	27½"	21"	2"
4	14½"	28½"	1½"	16½"	32½"	1½"	19"	38"	2"
4A	26½"	16½"	1½"	30½"	18½"	1½"	36"	21"	2"

FIG. 1
2 DUCTS

FIG. 2
4 DUCTS

FIG. 3
6 DUCTS

FIG. 4
8 DUCTS

FIG. 2A
4 DUCTS

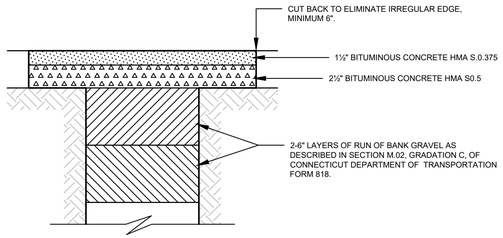
FIG. 3A
6 DUCTS

FIG. 4A
8 DUCTS

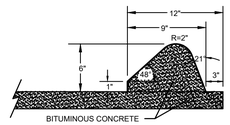
NOTES:

1. AT MANHOLES CONDUIT BANKS SHALL BE PER FIGS. 1, 2, 3 OR 4.
2. MINIMUM COVER FROM TOP OF A CONDUIT BANK TO THE PAVEMENT OR EARTH SURFACE TO BE:
   a) STATE HIGHWAYS - 36"
   b) RAILROAD TRACKS - 60"
   c) ALL OTHER AREAS - 24"
3. IN THE CONDUIT RUN BETWEEN MANHOLES IF OBSTRUCTIONS ARE ENCOUNTERED OR TO REDUCE TRENCH DEPTH, FIGS. 2A, 3A OR 4A ARE PERMISSIBLE.
4. CONCRETE SHALL BE 2500 P.S.I., 1/2" MAXIMUM STONE, 6"-9" SLUMP OF SUCH CONSISTENCY THAT SPADING WILL INSURE THE FLOW OF CONCRETE BETWEEN AND UNDER THE INDIVIDUAL DUCTS, BUT NOT SO WET AS TO FLOAT THE DUCTS. FOR TIER BUILDUP CONSTRUCTION A STIFFER CONSISTENCY SHOULD BE USED.
5. DUCTS SHALL BE SCHEDULE 40 PVC.

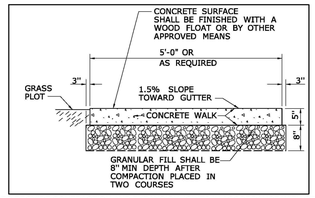
CONDUIT BANK CONSTRUCTION
N.T.S.



ASPHALT TRENCH REPAIR
(ON-SITE PAVEMENT ONLY)
N.T.S.

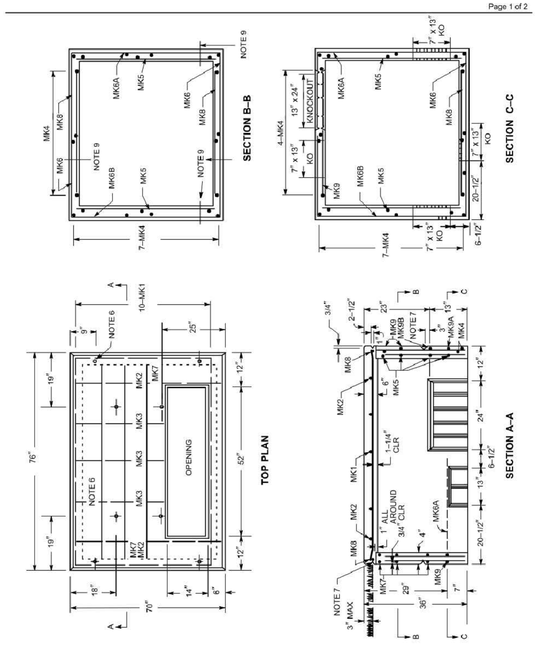


BITUMINOUS CONCRETE LIP CURBING
(ON-SITE ONLY)
N.T.S.



NOTE: CONTRACTOR TO PROVIDE CONTRACTION AND EXPANSION JOINTS IN ACCORDANCE WITH CT DOT REQUIREMENTS.

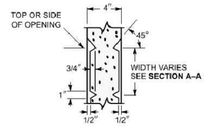
CT DOT SIDEWALK
(STATE SIDEWALK)
N.T.S.



ORIGINAL	PAD – PRECAST CONCRETE – THREE–PHASE TRANSFORMER			
12/21/78	500–2500 KVA–76″ x 70″ x 36″			
APPROVED				
3/1/02	NORTHEAST UTILITIES	MATERIAL SPECIFICATION	SPC P–015	7

TRANSFORMER DETAIL
N.T.S.

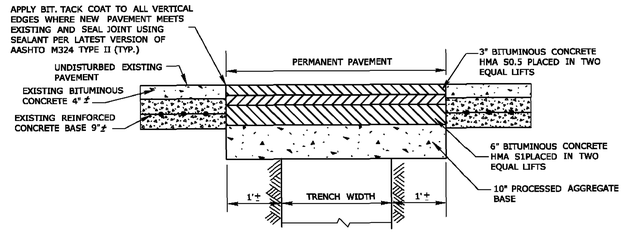
BAR SCHEDULE											
MARK NO	MK1	MK2	MK3	MK4	MK5	MK6	MK6A	MK6B	MK7	MK8	MK9
SIZE	#6	#4	#4	#3	#4	#4	#4	#4	#4	#4	#4
NO OF BARS	10	2	3	22	8	7	1	1	2	7	1
DIMENSIONS	62"	56"	41"	29"	67"	74" 26" 26"	26" 10" 26"	38"	68"	56"	29"



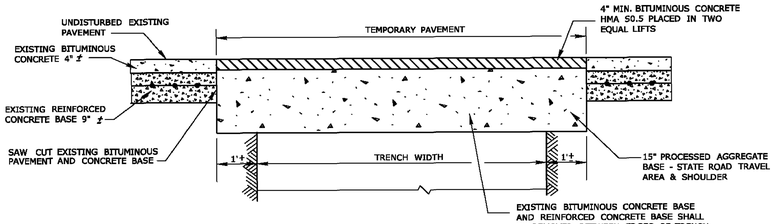
WINDOW KNOCKOUT DETAIL

Notes
1. **Roof Design Load**: 4000 lbs spread over 1–foot–square area anywhere on roof.
2. **Walls**: Soil pressure of equivalent fluid pressure of 33 pcf. Surcharge of 2.5 feet of soil weighing 120 pcf.
3. **Concrete**: 4000 psi at 28 days. Entrained air 6–9 percent.
4. **Steel**: ASTM A615–1992, Grade 40.
5. All concrete and reinforcement in accordance with ACI 318–1999.
6. For lifting top or bottom sections, cast in four 3/4–inch–diameter Dayton Suregrip (or approved equal) coil loop inserts, galvanized, with T21 plastic setting plugs. Inserts are to be secured in place with rebar.
   Top: Catalog Type B16, 3/4 inch diameter x 4 inches long
   Bottom: Catalog Type B16, 3/4 inch diameter x 6 inches long
7. Provide 3–inch–long groove (3/4 inch x 1 inch) for lifting sling at each corner, each side.
8. Manufacturer's identification and month/year when manufactured shall be legibly marked in/on concrete in the side.
9. Zinc alloy inserts 3/4 inch – 10 inches x 3 inches for cable pulling. To be located 4 inches above (7 inch x 13 inch) knockouts (four).

ORIGINAL	PAD – PRECAST CONCRETE – THREE–PHASE TRANSFORMER			
3/12/82	500–2500 KVA – 76″ x 70″ x 36″			
APPROVED				
3/1/02	NORTHEAST UTILITIES	MATERIAL SPECIFICATION	SPC P–016	7



PERMANENT PAVEMENT TRENCH DETAIL
TRENCH PARALLEL TO EDGE OF PAVEMENT



TEMPORARY PAVEMENT DETAIL
TRENCHES PERPENDICULAR TO EDGE OF PAVEMENT

NOTE:
1. CT DOT DISTRICT 3 WILL REQUIRE PAVEMENT TO BE PURCHASED FROM A PREFERRED DOT VENDOR LIST FOR BASE MATERIAL AND ASPHALT PAVEMENT.
2. CT DOT DISTRICT 3 AND CITY OF STAMFORD WILL REQUIRE SIEVE AND COMPACTION TESTING OF BASE MATERIAL AND EACH LAYER OF ASPHALT AS IT RELATES TO PERMANENT PAVEMENT AND TRENCH REPAIRS.

CT DOT TRENCH AND PAVEMENT REPAIR DETAIL
N.T.S.

No.	Date	Revision
1	09/30/2025	ORIGINAL ISSUE DATE

NOTES & DETAILS
DEPICTING
BUILDING 101 & 201
MERRITT SEVEN CORPORATE PARK
NORWALK, CT
PREPARED FOR
LOFTS M7 LLC

REDNISS & MEAD
LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING
22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax: 203.357.1118
www.rednissmead.com

SCALE: N.T.S.
DRAWN BY: VJH CHECKED BY: CJF

CRAIG J. FLAHERTY CT. P.E. 21149
September 30, 2025
DATE
This document and copies thereof are valid only if they bear the signature and embossed seal of the designated licensed professional. Unauthorized alterations render any declaration hereon null & void.

SHEET No: SE-3
Comm. No.: 1976

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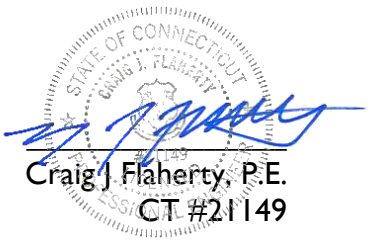
SITE ENGINEERING REPORT

Prepared For
Lofts M7 LLC
Buildings 101 & 201
Merritt Seven Corporate Park
Norwalk, CT

Prepared by
Redniss & Mead, Inc.
22 First Street
Stamford, CT
(203) 327-0500

Issued on:

September 30, 2025



Craig J Flaherty, P.E.
CT #21149

TABLE OF CONTENTS

Orientation 1

Drainage Narrative 2

Sanitary Sewer Narrative 6

APPENDICES

Drainage:

Appendix 1: FEMA Flood Insurance Map
USGS Topographic Quad Map

Appendix 2: Site Drainage Infrastructure Exhibit

Appendix 3: Sanitary Sewer Calculations

ORIENTATION

DRAINAGE SUMMARY NARRATIVE

Introduction

Lofts M7 LLC is proposing to convert the two office buildings at 101 and 201 Merritt Seven Corporate Park (Norwalk, CT) to multi-family structures consisting of 300 residential units. The proposed scope includes interior renovations, façade improvements, conversion of upper-level parking spaces into amenity space, and utility upgrades where required.

The combined site area is 6.48 acres and is bounded by Main Avenue to the east, commercial properties to the north and south, and the Norwalk River to the west. The site lies within the CD-4 zoning district. Portions of the site lie within the regulatory flood plain of the Norwalk River as established by FEMA and depicted on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 09001C0393G, effective October 16, 2013; the 100-year flood boundary (BFE 92.7'-96.4' for 101 Merritt Seven and BFE 91-7'-92.7' for 201 Merritt Seven) is per FEMA Flood Insurance Study (FIS) Profile 269P (Norwalk River). Reference is made to the accompanying site development plan prepared by Redniss & Mead, Inc.

Existing Conditions

The site is approximately 6.48 acres and is currently developed with two 8-story office buildings over one combined 2-story parking structure, with a combination of covered and uncovered parking areas, driveways, sidewalks, and landscape improvements. Site drainage discharges to the Norwalk River in one of three ways: 1) landscaped areas that sheet flow toward the river, 2) driveway and building drains that are collected via an underground pipe network that discharge directly to the river at a series of rip-rap pads, and 3) portions of driveway curb cuts and landscaped areas that sheet flow to the Main Avenue right-of-way where the runoff is captured via State drainage infrastructure and piped to the river via an existing 25' storm sewer easement at the northern property boundary of 101 Merritt Seven. In total, the impervious coverage is 237,697 sf (of which 5,288 sf is planted areas on the upper-level parking deck). Based upon email communication from the City of Norwalk DPW, no known drainage issues or complaints have been reported for the site.

Proposed Conditions

The applicant is seeking approval to convert the existing structures from office space to 300 residential units. The proposed scope includes interior renovations, façade improvements, conversion of upper-level parking spaces into amenity space, and utility upgrades where required. There are no proposed changes to the site drainage patterns or to the drainage infrastructure, including the at-grade components that discharge to the river. While the building, inclusive of the amenity zones on the open-air deck, is fully impervious, there are water quality improvements to the structure; these include 1) reducing the number of uncovered parking spaces and 2) in place of parking, various rooftop areas will consist of green roof trays or other planting trays / surface materials consisting of at least 4" of soil or stone depth which provides water quality treatment for the direct runoff to those areas. The total green roof (or similar systems) area is 38,293 sf (13%± of the site area).

Conclusion:

Based on the above information and with proper implementation of the design drawings and proper sediment and erosion controls, the proposed development will not adversely impact adjacent or downstream properties or City owned drainage facilities. Furthermore, water quality provisions are increased on a site where existing ground level improvements are remaining.

SANITARY SEWER SUMMARY

Lofts M7 LLC is proposing to convert the two office buildings at 101 and 201 Merritt Seven Corporate Park (Norwalk, CT) to multi-family structures consisting of 300 residential units (56 – studio units, 182 – 1-bed units, and 62 – 2-bed units). The proposed scope includes interior renovations, façade improvements, conversion of upper-level parking spaces into amenity space, and utility upgrades where required.

Existing City-owned sanitary sewer infrastructure, consisting of sewer manholes and 30" concrete sewer pipes, exist within Main Avenue. Based upon tax card records, under existing conditions, the site consists of 421,664 sf of office floor area. Utilizing this floor area, an approximate sanitary sewer flow estimate (Appendix 3) yields a total average daily flow of 42,180 gallons per day (GPD). Applying a peak factor of 4, the peak flow is 168,720 GPD or 0.261 cfs.

Under proposed conditions, the developer is seeking permission to convert the existing office buildings to multi-family apartments consisting of 300 residential units. The existing connections at 101 and 201 Merritt Seven require upgrades in size from 8" services to 10" services based upon code requirements for the number of fixture units. Using the CT Health Code guidelines, the proposed change in site usage results in a total average daily flow of 45,250 GPD. Applying a peak factor of 4, the peak flow is 181,000 GPD or 0.280 cfs. This represents a net increase in peak flow to the Main Avenue system of 0.019 cfs. Based upon the size of the sewer main and the minor increases, Norwalk DPW/WPCA confirmed that flow monitoring would not be required for this change in use.

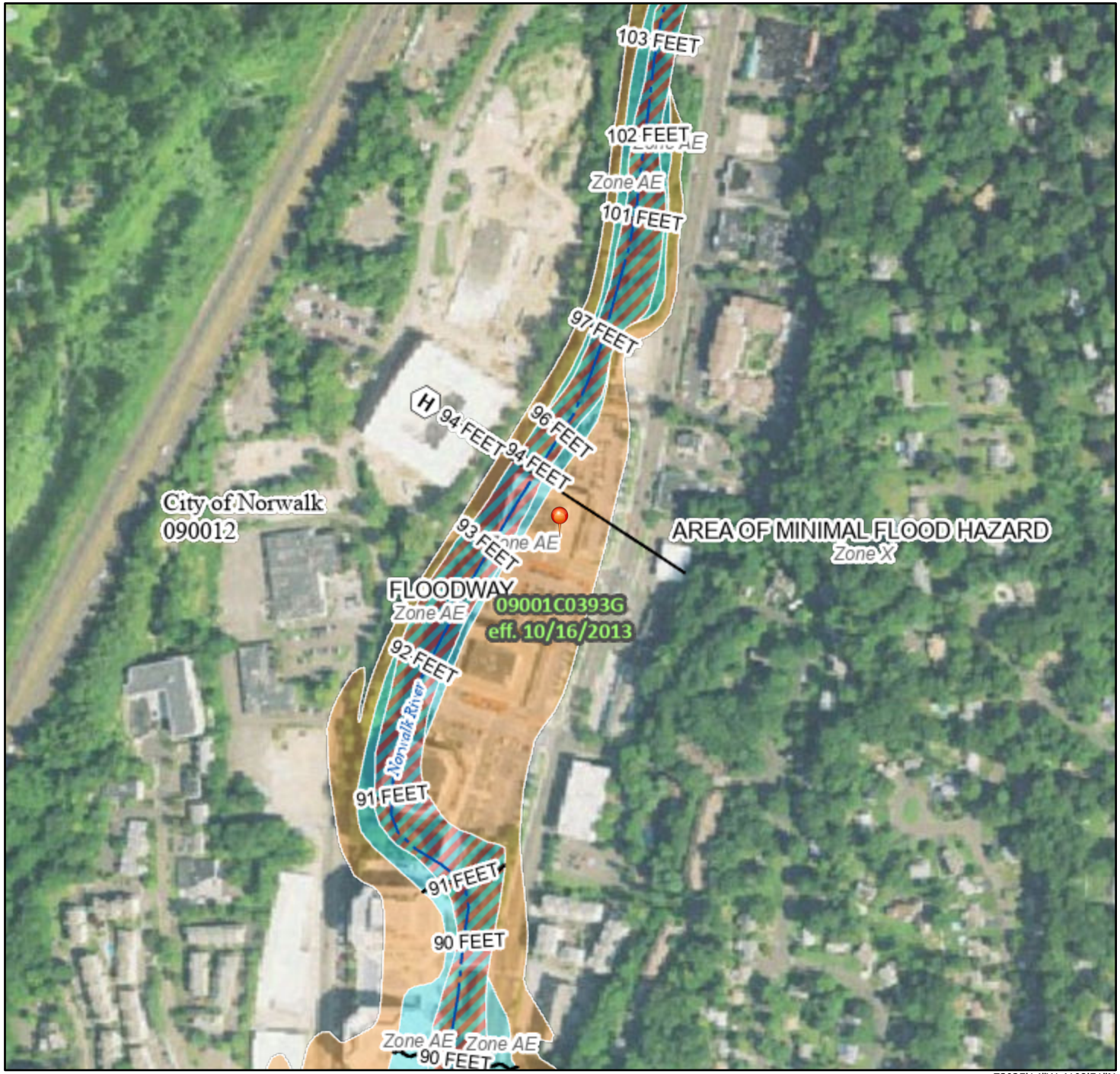
Based on the above information, it is our opinion that the proposed development, with proper implementation of the design drawings, will not adversely impact the existing sanitary sewer system.

Appendix 1

National Flood Hazard Layer FIRMette

FEMA

73°25'51"W 41°9'18"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

73°25'14"W 41°8'51"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

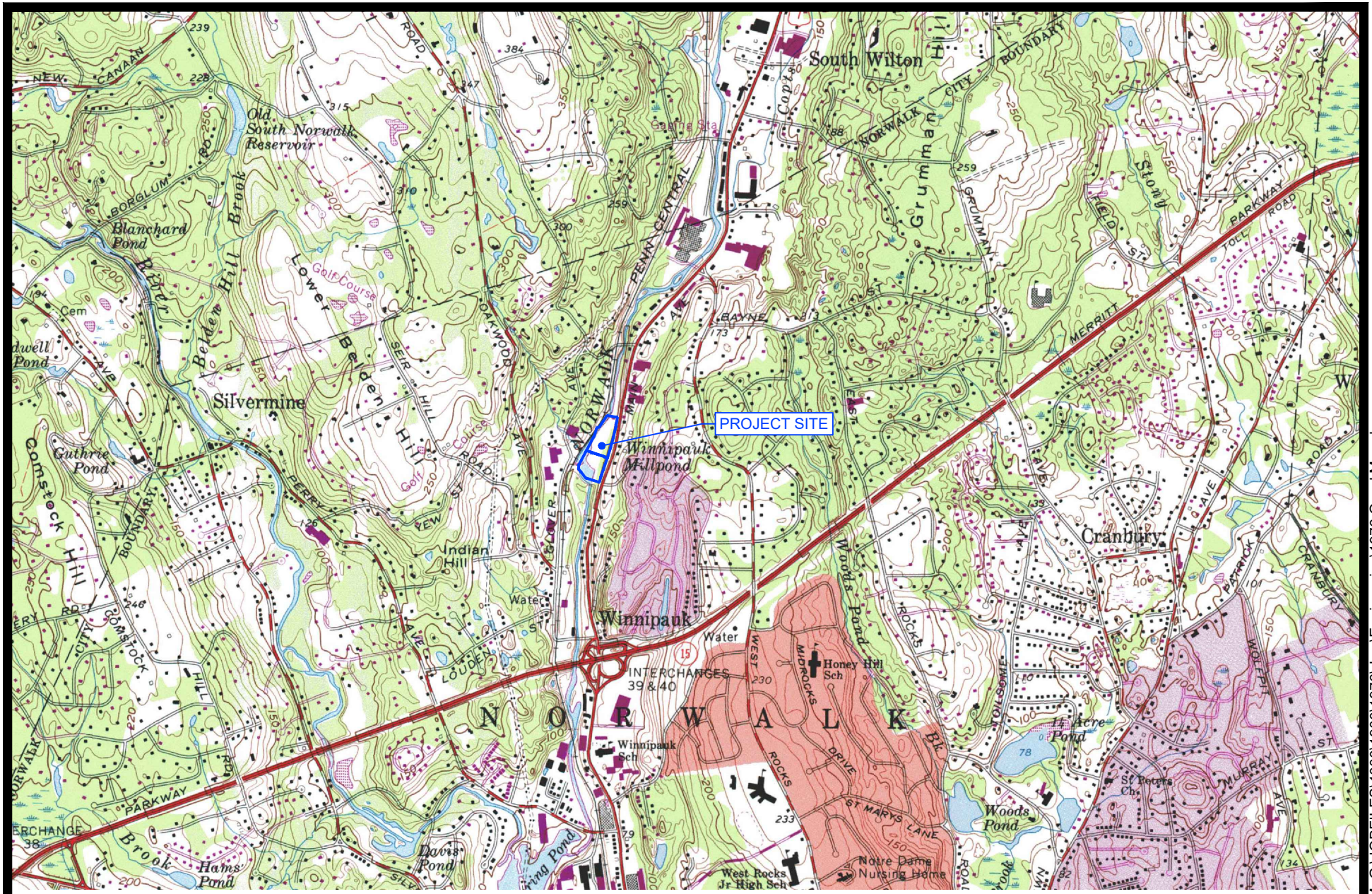
N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 8/22/2025 at 1:53 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



MAP NAME: NORWALK NORTH
MAP NUMBER: 114

USGS TOPOGRAPHIC QUAD MAP

101 & 201 MAIN AVENUE
NORWALK, CT

COMM. NO.: 1976 DATE: 08/28/2025 SCALE: 1"=2000'

REDNISS & MEAD

8/22/2025 10:18 AM G:\JOBFILES\1000\1900\1976\dwg\Engineering\1976 Quad Map.dwg

Appendix 2

SITE DRAINAGE INFRASTRUCTURE EXHIBIT

BUILDINGS 101 & 201 MERRITT SEVEN CORPORATE PARK

NORWALK, CT

REDNISS & MEAD

LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING

22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax: 203.357.1118
www.rednissmead.com

COMM. NO.:	DATE:
1976	8/27/2025
	SCALE: 1"=80'

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Appendix 3

Sanitary Sewer Flow Estimates

Project: *101 & 201 Merritt 7*	**Project #:** *1976*	**Date:** *8/28/2025*
Location: *Norwalk, CT*	**By:** *VJH*	**Checked:** *CJF*

Existing Theoretical Flow Generated By Site				
Building Use	Floor Area (sf)[1]	Employees / People[1]	Design Flow (GPD/Person)[1]	Total Flow (GPD)
Office	421,664	2,109	20	42,180

Existing Sanitary Sewer Flow	
Existing Sanitary Flow from Site (GPD)	42,180
Existing Sanitary Flow Rate from Site (CFS)	0.065
Peaking Factor	4
Total Existing Peak Sanitary Flow from Site (CFS)	**0.2611**

[1] Existing office floor area, as indicated on Tax Assessor Card = 206,774 sf (101) and 214,890 sf (201)

Office Flow = 20 GPD per employee (average 200 sf gross area / person)
Amount of employees/people = 421,664 sf / 200 sf/person = 2,109 people

Proposed Post-construction Flow Generated By Site				
Residential Building Use	# Units	Number of Bedrooms	Design Flow (GPD/BED)[1]	Total Flow (GPD)
Studio / 1-Bedroom	238	238	125	29,750
2-Bedroom	62	124	125	15,500

Proposed Sanitary Sewer Flow	
Proposed Sanitary Flow from Site (GPD)	45,250
Proposed Sanitary Flow Rate from Site (CFS)	0.070
Peaking Factor	4
Total Proposed Peak Sanitary Flow from Site (CFS)	**0.2801**
Increase in On-site Peak Sanitary Flow Rate (CFS)	**0.0190** [2]

[1] Per CT Health Code

[2] Increase in on-site flow = Proposed Peak - Existing Peak

EVERSOURCE

11 Harbor Avenue
Norwalk, CT 06850

Monday September 15, 2025

Tyler Rich
Stantec
750 E Main St Suite 610
Stamford CT 06902-3872

Eversource Natural Gas Installation Will Serve Letter
Re: 101-201 Merritt 7 Norwalk, CT 06851

Dear Mr. Rich,

This letter is to advise that Eversource Gas has confirmed the ability to provide natural gas at 101, 201 Merritt 7 Norwalk, CT 06810 for the planned multi-family residential mix-use building development. Eversource plans to serve the buildings with natural gas for landlord house meters providing common area heating, various amenities and standby backup electrical generation as outlined in your gas load request letter. Additionally, Eversource can serve any commercial retail or office tenants as needed upon request.

Eversource plans to serve this location by installing individual service lines to each building from the existing 12" Poly Intermediate Pressure (IP) gas main located on Main Avenue.

Activation of the gas line is contingent upon completion of the New Canaan Road District Regulator Station in Wilton, which is expected to be commissioned in 2026.

Upon execution of the gas agreement, following completion of an infrastructure design and capital cost estimating, Eversource will conduct a financial analysis to determine if there would be any cost to the developer/property owner. If an easement is required to serve any building(s), easement costs will be the responsibility of the developer/property owner.

This letter is not an agreement to provide natural gas service and is solely for identifying gas availability to serve the project.

Sincerely,

Marcus J. Sherrod

Marcus Sherrod
Operational Account Executive
Office: 203-854-6440
Cell: 203-969-5576
Email: marcus.sherrod@eversource.com
11 Harbor Avenue Norwalk, CT 06850

EVERSOURCE

107 Selden Street, Berlin, CT 06037
P.O. Box 270, Hartford, CT 06141-0270

September 19, 2025

Lofts M7 LLC
555 Pleasantville Rd.
Briarcliff Manor, NY 10510

Re: Provision of Electric Service to 101 & 201 Main Ave. Norwalk CT.

Dear Sir:

I am responding to the recent inquiry you submitted to Eversource Energy ("Eversource"). You asked whether Eversource could provide electric service to the property known as 101 & 201 Main Ave. Norwalk CT. (the "Property").

This letter confirms that electric service can be provided to the Property under certain conditions, including but not limited to:

1. If any utility equipment that is necessary or appropriate to provide utility service to the Property must be installed on land owned by any third party, then the Property owner is responsible for obtaining (at the Property owner's sole cost and expense) necessary easements that authorize Eversource to install necessary utility equipment on land not exclusively owned by the Property owner. The form and content of the easements, including the survey map(s) showing the easement area(s), must be acceptable to Eversource and its legal counsel.
2. Eversource's tariffs, policies and procedures identify the costs and work that are the responsibility of Eversource and the Property owner, for the provision of utility service to the Property. The Property owner is responsible for timely payment of all costs owed to Eversource, and for timely the performance of the Property Owner's obligations required under Eversource's tariffs, policies and procedures.
3. The Property is within the territorial limits of Eversource's franchise as established by charter, Connecticut state statute or regulations or authority to furnish service, and the provision of service is consistent with the same.
4. If you require an estimate of the cost of providing utility service to the Property, please contact John Socci of Eversource Energy at 1-203-845-3432.

Sincerely,

John E. Socci
Field Engineering Design
Design Specialist

Eversource Energy
9 Tindall Ave.
Norwalk, Ct. 06851
(203) 845-3432

M7 Lofts

Traffic Impact Study

101 & 201 Merritt 7, Main Avenue
(State Route 719)
Norwalk, Connecticut

September 2, 2025

Tighe&Bond

100% Recyclable

Table of Contents

Section 1 Study Overview

Section 2 Existing Conditions

2.1 Main Avenue (State Route 719) 2-1
2.2 Study Area Intersections 2-1
2.3 Traffic Volumes 2-1
2.4 Capacity and Queue Analyses - Existing Condition 2-2
2.5 Collision History 2-2
2.6 Alternative Travel Modes 2-2

Section 3 Background Conditions

3.1 Background Traffic Volumes 3-1
3.2 Capacity and Queue Analyses – Background Conditions 3-1

Section 4 Proposed Conditions

4.1 Site Access 4-1
4.2 Trip Generation 4-1
4.3 Arrival and Departure Distribution 4-2

Section 5 Combined Conditions

5.1 Capacity and Queue Analyses - Combined Condition 5-1

Section 6 Conclusions & Recommendations

Section 7 Tables

Section 8 Figures

Appendix

A. Traffic Count Data
B. Capacity Analysis Methodology
C. Capacity Analysis Worksheets
D. Collision History Summary

Section 1
Study Overview

This Traffic Impact Study evaluates the potential traffic impact of the proposed 300-residential-unit M7 Lofts development in the City of Norwalk, Connecticut. The site consists of two parcels, 101 Merritt 7 and 201 Merritt 7. The Site is bordered by Main Avenue (State Route 719) to the east, Glover Avenue and the Danbury Branch of the Metro-North Railroad New Haven Line to the west, Sinclair gas station to the north, and 301 Merritt 7 to the south. Additionally, the north terminus of the U.S. Route 7 expressway in Norwalk is located northwest of the site and the Route 15 (Merritt Parkway) Exit 40 interchange is located to the south. Figure 1 shows the Site location relative to the surrounding roadway network.

The site currently contains two office buildings at 101 and 201 Merritt 7. The proposed project will include converting the existing office space into apartment units. The development is currently anticipated to include resident amenities including, but not limited to, a gym, lounge, kitchen, game room, library, playroom, yoga room, and storage areas. The two floors of underground garage parking will remain. Site access will be provided via the three existing site driveways on Main Avenue. The project is expected to be completed in 2027.

Based on the analyses conducted, it is the professional opinion of Tighe & Bond that the changes in traffic patterns expected from the proposed conversion from office space to 300 residential units are not expected to have a significant impact to traffic operations or safety within the study area. Sections 5 and 6 provide a summary of the analyses performed and the results, which are the basis of this conclusion.

Section 2
Existing Conditions

2.1 Main Avenue (State Route 719)

Main Avenue (State Route 719) is a 2.02-mile road that runs north to south and is classified as an Other Principal Arterial by the Connecticut Department of Transportation (CTDOT). It connects U.S. Route 7 and South Wilton in the north with downtown Norwalk and U.S. Route 1 in the south. Within the study area, the roadway has a four-lane cross section with 10-12-foot lanes, 1–2-foot shoulders, and sidewalks on both sides of the roadway. There is a left-turn lane in the northbound direction at the 201 Merritt 7 south driveway and Valley View Road intersection. The posted speed limit on Main Avenue (State Route 719) is 35 miles per hour within the study area. Land use along the roadway is a mix of commercial and residential uses.

2.2 Study Area Intersections

In concurrence with the preferences of the City of Norwalk, the following existing site driveway intersections were included in the study area:

- Main Avenue (State Route 719) at 101 Merritt 7 North Driveway
- Main Avenue (State Route 719) at 101 Merritt 7 South Driveway
- Main Avenue (State Route 719) at 201 Merritt 7 Driveway

The Main Avenue (State Route 719) at 101 Merritt 7 North Driveway intersection is unsignalized with stop sign control on the site driveway approach and free-flow conditions on Main Avenue. The 101 Merritt 7 South Driveway and 201 Merritt 7 Driveway are at signalized intersections.

2.3 Traffic Volumes

The study analyses focus on the weekday morning, weekday afternoon, and Saturday midday peak hours, when commuter and/or site-related traffic are at their highest levels. Following approval from the City of Norwalk, weekday morning and weekday afternoon peak hour traffic volumes were taken from CTDOT SPN #102-358 – Routes 7 and 15 Interchange Reconstruction, dated November 5, 2024, and used as the baseline 2025 Existing Condition traffic volumes for these analyses. As the state project did not contain traffic volumes for the 101 Merritt 7 North Driveway, a portion (2-3%) of total site traffic at the other two site driveways was applied to the entering and exiting movements. The Saturday midday peak hour traffic volumes were collected using intersection Turning Movement Counts (TMCs) at the study area intersections on June 7, 2025. The 2025 Existing Condition traffic volumes for the weekday morning, weekday afternoon, and Saturday midday peak hours are shown in Figures 2 through 4.

According to data collected at CTDOT count station NRWA-415 in 2023, the Average Daily Traffic (ADT) on Main Avenue in the vicinity of the site is 13,500 vehicles per day (7,100 northbound, 6,400 southbound). Additionally, the 85th percentile speeds, also known as the operating speeds, were approximately 41 mph in the northbound direction and 48 mph in the southbound direction. The SPN #102-358 traffic volume figure, raw TMC data, and NRWA-415 ADT and speed data are provided in Appendix A.

2.4 Capacity and Queue Analyses - Existing Condition

Capacity and queue analyses were performed for the driveway intersections for the Existing Condition traffic volumes and traffic signal settings provided by CTDOT during the weekday morning, weekday afternoon, and Saturday midday peak hours using Trafficware Synchro Studio 11 – Traffic Analysis Software. The software conducts the analyses based on the methodology provided in the *Highway Capacity Manual (HCM), 6th Edition*. The analysis results are categorized in terms of Level of Service (LOS), which describes the qualitative intersection operational conditions based on the calculated average delay per vehicle. A summary of the HCM capacity analysis methodology and a detailed definition of LOS is provided in Appendix B. The queue analysis results are summarized based on the length of vehicle queueing on an intersection approach. For unsignalized intersections, queues are quantified for 95th percentile (design queues). For signalized intersections, queues are quantified by 95th percentile (design) and 50th percentile (average) queues. Tables 1 and 2 summarize the capacity and queue analyses results, respectively. Capacity analysis worksheets with full inputs, settings, and results are provided in Appendix C.

As shown in Table 1, the overall intersections operate at LOS A or B and most individual intersection approaches operate acceptably at LOS D or better during the peak hours, with the exception of the 201 Merritt 7 Driveway eastbound left-through egress movement, which operates at LOS E during the weekday afternoon peak hour. A review of the queuing results in Table 2 shows that all the design queues are accommodated within available storage at the intersections.

2.5 Collision History

Vehicle collision history from January 2022 through December 2024 was collected from the Connecticut Crash Data Repository at the study area intersections. Table 3 provides a summary of the collisions at each of the study intersections as well as the types and severity of the collisions. Appendix D includes detailed collision summaries for each of the intersections.

There were sixteen (16) reported motor vehicle collisions at the study area intersections within the period analyzed. The most frequent type of collision was angle (43.8% of the collisions), followed by rear-end and sideswipe, same direction (25% of the collisions). Additionally, one pedestrian collision was recorded (6.3%). There were 7 collisions at the Main Avenue at 101 Merritt 7 North Driveway intersection, 6 collisions at the Main Avenue at 201 Merritt 7 Driveway intersection, and 3 collisions at the Main Avenue at 101 Merritt 7 South Driveway intersection. Throughout the period analyzed, there were zero fatalities or serious injuries, 5 collisions reporting minor injuries, and 11 collisions reporting property damage only.

The collision analysis results do not identify a significant or notable pattern of collisions in the study area. The impact of the proposed development's site-generated traffic is not anticipated to significantly impact existing collision patterns or overall roadway safety.

2.6 Alternative Travel Modes

The study area is in an urban setting in the City of Norwalk where several multimodal travel options are readily available. The following summarizes the details of various alternative travel modes supported within the study area.

Pedestrian facilities are present throughout the study area and connect to and circulate within the site. Sidewalks exist on both sides of Main Avenue along the site frontage. Sidewalk ramps and crosswalk markings are present at the site driveway intersections.

Public transportation bus service is also available within the study area. Norwalk Transit District WHEELS Route 3, Main Ave Shuttle, and Merritt 7 – Glover Ave Commuter Shuttle provide weekday service to the site and the Main Ave Sunday Shuttle provides Sunday access to the site. These bus routes connect to downtown Norwalk and South Norwalk, which then connect to CT Transit routes that travel throughout Connecticut. Bus stops for all of these services are located immediately adjacent to 101 and 201 Merritt 7, providing a reliable and convenient alternative travel mode.

The Danbury Branch of the New Haven Line of Metro-North Railroad travels from South Norwalk to Danbury. There is a stop at Merritt 7 via the adjacent 401 Merritt 7 property which is accessible for pedestrians. Trains run frequently during the daily peaks, varying by direction, and run routinely during off-peak times and weekends.

Section 3
Background Conditions

The Background Condition represents the projection of traffic volumes and operating conditions without the anticipated additional site-generated traffic. The proposed development is scheduled to be completed in 2027, which was therefore used as the Background Condition year.

3.1 Background Traffic Volumes

To develop the traffic volumes for the 2027 Background Condition, when the proposed development is expected to be completed, the 2025 Existing Traffic volumes were grown by 0.6% per year to represent the general growth of traffic on the local roadway network. This growth rate was estimated based upon consultation with the CTDOT Bureau of Policy and Planning. Additionally, CTDOT and the City of Norwalk were also contacted about other planned/approved developments in the area that may add new traffic through the study area prior to 2027, and no such developments were identified. The 2027 Background traffic volumes are summarized in Figures 5 through 7.

3.2 Capacity and Queue Analyses – Background Conditions

Capacity and queue analyses were conducted for the 2027 Background Condition traffic volumes for the peak hours, using the methodology described in Section 2.4. Tables 1 and 2 summarize the capacity and queue results, respectively. Capacity analysis worksheets with full inputs, settings, and results are provided in Appendix C.

Under the Background Conditions, all study area intersections continue operating at the same overall LOS as in the Existing Condition during the peak hours with minor increases in average delays and queue lengths due to the additional traffic in the Background Condition.

Section 4
Proposed Conditions

The proposed M7 Lofts project proposes to convert the two existing 101 and 201 Merritt 7 office buildings into 300 residential units with associated resident amenity spaces. The project is expected to be completed in 2027.

4.1 Site Access

Vehicular site access will be provided via the three existing site driveways on Main Avenue. The 101 Merritt 7 North Driveway is unsignalized with stop control on the driveway approach only. The 101 Merritt 7 South Driveway and the 201 Merritt 7 Driveway are both signalized, and the 201 Merritt 7 Driveway provides a northbound left-turn ingress lane as well as separate left-through and right egress lanes. The sites provide internal driveway and sidewalk connections for vehicle and pedestrian circulation within the site.

4.2 Trip Generation

As the existing general office space on the site will be converted to the proposed residential units, the Existing Condition traffic volumes described in Section 2.3 derived from SPN #102-358 and the TMC data (plus an assumed 101 Merritt 7 North Driveway volume) were taken as a traffic volume credit. Site-generated traffic volumes for the proposed M7 Lofts were estimated using rates published in the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition, 2021. Land Use – 221 [Multifamily Housing (Mid-Rise)] was chosen as it most closely represents the proposed residential units.

The proposed site-generated traffic is summarized in Table 4. The traffic analyses were performed using a conservative scenario based on an initial proposal of 316 residential units. Given that the proposed unit count has been reduced to 300, the actual trip generation from the site will be lower than the estimates used for the analysis. It is estimated that the proposed development will generate a total of 101 trips (36 entering, 65 exiting) during the weekday morning peak hour, 92 trips (60 entering, 32 exiting) during the weekday afternoon peak hour, 127 trips (65 entering, 62 exiting) during the Saturday midday peak hour, and 1,461 total weekday daily trips (731 entering, 730 exiting).

Subtracting the existing traffic volume credits yields net vehicular trip generation of -266 trips (-289 entering, +23 exiting) during the weekday morning peak hour, -234 trips (-3 entering, -231 exiting) during the weekday afternoon peak hour, +115 trips (+60 entering, +55 exiting) during the Saturday midday peak hour, and -2,539 total weekday daily trips (-1,269 entering, -1,270 exiting).

4.3 Arrival and Departure Distribution

The distribution of the proposed site-generated traffic entering and exiting the site was applied to the roadway network based on existing traffic patterns within the study area as well as the roadway layout. The following arrival/departure distributions are anticipated:

- 5% to/from Valley View Road east of the site
- 38% to/from Main Avenue (State Route 719) north of the site
- 57% to/from Main Avenue (State Route 719) south of the site

Figure 11 presents the arrival distributions and Figure 12 presents the departure distributions of the traffic through the study area by intersection movement. Figures 8 through 10 show the existing site-oriented traffic volume credits and Figures 13 through 15 show the proposed site-generated traffic volumes distributed to the study area roadways.

Section 5
Combined Conditions

The estimated site-generated traffic volumes associated with the M7 Lofts development were added to the 2027 Background Condition traffic volumes to develop the 2027 Combined Condition traffic volumes presented in Figures 16 through 18.

5.1 Capacity and Queue Analyses - Combined Condition

Capacity and queue analyses were conducted for the 2027 Combined Condition for the peak hours using the methodology described in Section 2.4. Tables 1 and 2 summarize the capacity and queue results, respectively. Capacity analysis worksheets with full inputs, settings, and results are provided in Appendix C.

All of the study area intersections will continue to operate with efficient LOS, with minor improvements or negligible changes under the Combined Conditions when compared to the Background Conditions. Delays typically lessen and design queues typically shorten during the weekday peaks, and all intersections operate at overall LOS A during the peak periods. The previous LOS E movement reported during the weekday afternoon peak hour at the 201 Merritt 7 Driveway eastbound left-through movement improves to LOS D. Additionally, the unsignalized 101 Merritt 7 North Driveway movements operate at LOS A or B. Furthermore, all queues continue to fit within available storage. Given that the analyses are based on a conservative initial proposal of 316 units, the results are conservative and actual traffic operations on the roadway network are anticipated to be slightly improved relative to what is reported in this study. This further reinforces the conclusion that the development will not have a significant impact to traffic operations within the study area.

Section 6
Conclusions & Recommendations

1. The proposed M7 Lofts development will convert the existing office buildings at 101 and 201 Merritt 7 into 300 residential units. The development is expected to be completed in 2027.

2. The study area is well served by alternative transportation modes. Sidewalks and pedestrian infrastructure are present on both sides of Main Avenue and connect internally to the site. Multiple transit options—such as Norwalk Transit District bus service and the nearby Merritt 7 Metro-North train station—provide access to regional and local destinations.

3. Collision data from January 2022 through December 2024 indicate no significant patterns of safety concerns at the study area intersections. There were no fatalities or serious injuries during this period. With the expected reductions in weekday peak hour traffic volumes due to the conversion from office to residential use, no adverse safety impacts are anticipated.

4. Site access will be provided via the three existing site driveways along Main Avenue. The 101 Merritt 7 North Driveway is unsignalized, while the 101 Merritt 7 South Driveway and the 201 Merritt 7 Driveway are signalized with dedicated turn lanes at the 201 Merritt 7 intersection.

5. The proposed conversion from office space to residential units is expected to result in the following net site-generated vehicular trips:

    a. -266 trips (-289 entering, +23 exiting) – Weekday Morning Peak Hour

    b. -234 trips (-3 entering, -231 exiting) – Weekday Afternoon Peak Hour

    c. +115 trips (+60 entering, +55 exiting) – Saturday Midday Peak Hour

    d. -2,539 trips (-1,269 entering, -1,270 exiting) – Weekday Total Daily

6. The capacity and queue analyses under the 2027 Combined Conditions show that all study intersections will continue to operate at efficient levels of service (LOS A overall), with minor improvements or negligible changes compared to the Background Conditions. Additionally, all design queues fit within available storage.

7. Based on the results of the foregoing analysis, it is the professional opinion of Tighe & Bond that the change in site-generated traffic expected from the proposed conversion of office space to residential units is not expected to have a significant impact to traffic operations or safety within the study area.

Section 7
Tables

TABLE 1
Intersection Operation Summary - Capacity

	Lane Use	Weekday Morning Peak Hour									Weekday Afternoon Peak Hour									Saturday Midday Peak Hour								
		2025 Existing			2027 Background			2027 Combined			2025 Existing			2027 Background			2027 Combined			2025 Existing			2027 Background			2027 Combined		
		LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
Traffic Signal - Main Avenue (SR 719) at 101 Merritt 7 South Driveway / Plaza Driveway																											
Overall		**A**	**2.8**	**0.33**	**A**	**2.8**	**0.33**	**A**	**2.9**	**0.27**	**A**	**6.3**	**0.56**	**A**	**6.3**	**0.56**	**A**	**3.0**	**0.26**	**A**	**2.2**	**0.21**	**A**	**2.2**	**0.21**	**A**	**3.2**	**0.23**
101 Merritt 7 South Driveway	EB	C	24.1	0.16	C	24.1	0.16	C	21.3	0.23	C	32.9	0.56	C	32.9	0.56	C	25.2	0.13	A	0.0	0.00	A	0.0	0.00	C	24.5	0.23
Plaza Driveway	WB	C	23.6	0.15	C	23.6	0.15	C	23.2	0.14	C	27.1	0.20	C	27.1	0.20	C	31.7	0.25	C	22.0	0.19	C	22.0	0.19	C	21.8	0.19
Main Avenue (SR 719)	NB	A	2.1	0.33	A	2.2	0.33	A	1.8	0.27	A	2.9	0.31	A	2.9	0.31	A	1.7	0.26	A	1.5	0.17	A	1.5	0.17	A	1.8	0.21
	SB	A	1.8	0.22	A	1.8	0.22	A	1.7	0.18	A	3.1	0.22	A	3.1	0.22	A	1.6	0.19	A	1.6	0.21	A	1.6	0.21	A	2.0	0.23
Traffic Signal - Main Avenue (SR 719) at 201 Merritt 7 Driveway / Valley View Road																											
Overall		**B**	**10.2**	**0.70**	**B**	**10.2**	**0.70**	**A**	**6.0**	**0.33**	**B**	**12.6**	**0.75**	**B**	**12.6**	**0.75**	**A**	**6.3**	**0.55**	**A**	**3.3**	**0.28**	**A**	**3.3**	**0.28**	**A**	**5.7**	**0.35**
201 Merritt 7 Driveway	EBLT	C	34.9	0.10	C	34.9	0.10	D	35.9	0.14	E	68.9	0.75	E	68.9	0.75	D	38.4	0.10	D	39.2	0.04	D	39.2	0.04	D	41.1	0.15
	EBR	A	0.6	0.07	A	0.6	0.07	A	1.7	0.12	B	11.2	0.43	B	11.2	0.43	A	0.6	0.06	A	0.0	0.01	A	0.0	0.01	A	2.2	0.13
Valley View Road	WB	C	23.4	0.37	C	23.4	0.37	C	21.0	0.33	C	29.6	0.54	C	29.6	0.54	C	30.9	0.55	B	12.5	0.28	B	12.5	0.28	C	30.2	0.35
	NBL	D	54.1	0.70	D	54.1	0.70	C	33.1	0.07	D	41.0	0.16	D	41.0	0.16	D	40.6	0.13	D	38.0	0.01	D	38.0	0.01	D	42.2	0.17
Main Avenue (SR 719)	NBTR	A	1.9	0.28	A	2.0	0.28	A	1.8	0.25	A	2.8	0.25	A	2.8	0.26	A	1.9	0.24	A	1.2	0.17	A	1.2	0.17	A	1.5	0.19
	SB	A	9.7	0.29	A	9.7	0.29	A	8.5	0.25	B	10.4	0.28	B	10.5	0.28	A	5.6	0.24	A	4.1	0.23	A	4.1	0.23	A	5.2	0.26
Unsignalized TWSC - Main Avenue (SR 719) at 101 Merritt 7 North Driveway																											
Main Avenue (SR 719)	NBL	A	8.8	0.01	A	8.8	0.01	A	8.4	0.00	A	8.5	0.00	A	8.5	0.00	A	8.5	0.00	A	0.0	0.00	A	0.0	0.00	A	8.8	0.00
101 Merritt 7 North Driveway	EB	C	15.4	0.01	C	15.5	0.01	B	12.6	0.01	B	13.6	0.04	B	13.8	0.04	B	14.0	0.01	B	10.2	0.01	B	10.2	0.01	B	13.3	0.01

Legend
LOS - Level of Service
Delay - average delay per vehicle in seconds
V/C - volume to capacity ratio

TABLE 2
Intersection Operation Summary - Queues (In Feet)

	Lane Use	Available Storage	Weekday Morning Peak Hour						Weekday Afternoon Peak Hour						Saturday Midday Peak Hour					
			2025 Existing		2027 Background		2027 Combined		2025 Existing		2027 Background		2027 Combined		2025 Existing		2027 Background		2027 Combined	
			50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
Traffic Signal - Main Avenue (SR 719) at 101 Merritt 7 South Driveway / Plaza Driveway																				
101 Merritt 7 South Driveway	EB	105	6	21	6	21	8	26	45	65	45	65	5	19	0	0	0	0	8	27
Plaza Driveway	WB	50	6	21	6	21	6	21	15	31	15	31	15	34	6	25	6	25	6	25
Main Avenue (SR 719)	NB	345	43	58	44	59	37	51	38	73	40	74	35	51	24	33	25	33	25	36
	SB	370	28	41	29	41	24	35	30	61	30	61	25	39	28	38	29	38	30	42
Traffic Signal - Main Avenue (SR 719) at 201 Merritt 7 Driveway / Valley View Road																				
201 Merritt 7 Driveway	EBLT	110	7	18	7	18	10	24	56	78	56	78	6	18	3	11	3	11	11	26
	EBR	110	0	0	0	0	0	0	0	22	0	22	0	0	0	0	0	0	0	0
Valley View Road	WB	1000+	13	34	13	34	8	28	31	53	31	53	26	48	0	7	0	7	15	28
	NBL	350	63	119	63	119	5	20	12	35	12	35	9	29	1	5	1	5	11	32
Main Avenue (SR 719)	NBTR	480	33	52	34	53	30	44	36	70	36	71	28	55	20	27	20	27	21	33
	SB	345	86	130	87	132	73	111	66	147	68	150	45	95	49	81	50	83	52	98
Unsignalized TWSC - Main Avenue (SR 719) at 101 Merritt 7 North Driveway																				
Main Avenue (SR 719)	NBL	370	--	0	--	0	--	0	--	0	--	0	--	0	--	0	--	0	--	0
101 Merritt 7 North Driveway	EB	275	--	0	--	0	--	0	--	3	--	3	--	0	--	0	--	0	--	0

Legend

50th & 95th - 50th and 95th percentile queue lengths in feet

TABLE 3
Study Area Collision History Summary

COLLISION TYPE

	2022	2023	2024	Total	Percent
Angle	1	3	3	**7**	**43.8%**
Rear-End	1	1	2	**4**	**25.0%**
Sideswipe, Same Direction	2	2	0	**4**	**25.0%**
Pedestrian	0	0	1	**1**	**6.3%**
TOTAL	**4**	**6**	**6**	**16**	**100%**

COLLISION EVENT

	2022	2023	2024	Total	Percent
Motor Vehicle	4	6	5	**15**	**93.8%**
Pedestrian / Cyclist	0	0	1	**1**	**6.3%**
TOTAL	**4**	**6**	**6**	**16**	**100%**

SEVERITY

	2022	2023	2024	Total	Percent
Property Damage Only (PDO)	3	4	4	**11**	**68.8%**
Minor Injury	1	2	2	**5**	**31.3%**
Serious Injury	0	0	0	**0**	**0.0%**
Fatal	0	0	0	**0**	**0.0%**
TOTAL	**4**	**6**	**6**	**16**	**100%**

COLLISIONS BY STUDY AREA INTERSECTION

	2022	2023	2024	Total	Percent
Main Avenue at 101 Merritt 7 North Driveway	2	3	2	**7**	**43.8%**
Main Avenue at 201 Merritt 7 Driveway	2	1	3	**6**	**37.5%**
Main Avenue at 101 Merritt 7 South Driveway	0	2	1	**3**	**18.8%**
TOTAL	**4**	**6**	**6**	**16**	**100%**

TABLE 4
Site-Generated Traffic Summary

Existing Traffic Volumes Period	Enter	Exit	Total
Weekday Morning Peak Hour	325	42	367
Weekday Afternoon Peak Hour	63	263	326
Weekday Total	2,000	2,000	4,000
Saturday Midday Peak Hour	5	7	12

Sources: SPN #102-358 - Routes 7 and 15 Interchange Reconstruction 2024 Volumes
Turning Movement Counts Collected 6/7/2025

Notes: 1. Weekday morning, weekday afternoon, and weekday total volumes taken from SPN #102-358.
2. Saturday midday volumes taken from turning movement counts.
3. Weekday morning and weekday afternoon volumes increased by 2-3% per entering or exiting movement to account for 101 Merritt 7 North Driveway not included in SPN #102-358 volumes.

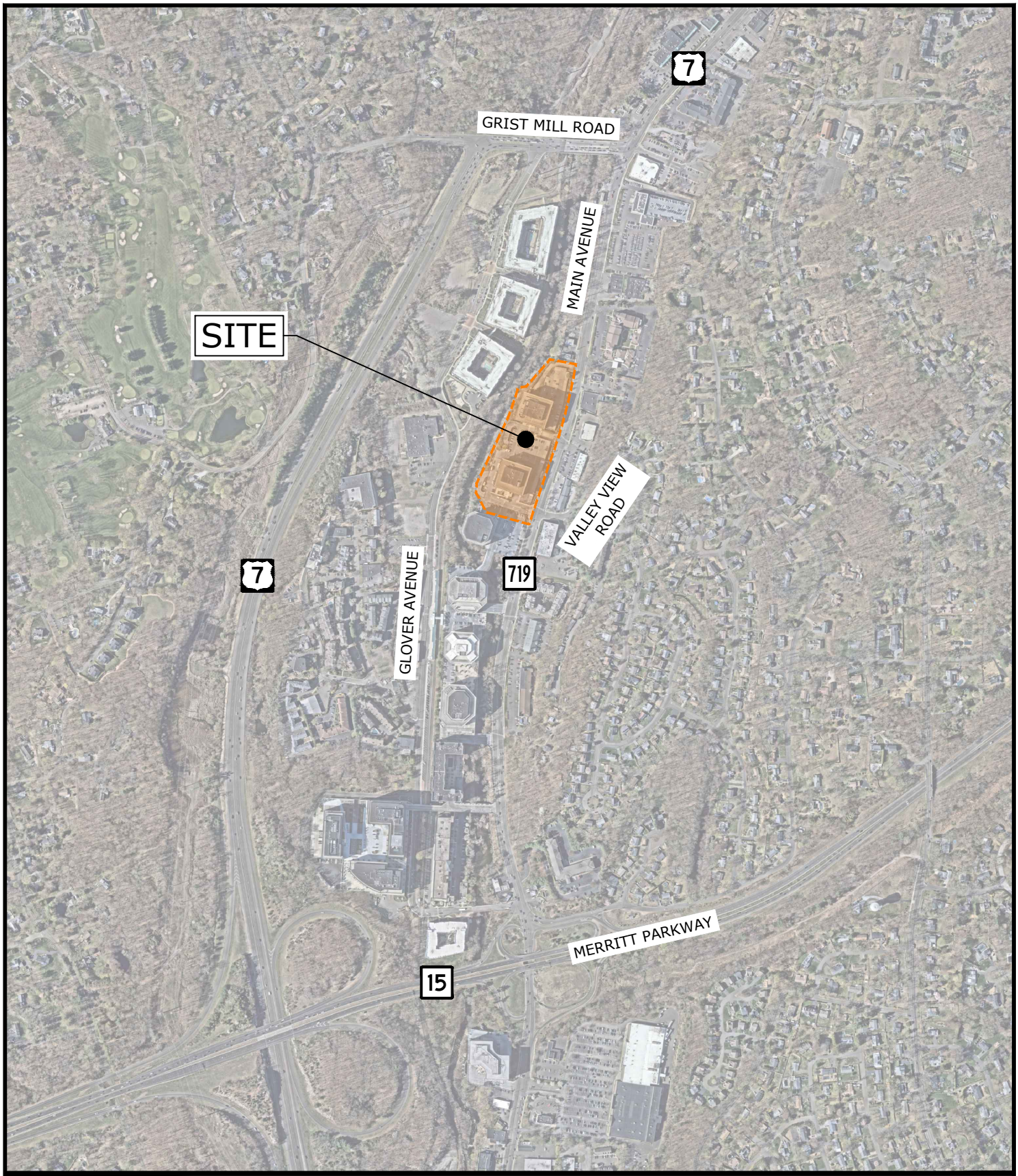
Proposed - 300-Unit Residential Development Period	Enter	Exit	Total
Weekday Morning Peak Hour	36	65	101
Weekday Afternoon Peak Hour	60	32	92
Weekday Total	731	730	1,461
Saturday Midday Peak Hour	65	62	127

Source: Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021
Land Use - 221 [Muiltifamily Housing (Mid-Rise)]

Note: 1. Estimates are based on a conservative initial proposal of 316 units. Actual trip generation is anticipated to be lower.

Net Vehicular Trips (Proposed minus Existing) Period	Enter	Exit	Total
Weekday Morning Peak Hour	-289	23	-266
Weekday Afternoon Peak Hour	-3	-231	-234
Weekday Total	-1,269	-1,270	-2,539
Saturday Midday Peak Hour	60	55	115

Section 8
Figures



M7 LOFTS
NORWALK, CT

NORTH

0 750' 1500'

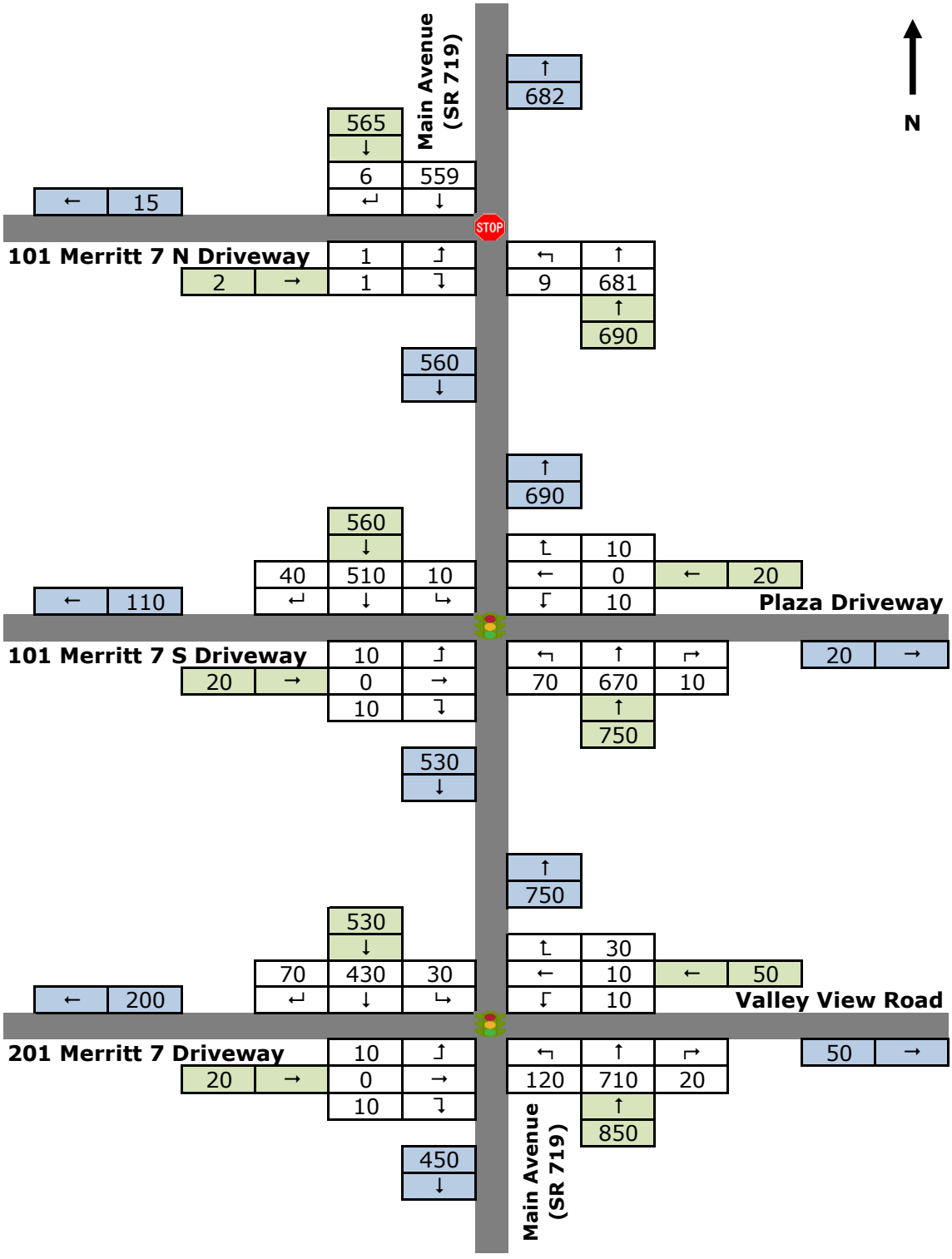
SCALE: 1" = 750'

SITE LOCATION MAP

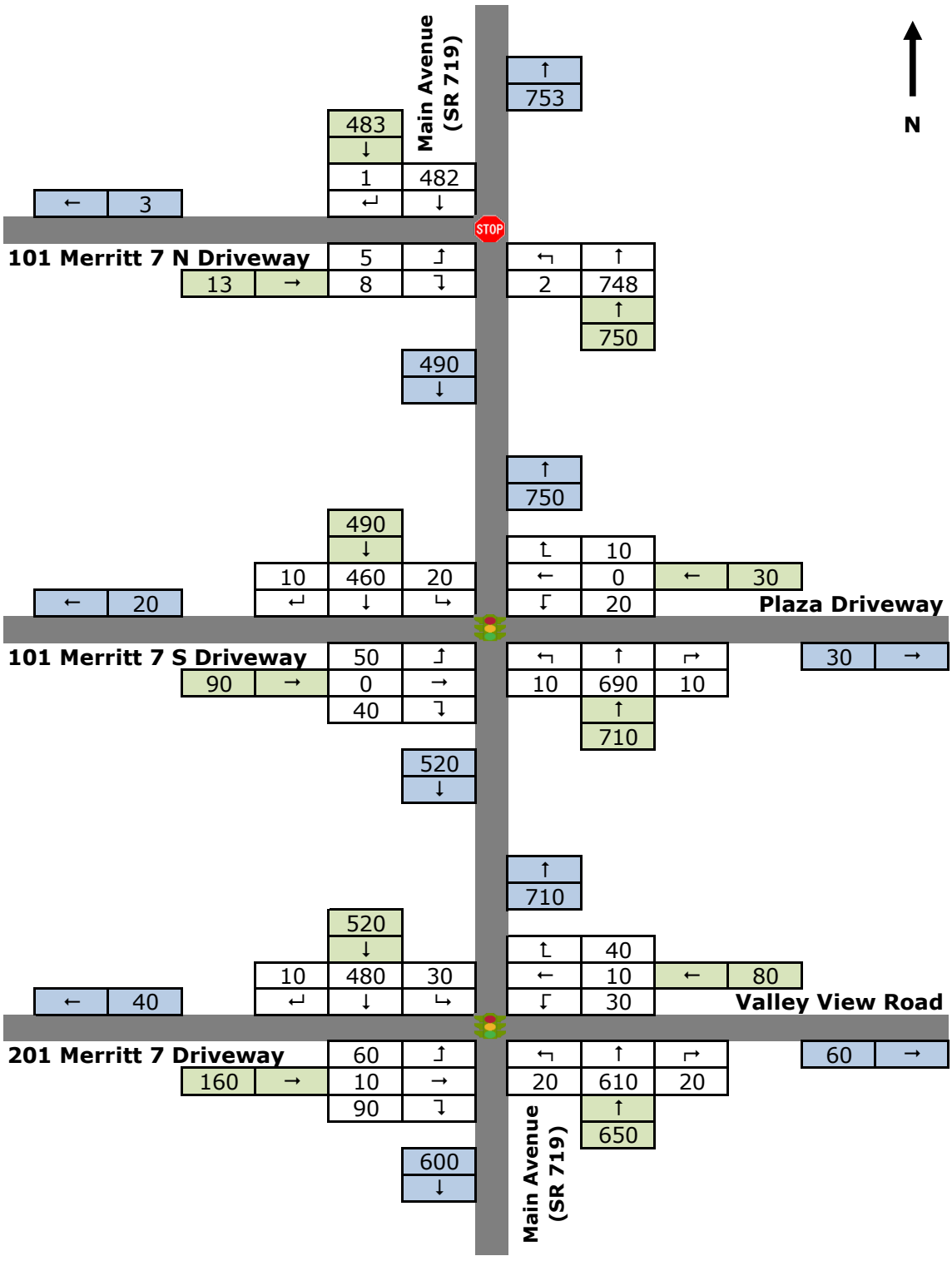
FIGURE 1

Tighe&Bond

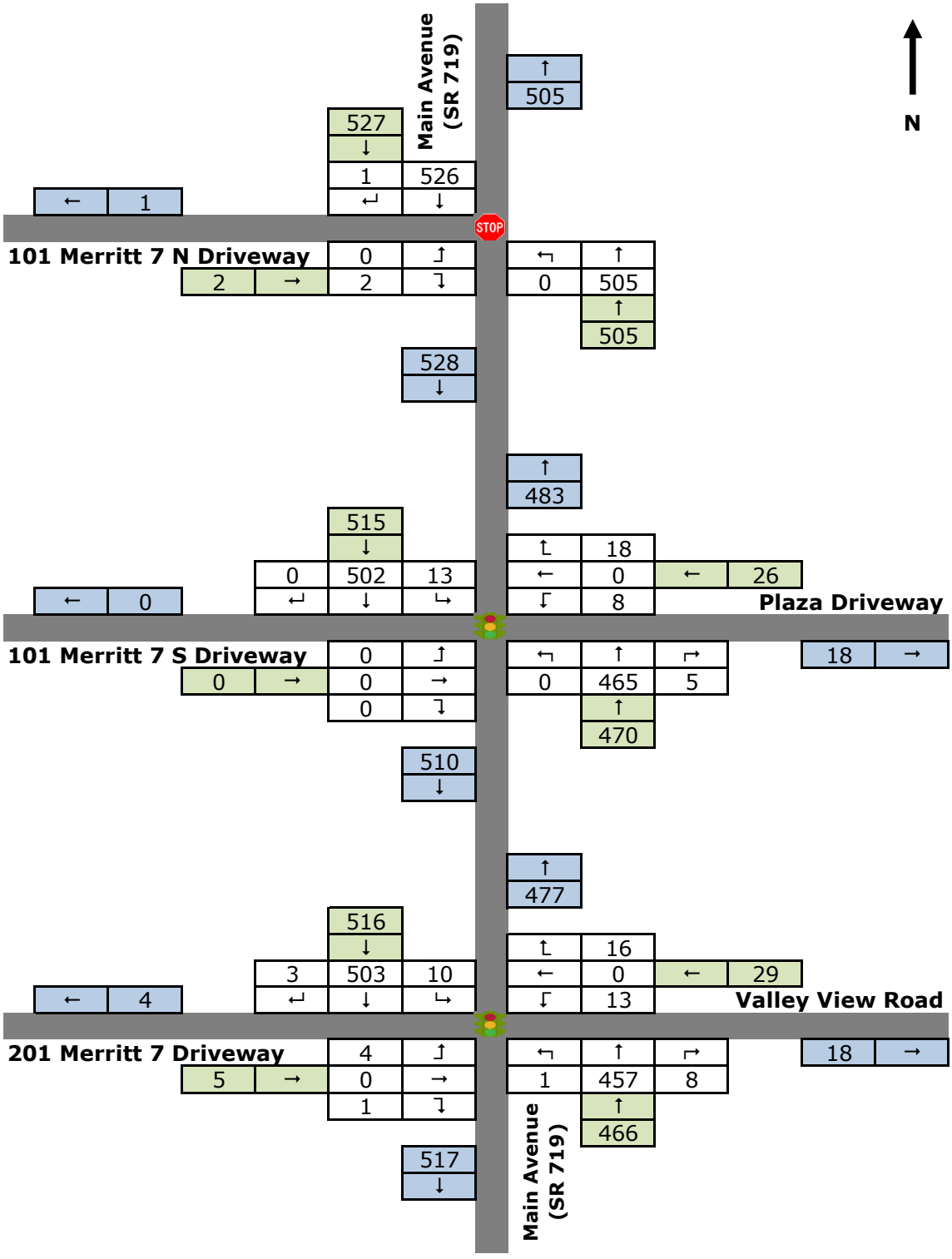
Jul 15, 2025-8:15am Plotted By: DFitzgerald
Tighe & Bond, Inc. J:\M\M5183 M7 Lofts, LLC\Drawings\AutoCAD\Sheet\M5183-0001-SLM.dwg



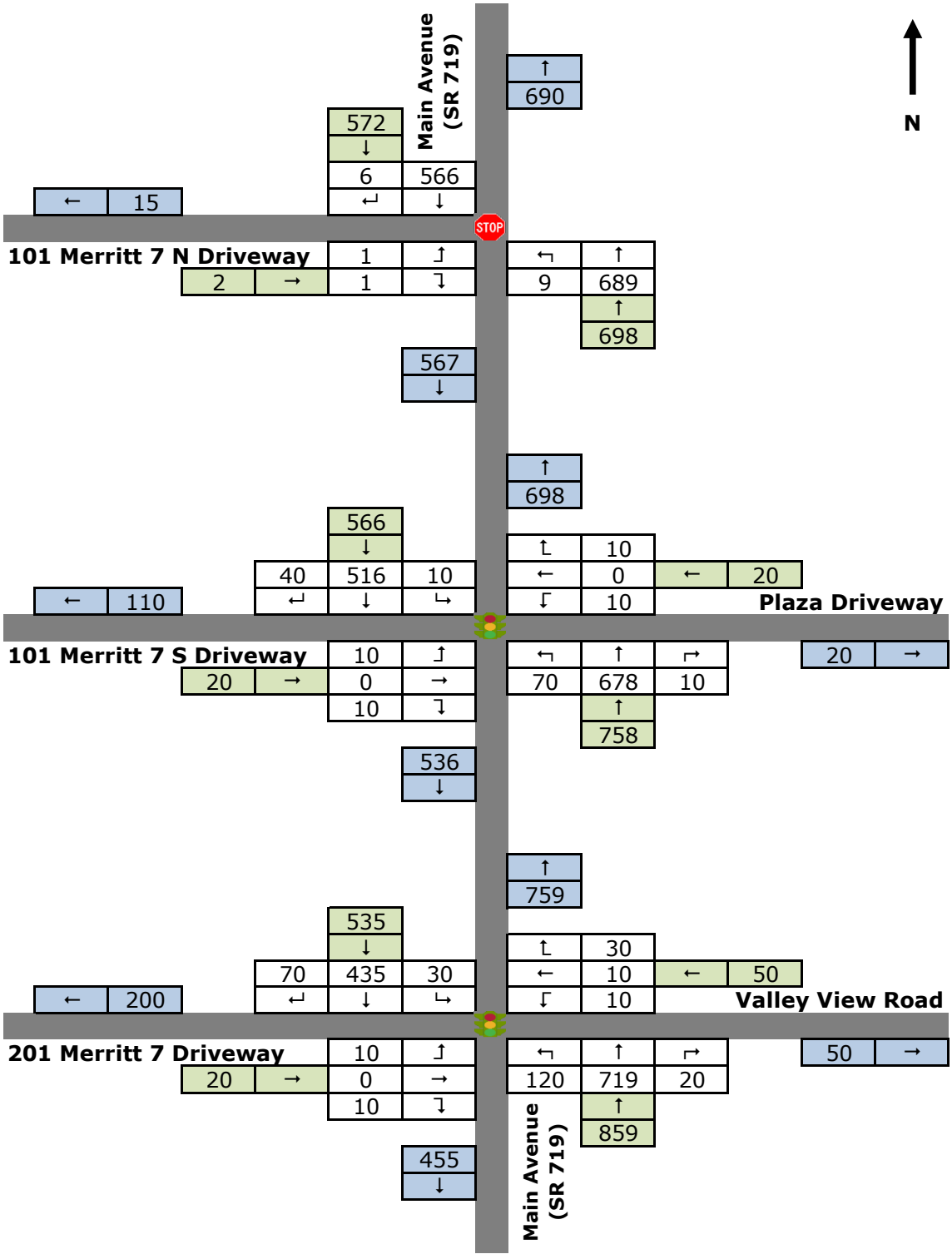
M7 Lofts
Existing Traffic Volumes
Weekday Morning Peak Hour
Figure 2



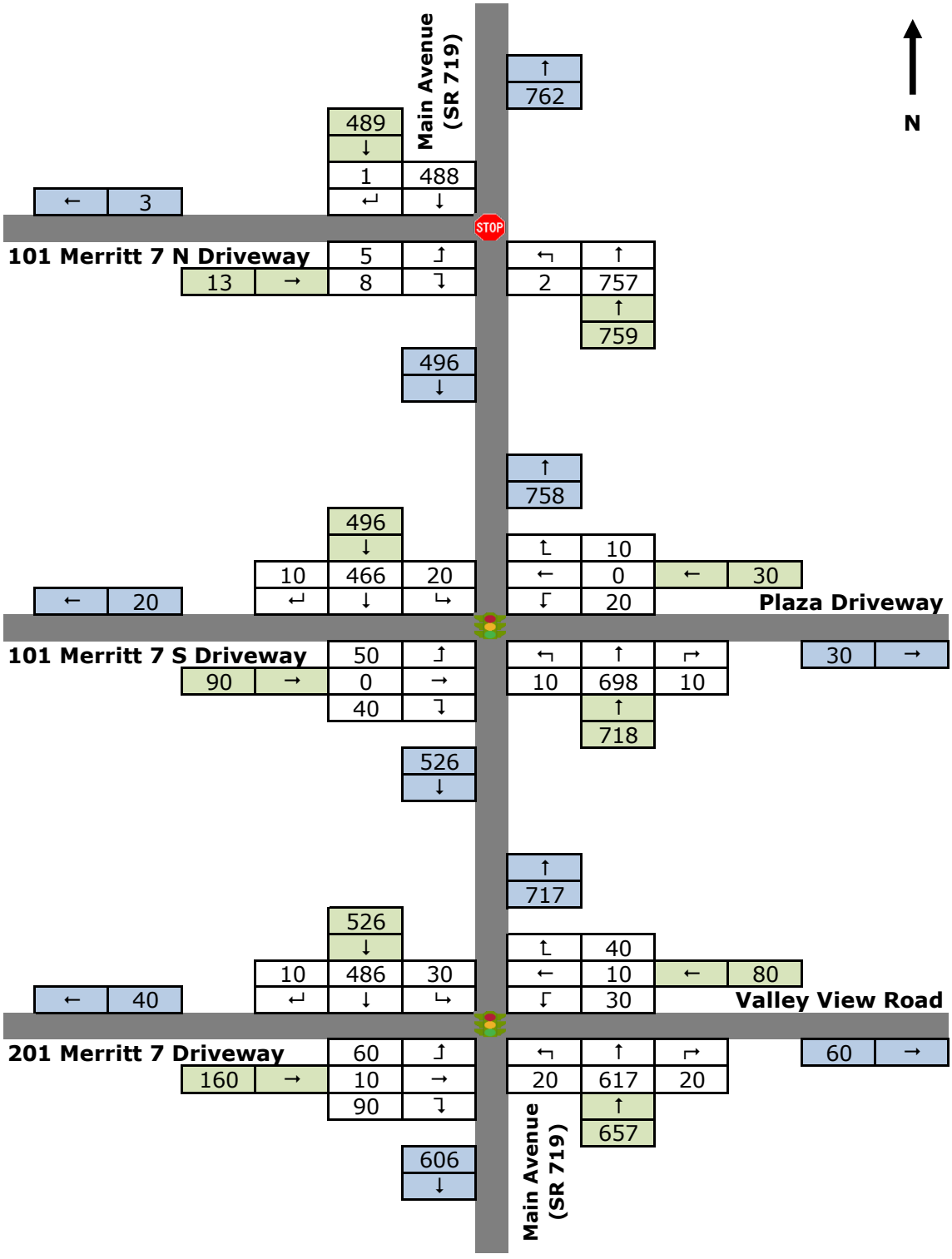
M7 Lofts
Existing Traffic Volumes
Weekday Afternoon Peak Hour
Figure 3



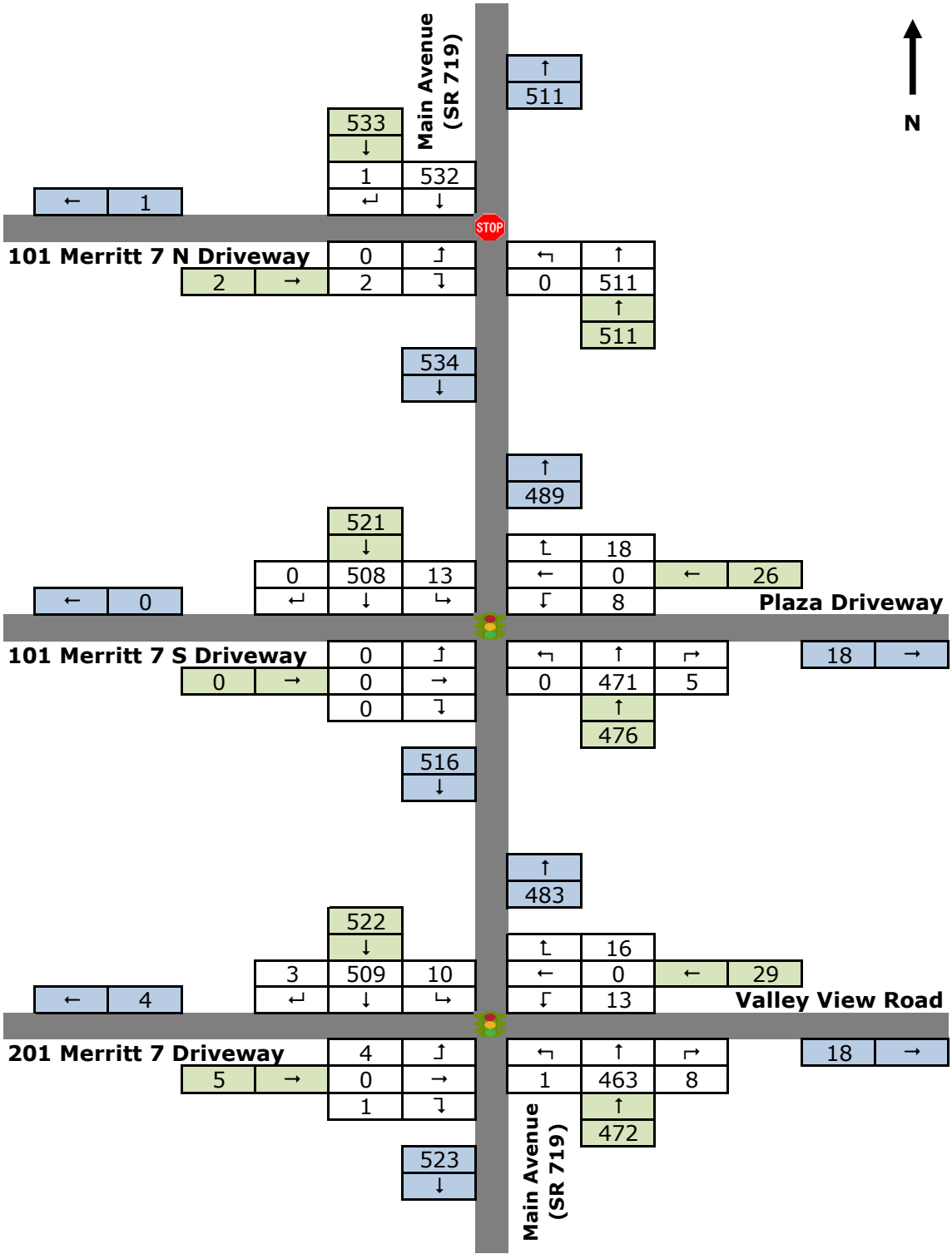
M7 Lofts
Existing Traffic Volumes
Saturday Midday Peak Hour
Figure 4



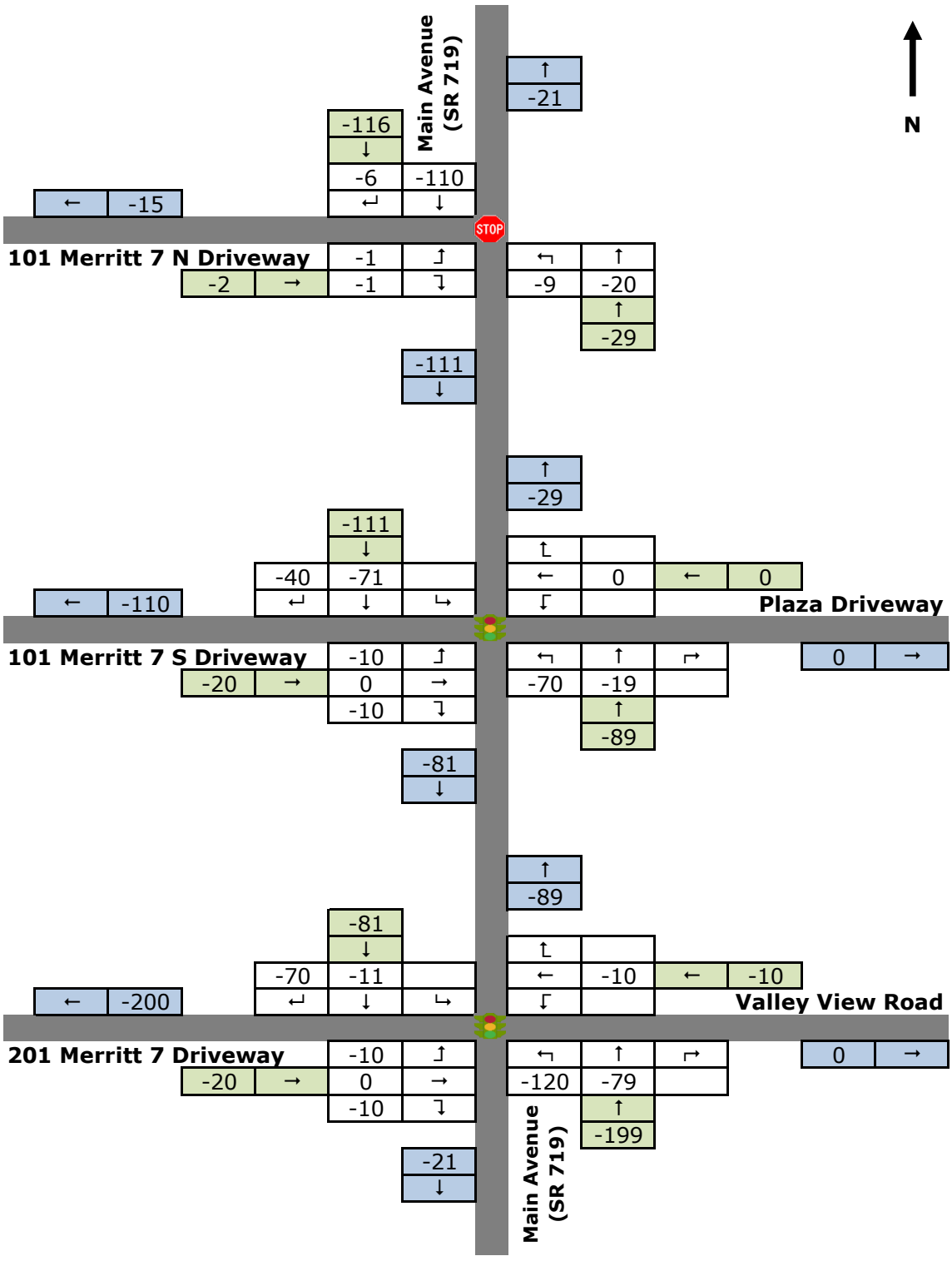
M7 Lofts
2027 Background Traffic Volumes
Weekday Morning Peak Hour
Figure 5



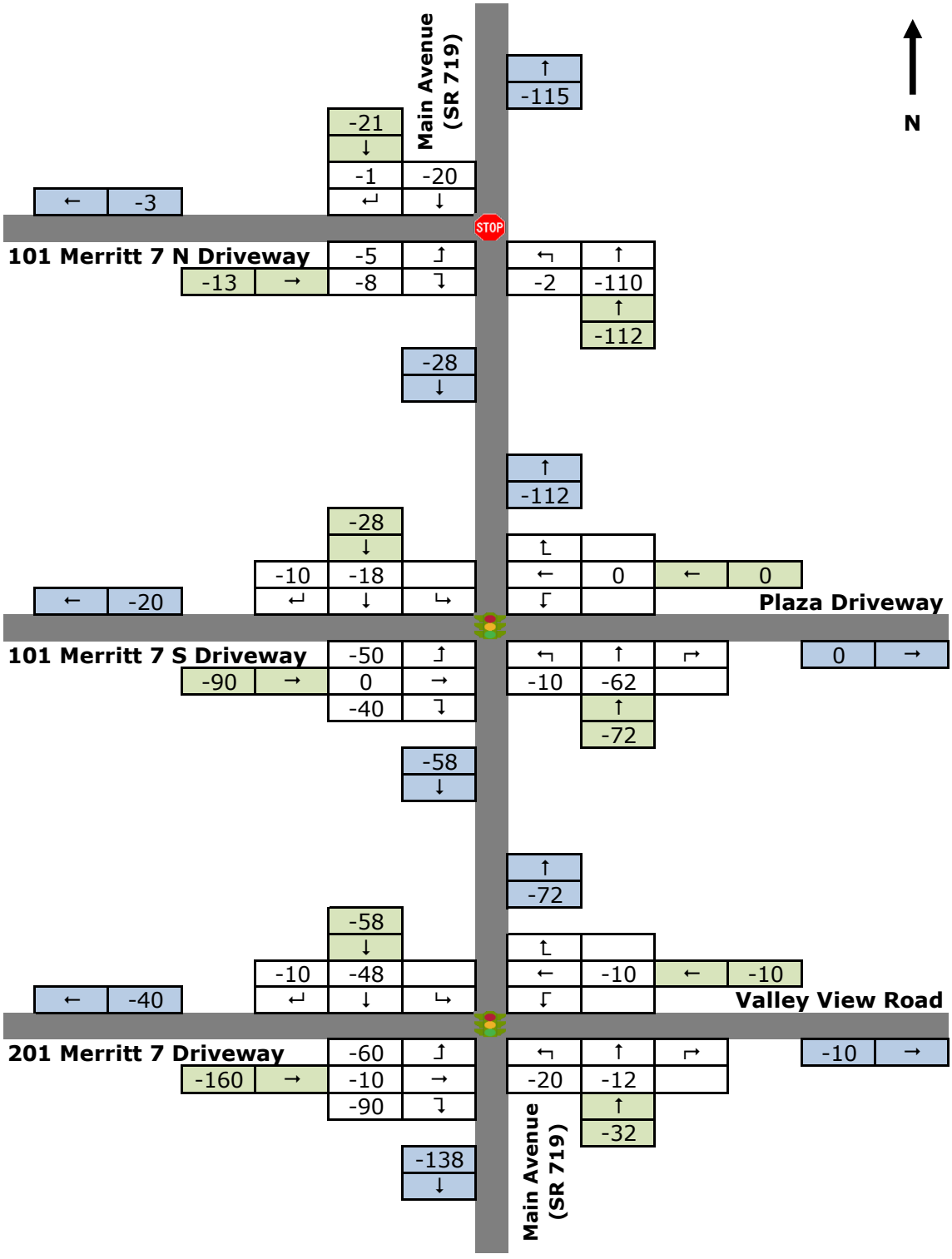
M7 Lofts
2027 Background Traffic Volumes
Weekday Afternoon Peak Hour
Figure 6



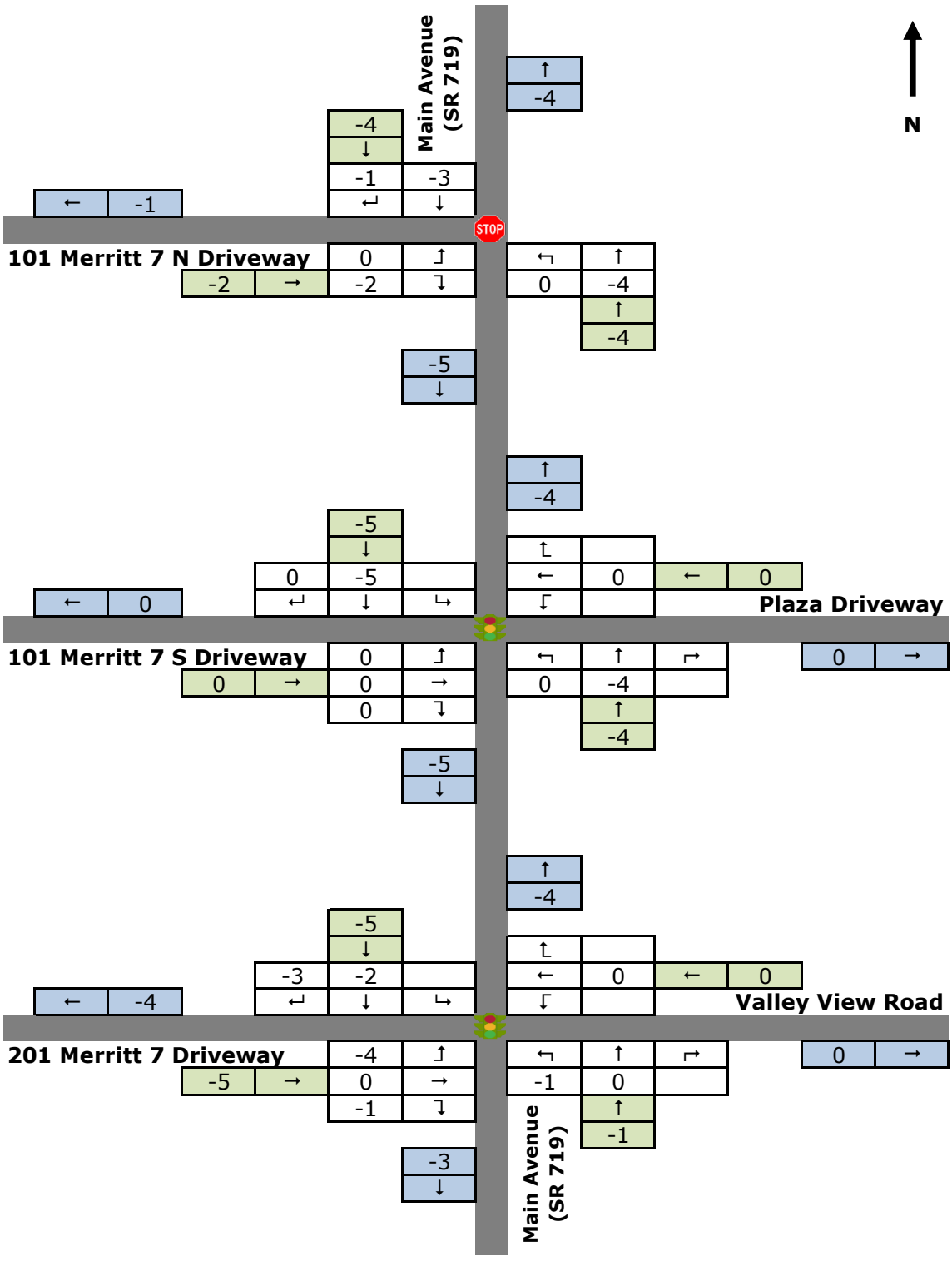
M7 Lofts
2027 Background Traffic Volumes
Saturday Midday Peak Hour
Figure 7



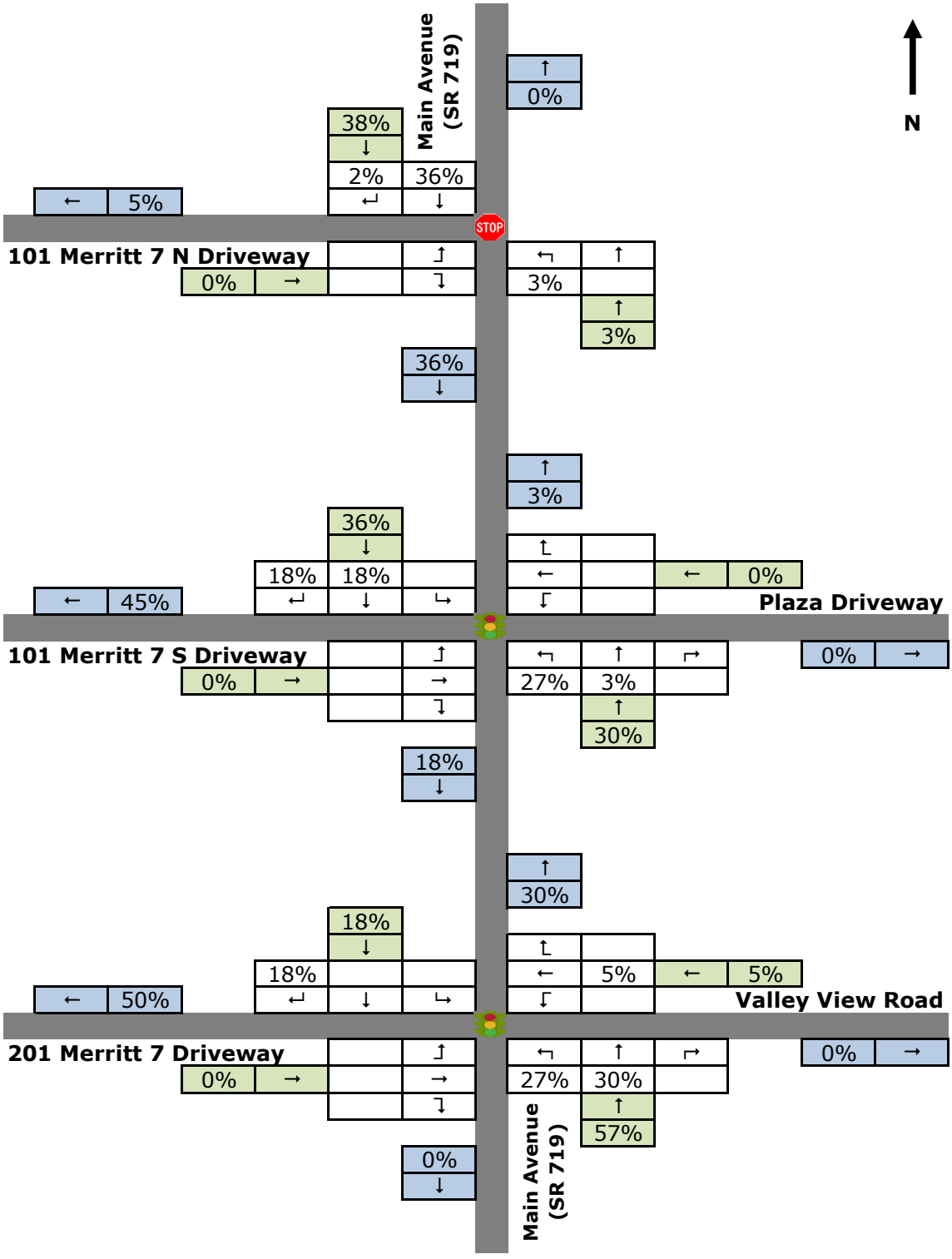
M7 Lofts
Existing Site-Oriented Traffic Volume Credits
Weekday Morning Peak Hour
Figure 8



M7 Lofts
Existing Site-Oriented Traffic Volume Credits
Weekday Afternoon Peak Hour
Figure 9

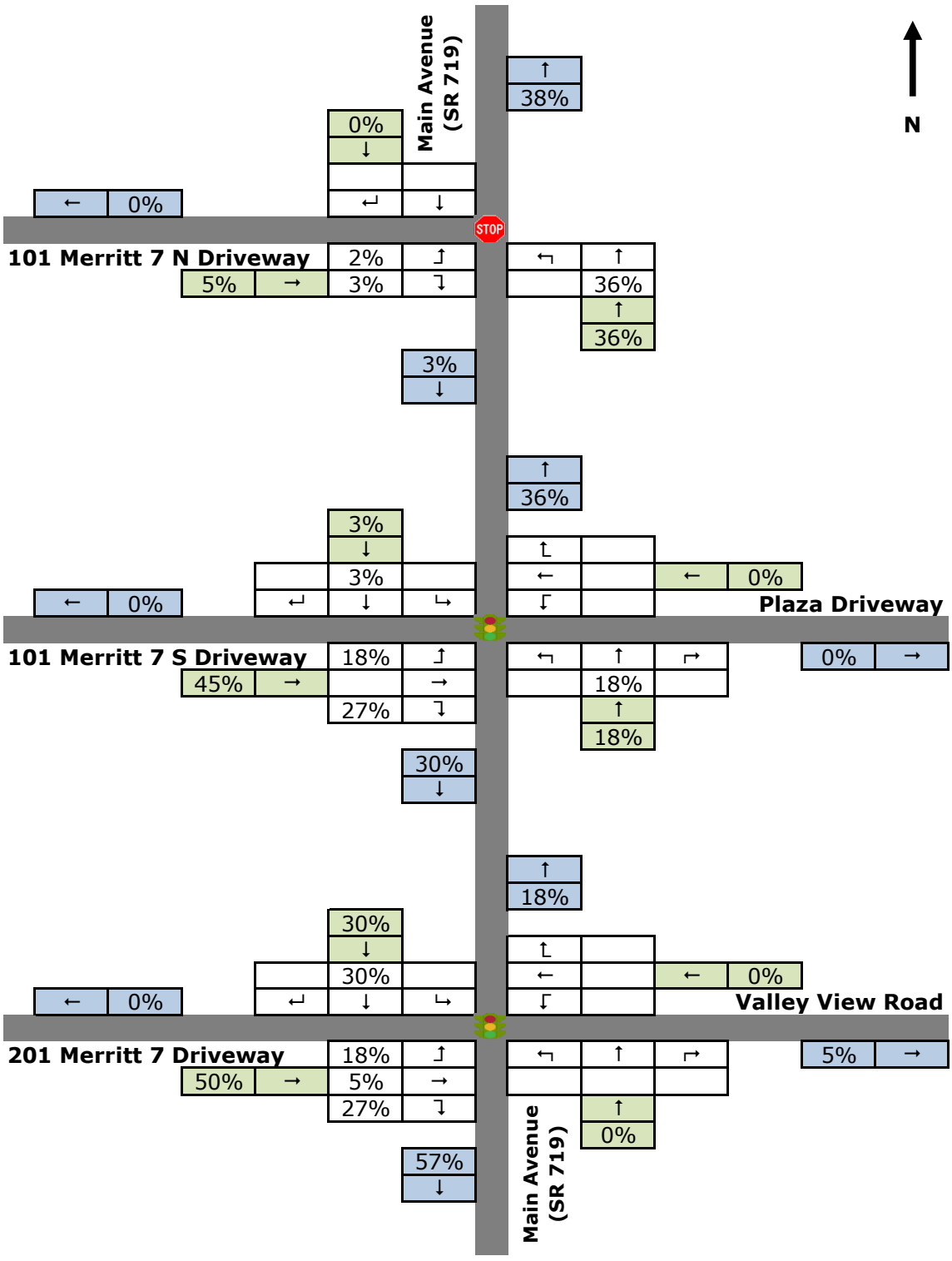


M7 Lofts
Existing Site-Oriented Traffic Volume Credits
Saturday Midday Peak Hour
Figure 10



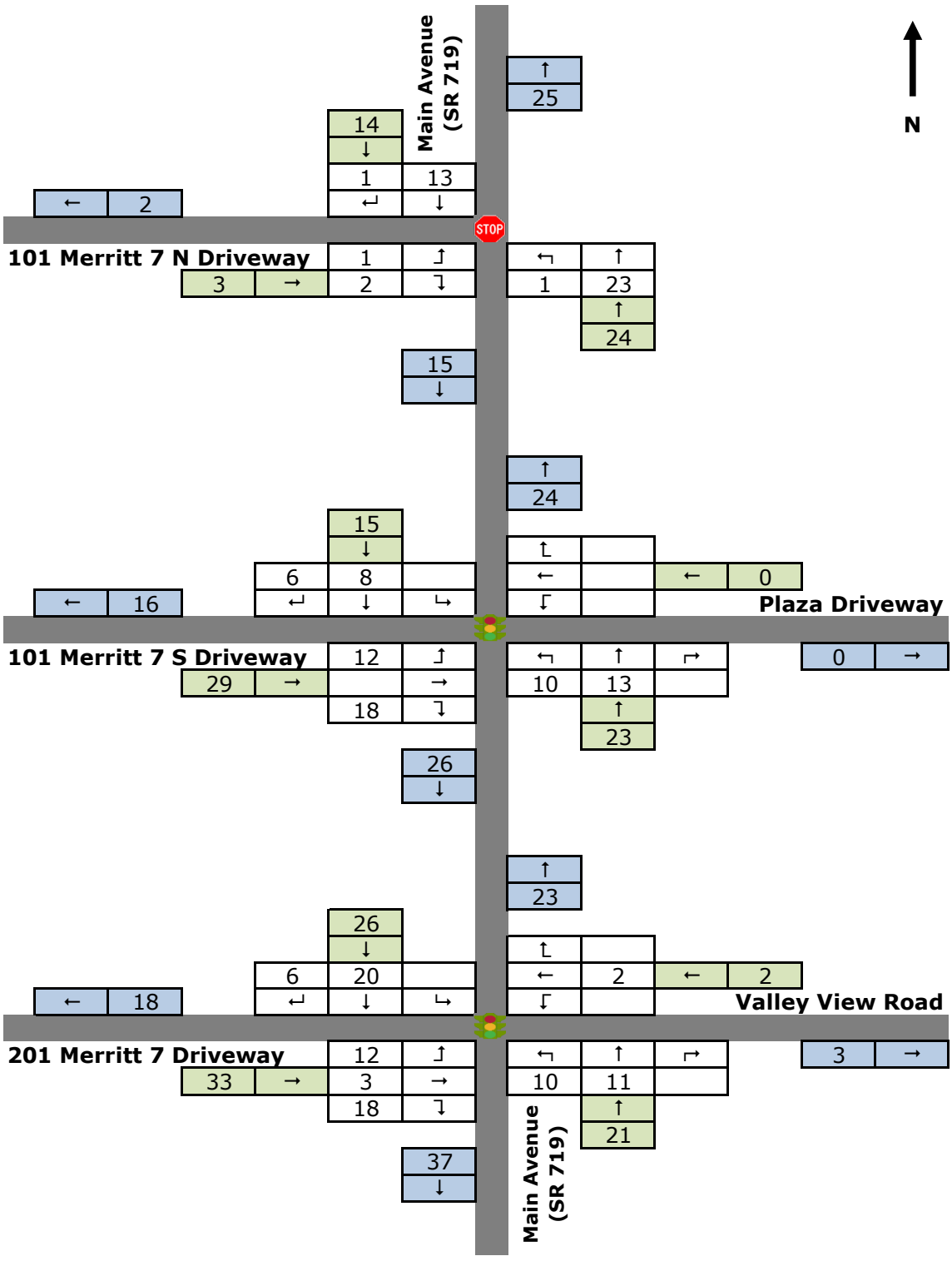
M7 Lofts
Site Traffic Arrival Distribution

Figure 11

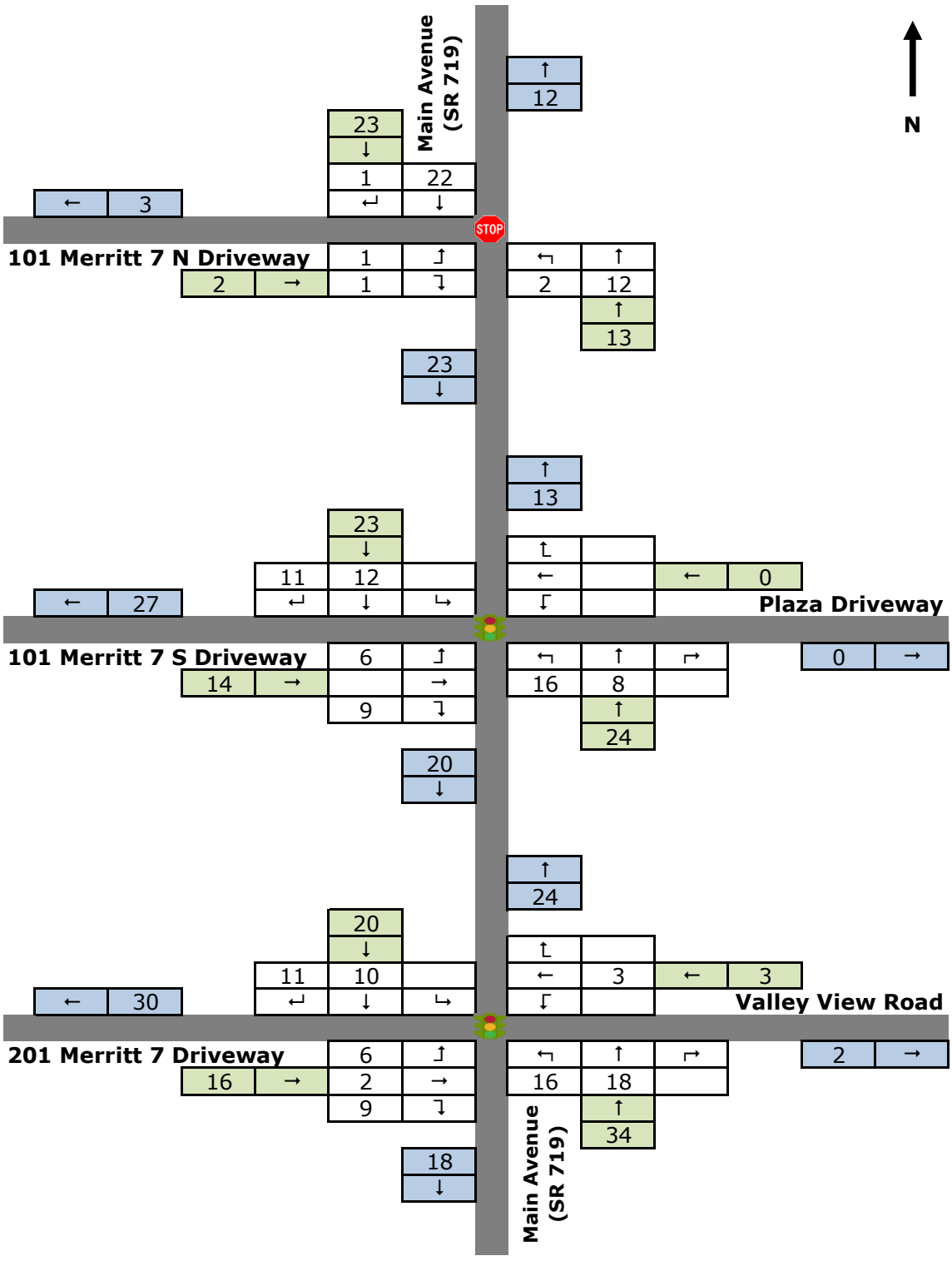


M7 Lofts
Site Traffic Departure Distribution

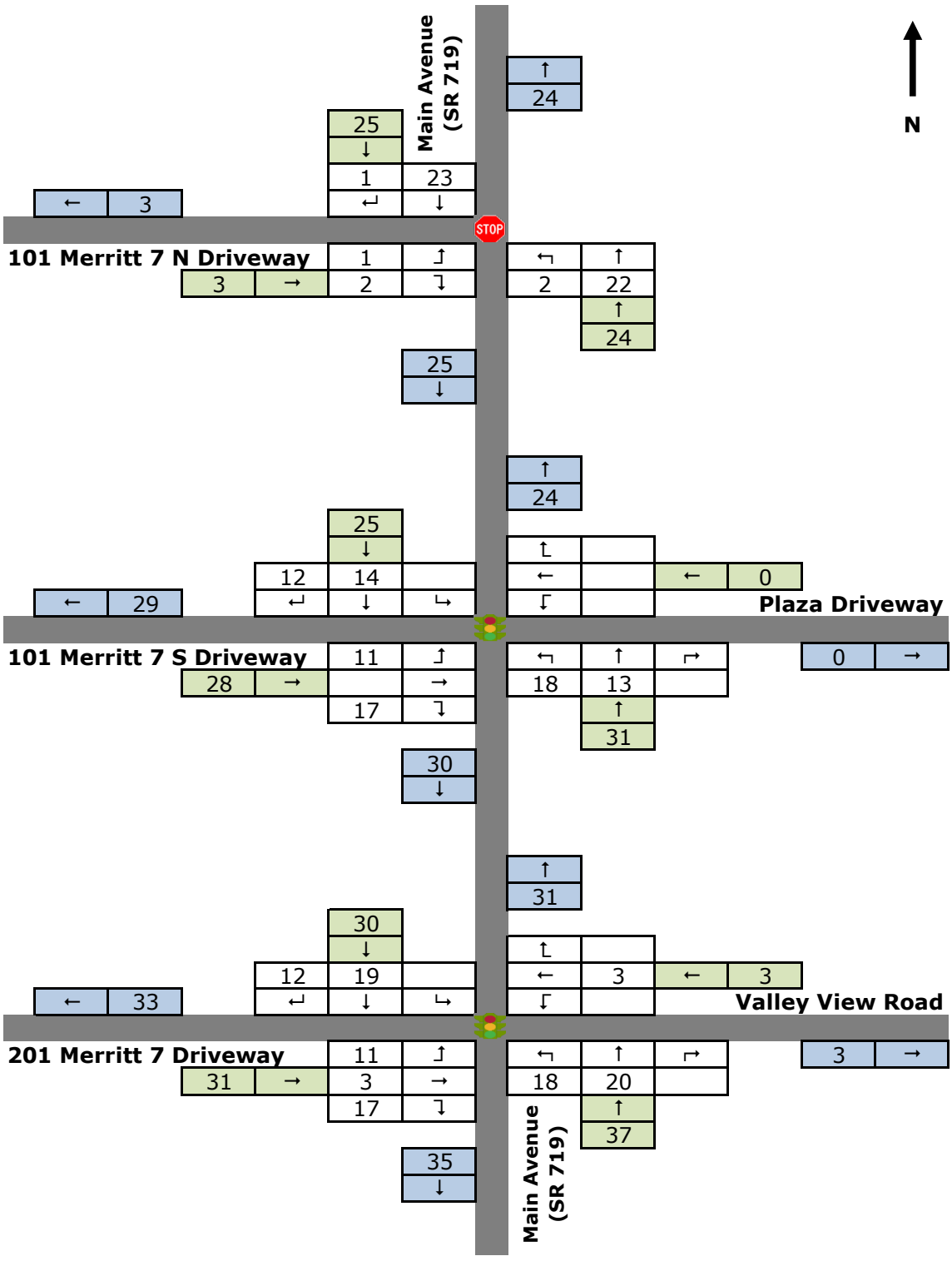
Figure 12



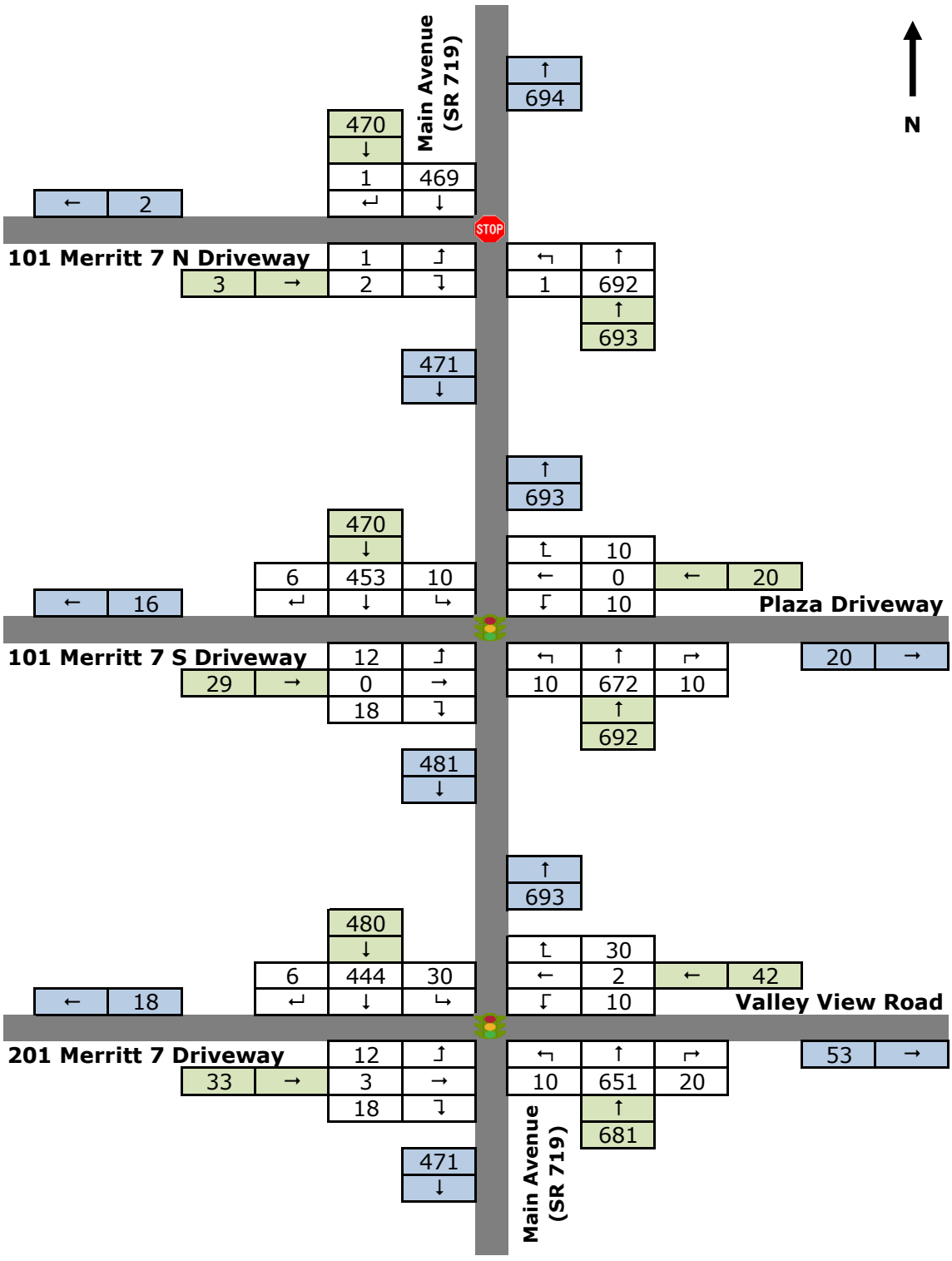
M7 Lofts
Site-Generated Traffic Volumes
Weekday Morning Peak Hour
Figure 13



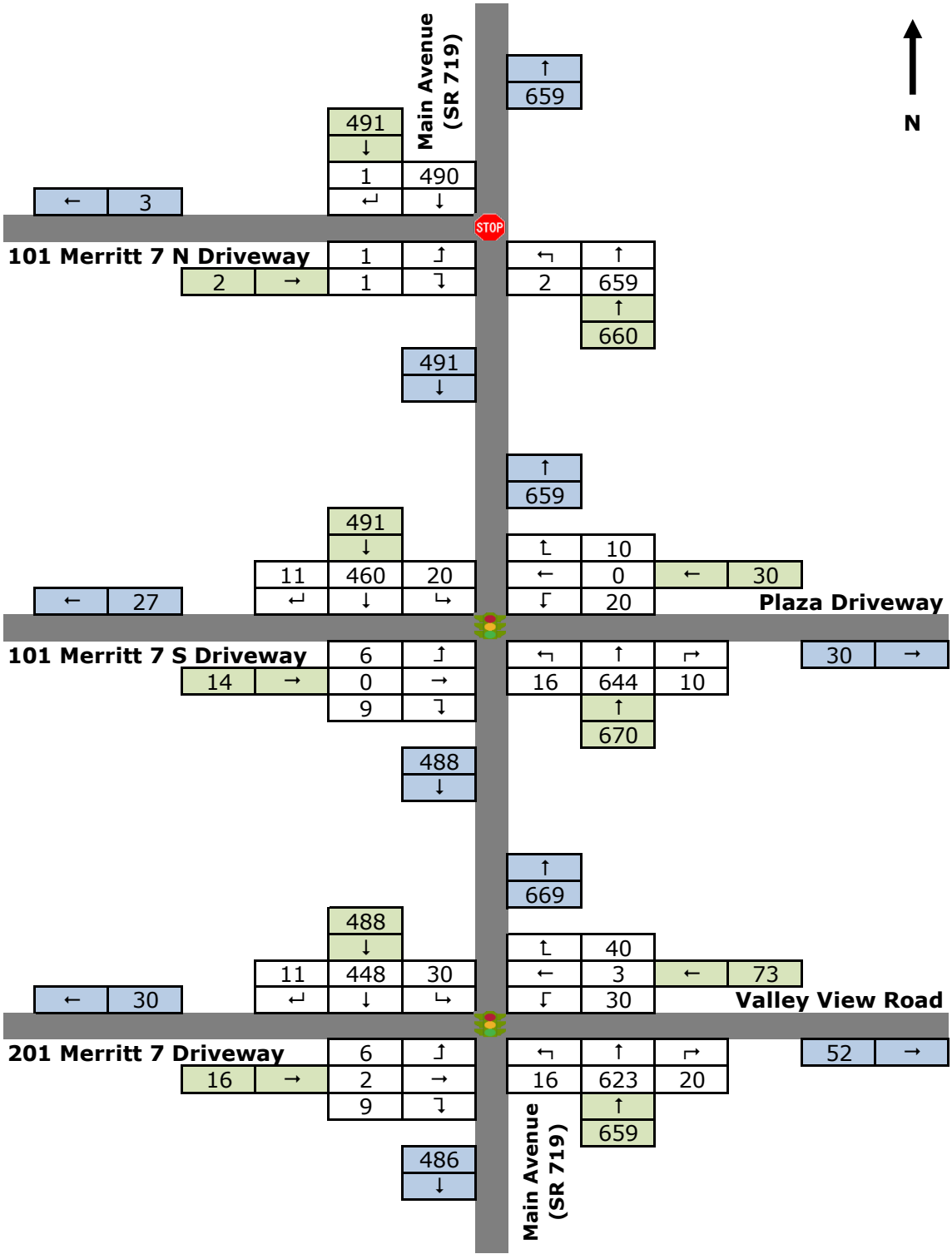
M7 Lofts
Site-Generated Traffic Volumes
Weekday Afternoon Peak Hour
Figure 14



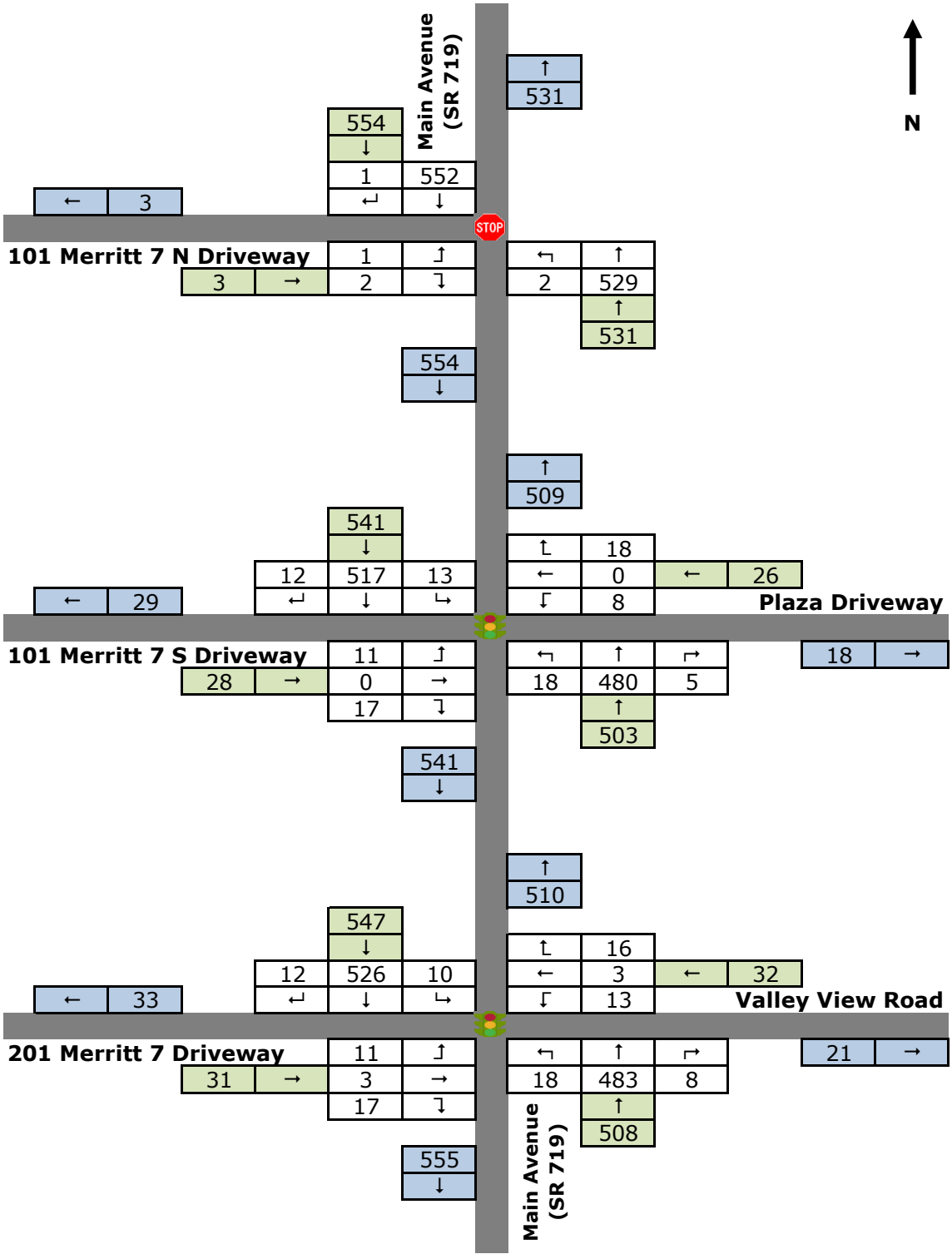
M7 Lofts
Site-Generated Traffic Volumes
Saturday Midday Peak Hour
Figure 15



M7 Lofts
2027 Combined Traffic Volumes
Weekday Morning Peak Hour
Figure 16



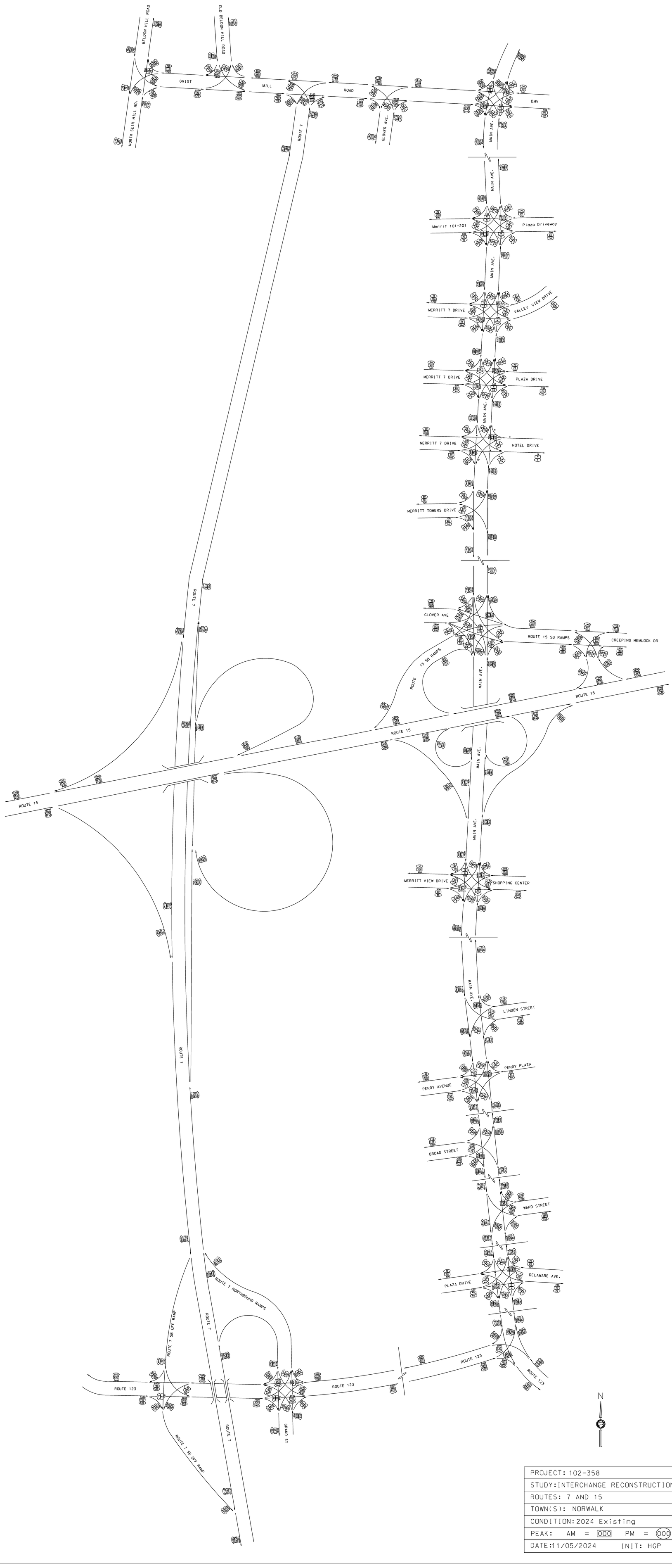
M7 Lofts
2027 Combined Traffic Volumes
Weekday Afternoon Peak Hour
Figure 17



M7 Lofts
2027 Combined Traffic Volumes
Saturday Midday Peak Hour
Figure 18

APPENDIX A

Traffic Volume Data



PROJECT: 102-358
STUDY: INTERCHANGE RECONSTRUCTION
ROUTES: 7 AND 15
TOWN(S): NORWALK
CONDITION: 2024 Existing
PEAK: AM = 000 PM = 000
DATE: 11/05/2024 INIT: HGP

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & Valley View Rd/Merritt 7 201/301 Dwy
City: Norwalk
Control: Signalized

Project ID: 25-700011-001
Date: 6/7/2025

Data - Total

NS/EW Streets:	Main Ave				Main Ave				Valley View Rd/Merritt 7 201/301 Dwy				Valley View Rd/Merritt 7 201/301 Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	0	0	0.5	0.5	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	1	109	0	0	2	117	0	0	0	0	0	0	3	0	4	0	236
11:15 AM	1	118	4	0	6	91	0	0	0	0	0	0	3	0	8	0	231
11:30 AM	0	107	2	0	6	90	1	0	0	0	2	0	4	0	4	0	216
11:45 AM	0	101	1	0	4	112	1	0	0	0	0	0	4	0	1	0	224
12:00 PM	1	101	1	0	3	117	1	0	1	0	0	0	4	0	8	0	237
12:15 PM	0	103	0	0	3	125	1	0	1	0	0	0	1	0	2	0	236
12:30 PM	0	126	1	0	3	117	1	0	1	0	0	0	3	0	1	0	253
12:45 PM	0	127	6	0	1	144	0	0	1	0	1	0	5	0	5	0	290
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	892	15	0	28	913	5	0	4	0	3	0	27	0	33	0	1923
APPROACH %'s :	0.33%	98.02%	1.65%	0.00%	2.96%	96.51%	0.53%	0.00%	57.14%	0.00%	42.86%	0.00%	45.00%	0.00%	55.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	1	457	8	0	10	503	3	0	4	0	1	0	13	0	16	0	1016
PEAK HR FACTOR :	0.250	0.900	0.333	0.000	0.833	0.873	0.750	0.000	1.000	0.000	0.250	0.000	0.650	0.000	0.500	0.000	0.876
		0.876				0.890				0.625				0.604			

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & Valley View Rd/Merritt 7 201/301 Dwy
City: Norwalk
Control: Signalized

Project ID: 25-700011-001
Date: 6/7/2025

Data - Cars

NS/EW Streets:	Main Ave				Main Ave				Valley View Rd/Merritt 7 201/301 Dwy				Valley View Rd/Merritt 7 201/301 Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	0	0	0.5	0.5	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	1	109	0	0	2	115	0	0	0	0	0	0	3	0	4	0	234
11:15 AM	1	117	4	0	5	91	0	0	0	0	0	0	2	0	7	0	227
11:30 AM	0	103	2	0	6	89	1	0	0	0	2	0	4	0	4	0	211
11:45 AM	0	99	1	0	4	111	1	0	0	0	0	0	4	0	1	0	221
12:00 PM	1	100	1	0	2	115	1	0	1	0	0	0	4	0	8	0	233
12:15 PM	0	103	0	0	3	122	0	0	1	0	0	0	1	0	2	0	232
12:30 PM	0	123	1	0	3	117	1	0	1	0	0	0	3	0	1	0	250
12:45 PM	0	126	6	0	1	142	0	0	1	0	1	0	5	0	5	0	287
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	880	15	0	26	902	4	0	4	0	3	0	26	0	32	0	1895
APPROACH %'s :	0.33%	98.00%	1.67%	0.00%	2.79%	96.78%	0.43%	0.00%	57.14%	0.00%	42.86%	0.00%	44.83%	0.00%	55.17%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	1	452	8	0	9	496	2	0	4	0	1	0	13	0	16	0	1002
PEAK HR FACTOR :	0.250	0.897	0.333	0.000	0.750	0.873	0.500	0.000	1.000	0.000	0.250	0.000	0.650	0.000	0.500	0.000	0.873
		0.873				0.886				0.625				0.604			

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & Valley View Rd/Merritt 7 201/301 Dwy
City: Norwalk
Control: Signalized

Project ID: 25-700011-001
Date: 6/7/2025

Data - HT

NS/EW Streets:	Main Ave				Main Ave				Valley View Rd/Merritt 7 201/301 Dwy				Valley View Rd/Merritt 7 201/301 Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	0	0	0.5	0.5	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	4
11:30 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
11:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	12	0	0	2	11	1	0	0	0	0	0	1	0	1	0	28
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	14.29%	78.57%	7.14%	0.00%					50.00%	0.00%	50.00%	0.00%	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	5	0	0	1	7	1	0	0	0	0	0	0	0	0	0	14
PEAK HR FACTOR :	0.000	0.417	0.000	0.000	0.250	0.583	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875
	0.417				0.563												

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & Valley View Rd/Merritt 7 201/301 Dwy
City: Norwalk
Control: Signalized

Project ID: 25-700011-001
Date: 6/7/2025

Data - Bikes

NS/EW Streets:	Main Ave				Main Ave				Valley View Rd/Merritt 7 201/301 Dwy				Valley View Rd/Merritt 7 201/301 Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	0	0	0.5	0.5	1	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & Valley View Rd/Merritt 7 201/301 Dwy
City: Norwalk
Project ID: 25-700011-001
Date: 6/7/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Main Ave		Main Ave		Valley View Rd/Merritt 7 201/301 Dwy		Valley View Rd/Merritt 7 201/301 Dwy		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
11:00 AM	0	0	0	0	0	3	0	0	3
11:15 AM	0	0	0	0	1	0	1	0	2
11:30 AM	2	1	0	0	0	1	2	1	7
11:45 AM	0	2	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	1	1	0	2
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	2	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	3	0	0	3	5	4	1	18
APPROACH %'s :	40.00%	60.00%			37.50%	62.50%	80.00%	20.00%	
PEAK HR :	**12:00 PM - 01:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	2	1	1	0	4
PEAK HR FACTOR :					0.250	0.250	0.250		0.500
					0.375		0.250		

Nationwide Traffic Data, LLC

Main Ave & Valley View Rd/Merritt 7 201/301 Dwy

Peak Hour Turning Movement Count

ID: 25-700011-001
City: Norwalk

Day: Saturday
Date: 6/7/2025

PEAK HOURS	COUNT PERIODS
NONE	NONE
12:00 PM - 01:00 PM	11:00 AM - 01:00 PM
NONE	NONE

CONTROL: Signalized

	AM	NOON	PM
TEV	0	1016	0
PHF		0.88	

SOUTHBOUND (Main Ave)

	Left	Thru	Right	U-Turn	
AM	0	0	0	0	AM
NOON	3	503	10	0	NOON
PM	0	0	0	0	PM

NORTHBOUND (Main Ave)

	Left	Thru	Right	U-Turn	
PM	0	0	0	0	PM
NOON	517	0	1	457	8 NOON
AM	0	0	0	0	AM

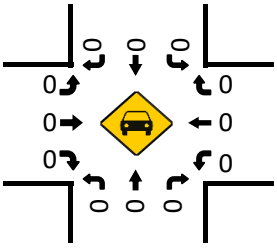
EASTBOUND (Valley View Rd/Merritt 7 201/301 Dwy)

	AM	NOON	PM
U-Turn	0	0	0
Left	0	4	0
Thru	0	0	0
Right	0	1	0

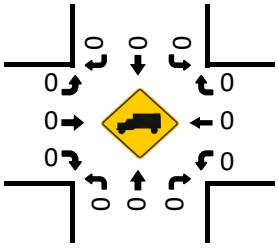
WESTBOUND (Valley View Rd/Merritt 7 201/301 Dwy)

	PM	NOON	AM
U-Turn	0	16	0
Left	0	0	0
Thru	0	13	0
Right	0	0	0

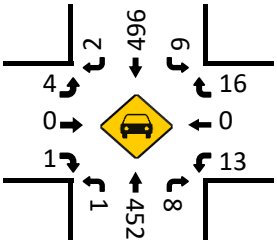
Cars (AM)



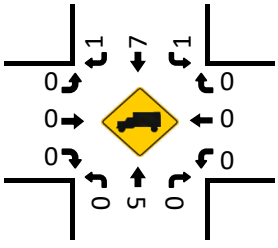
HT (AM)



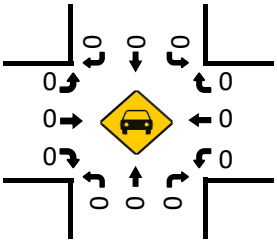
Cars (NOON)



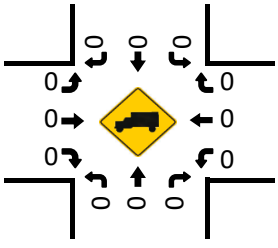
HT (NOON)



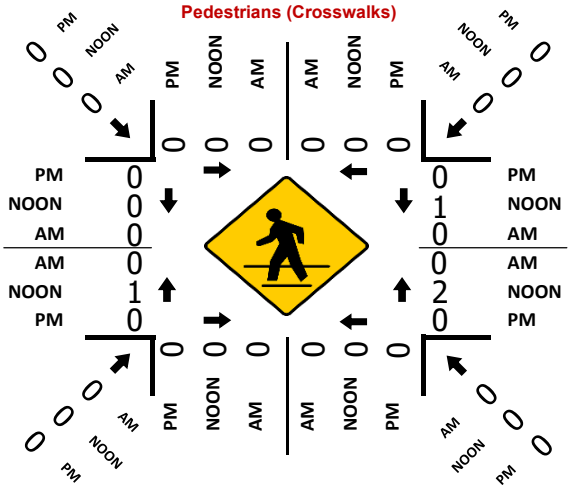
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 25-700011-001
Location: Main Ave & Valley View Rd/Merritt 7 201/301 Dwy
City: Norwalk

Day: Saturday
Date: 6/7/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Main Ave Northbound						Main Ave Southbound						Valley View Rd/Merritt 7 201/301 Dwy Eastbound						Valley View Rd/Merritt 7 201/301 Dwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
11:00 AM	1	109	0	0	0	110	2	117	0	0	0	119	0	0	0	0	0	0	3	0	4	0	3	7	236
11:15 AM	1	118	4	0	0	123	6	91	0	0	0	97	0	0	0	0	1	0	3	0	8	0	1	11	231
11:30 AM	0	107	2	0	0	109	6	90	1	0	3	97	0	0	2	0	3	2	4	0	4	0	1	8	216
11:45 AM	0	101	1	0	0	102	4	112	1	0	2	117	0	0	0	0	0	0	4	0	1	0	0	5	224
Total	2	435	7	0	0	444	18	410	2	0	5	430	0	0	2	0	4	2	14	0	17	0	5	31	907
12:00 PM	1	101	1	0	0	103	3	117	1	0	0	121	1	0	0	0	0	1	4	0	8	0	0	12	237
12:15 PM	0	103	0	0	0	103	3	125	1	0	0	129	1	0	0	0	1	1	1	0	2	0	1	3	236
12:30 PM	0	126	1	0	0	127	3	117	1	0	0	121	1	0	0	0	0	1	3	0	1	0	0	4	253
12:45 PM	0	127	6	0	0	133	1	144	0	0	0	145	1	0	1	0	0	2	5	0	5	0	2	10	290
Total	1	457	8	0	0	466	10	503	3	0	0	516	4	0	1	0	1	5	13	0	16	0	3	29	1016
BREAK																									
Grand Total	3	892	15	0	0	910	28	913	5	0	5	946	4	0	3	0	5	7	27	0	33	0	8	60	1923
Apprch %	0.3	98.0	1.6	0.0	0.0		3.0	96.5	0.5	0.0	0.5		57.1	0.0	42.9	0.0	71.4		45.0	0.0	55.0	0.0	13.3		
Total %	0.2	46.4	0.8	0.0	0.0	47.3	1.5	47.5	0.3	0.0	0.3	49.2	0.2	0.0	0.2	0.0	0.3	0.4	1.4	0.0	1.7	0.0	0.4	3.1	
Cars, PU, Vans	3	880	15	0		898	26	902	4	0		932	4	0	3	0		7	26	0	32	0		58	1895
% Cars, PU, Vans	100.0	98.7	100.0	0.0		98.7	92.9	98.8	80.0	0.0		98.5	100.0	0.0	100.0	0.0		100.0	96.3	0.0	97.0	0.0		96.7	98.5
Heavy trucks	0	12	0	0		12	2	11	1	0		14	0	0	0	0		0	1	0	1	0		2	28
%Heavy trucks	0.0	1.3	0.0	0.0		1.3	7.1	1.2	20.0	0.0		1.5	0.0	0.0	0.0	0.0		0.0	3.7	0.0	3.0	0.0		3.3	1.5

Project ID: 25-700011-001
Location: Main Ave & Valley View Rd/Merritt 7 201/301 Dwy
City: Norwalk

PEAK HOURS

Day: Saturday
Date: 6/7/2025

NOON

	Main Ave Northbound					Main Ave Southbound					Valley View Rd/Merritt 7 201/301 Dwy Eastbound					Valley View Rd/Merritt 7 201/301 Dwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 11:00 AM - 01:00 PM																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	1	101	1	0	103	3	117	1	0	121	1	0	0	0	1	4	0	8	0	12	237
12:15 PM	0	103	0	0	103	3	125	1	0	129	1	0	0	0	1	1	0	2	0	3	236
12:30 PM	0	126	1	0	127	3	117	1	0	121	1	0	0	0	1	3	0	1	0	4	253
12:45 PM	0	127	6	0	133	1	144	0	0	145	1	0	1	0	2	5	0	5	0	10	290
Total Volume	1	457	8	0	466	10	503	3	0	516	4	0	1	0	5	13	0	16	0	29	1016
% App. Total	0.2	98.1	1.7	0.0	100	1.9	97.5	0.6	0.0	100	80.0	0.0	20.0	0.0	100	44.8	0.0	55.2	0.0	100	
PHF					0.876					0.890					0.625					0.604	0.876
Cars, PU, Vans	1	452	8	0	461	9	496	2	0	507	4	0	1	0	5	13	0	16	0	29	1002
% Cars, PU, Vans	100.0	98.9	100.0	0.0	98.9	90.0	98.6	66.7	0.0	98.3	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	98.6
Heavy trucks	0	5	0	0	5	1	7	1	0	9	0	0	0	0	0	0	0	0	0	0	14
%Heavy trucks	0.0	1.1	0.0	0.0	1.1	10.0	1.4	33.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy
City: Norwalk
Control: Signalized

Project ID: 25-700011-002
Date: 6/7/2025

Data - Total

NS/EW Streets:	Main Ave					Main Ave					FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy				FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy							
NOON	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND				WESTBOUND2			
	0 NL	2 NT	0 NR	0 NU	0 NR2	0 SL	2 ST	0 SR	0 SU	0 SL2	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 W2L2	0 W2R2	0 W2U2	TOTAL
11:00 AM	0	111	1	0	1	2	118	0	0	1	0	0	0	0	0	0	2	0	0	1	1	238
11:15 AM	0	120	2	0	0	3	96	0	0	0	0	0	0	0	0	0	5	0	0	0	0	226
11:30 AM	0	109	0	0	0	4	96	0	0	1	0	0	0	0	1	0	1	0	0	0	0	212
11:45 AM	0	98	2	0	1	2	116	0	0	0	0	0	0	0	3	0	2	0	0	2	0	226
12:00 PM	0	108	1	0	1	3	116	0	0	1	0	0	0	0	0	0	5	0	1	1	0	237
12:15 PM	0	105	1	0	1	3	132	0	0	4	0	0	0	0	3	0	1	0	0	6	0	256
12:30 PM	0	123	2	0	0	2	114	0	1	2	0	0	0	0	2	0	7	0	0	1	0	254
12:45 PM	0	129	1	0	2	5	140	0	0	4	0	0	0	0	3	0	5	0	3	2	0	294
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2L2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	903	10	0	6	24	928	0	1	13	0	0	0	0	12	0	28	0	4	13	1	1943
APPROACH %'s :	0.00%	98.26%	1.09%	0.00%	0.65%	2.48%	96.07%	0.00%	0.10%	1.35%					30.00%	0.00%	70.00%	0.00%	22.22%	72.22%	5.56%	
PEAK HR :	12:00 PM - 01:00 PM																					TOTAL
PEAK HR VOL :	0	465	5	0	4	13	502	0	1	11	0	0	0	0	8	0	18	0	4	10	0	1041
PEAK HR FACTOR :	0.000	0.901	0.625	0.000	0.500	0.650	0.896	0.000	0.250	0.688	0.000	0.000	0.000	0.000	0.667	0.000	0.643	0.000	0.333	0.417	0.000	0.885
			0.898					0.884									0.722					

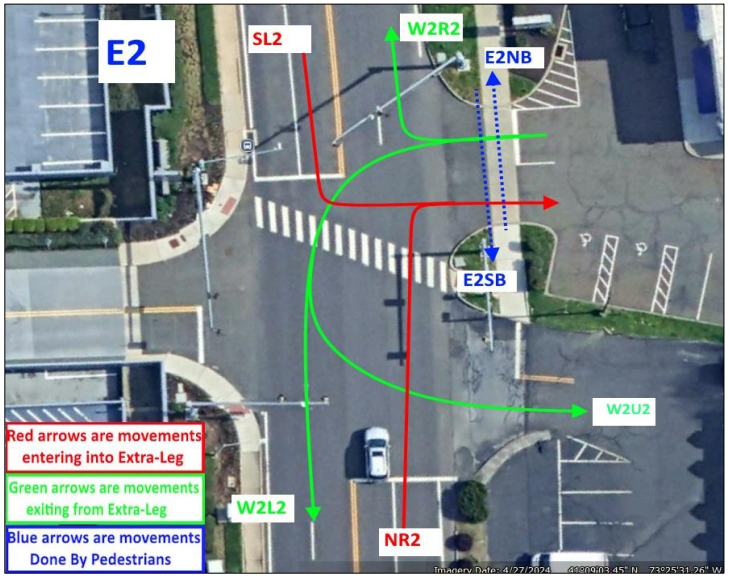
Explanation for extra leg movements

Movements entering the extra leg

NR2	Movements coming from NB on Main Ave entering into the Extra Leg (FedEx Office Print & Ship Center)
SL2	Movements coming from SB on Main Ave entering into the Extra Leg (FedEx Office Print & Ship Center)

Movements exiting the extra leg

W2R2	Movements exiting from Extra Leg (FedEx Office Print & Ship Center) entering into Main Ave NB.
W2L2	Movements exiting from Extra Leg (FedEx Office Print & Ship Center) entering into Main Ave SB.
W2U2	Movements exiting from Extra Leg (FedEx Office Print & Ship Center) entering into Boom Thai Restaurant EB.



Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy
City: Norwalk
Control: Signalized

Project ID: 25-700011-002
Date: 6/7/2025

Data - Cars

NS/EW Streets:	Main Ave					Main Ave					FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy				FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy							
NOON	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND				WESTBOUND2			
	0	2	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2L2	W2R2	W2U2	TOTAL
11:00 AM	0	111	1	0	1	2	116	0	0	1	0	0	0	0	0	0	1	0	0	1	1	235
11:15 AM	0	118	2	0	0	3	94	0	0	0	0	0	0	0	0	0	5	0	0	0	0	222
11:30 AM	0	105	0	0	0	4	96	0	0	1	0	0	0	0	1	0	1	0	0	0	0	208
11:45 AM	0	96	2	0	1	2	115	0	0	0	0	0	0	0	3	0	2	0	0	2	0	223
12:00 PM	0	108	1	0	1	3	113	0	0	1	0	0	0	0	0	0	5	0	1	1	0	234
12:15 PM	0	105	1	0	1	3	129	0	0	4	0	0	0	0	3	0	1	0	0	6	0	253
12:30 PM	0	120	2	0	0	2	114	0	1	2	0	0	0	0	2	0	7	0	0	1	0	251
12:45 PM	0	128	1	0	2	5	138	0	0	4	0	0	0	0	3	0	5	0	3	2	0	291
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2L2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	891	10	0	6	24	915	0	1	13	0	0	0	0	12	0	27	0	4	13	1	1917
APPROACH %'s :	0.00%	98.24%	1.10%	0.00%	0.66%	2.52%	96.01%	0.00%	0.10%	1.36%					30.77%	0.00%	69.23%	0.00%	22.22%	72.22%	5.56%	
PEAK HR :	12:00 PM - 01:00 PM																					TOTAL
PEAK HR VOL :	0	461	5	0	4	13	494	0	1	11	0	0	0	0	8	0	18	0	4	10	0	1029
PEAK HR FACTOR :	0.000	0.900	0.625	0.000	0.500	0.650	0.895	0.000	0.250	0.688	0.000	0.000	0.000	0.000	0.667	0.000	0.643	0.000	0.333	0.417	0.000	0.884
			0.897					0.883									0.722					

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy
City: Norwalk
Control: Signalized

Project ID: 25-700011-002
Date: 6/7/2025

Data - HT

NS/EW Streets:	Main Ave					Main Ave					FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy				FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy							
NOON	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND				WESTBOUND2			
	0	2	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2L2	W2R2	W2U2	TOTAL
11:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
11:15 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:45 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2L2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	12	0	0	0	0	13	0	0	0	0	0	0	0	0	0	1	0	0	0	0	26
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%				
PEAK HR :	12:00 PM - 01:00 PM																					TOTAL
PEAK HR VOL :	0	4	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
PEAK HR FACTOR :	0.000	0.333	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000
			0.333					0.667														

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy
City: Norwalk
Control: Signalized

Project ID: 25-700011-002
Date: 6/7/2025

Data - Bikes

NS/EW Streets:	Main Ave					Main Ave					FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy				FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy							
NOON	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND				WESTBOUND2			
	0	2	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2L2	W2R2	W2U2	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	WL	WT	WR	WU	W2L2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																						
PEAK HR :	12:00 PM - 01:00 PM																					TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy
City: Norwalk

Project ID: 25-700011-002
Date: 6/7/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Main Ave		Main Ave		FedEx Office Print & Ship Center/Boom Thai		FedEx Office Print & Ship Center/Boom Thai				
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
11:00 AM	0	0	0	0	0	2	0	0	0	2	4
11:15 AM	0	0	0	0	1	0	1	0	1	0	3
11:30 AM	1	0	0	0	0	2	0	0	0	1	4
11:45 AM	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	1	1	0	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	2	0	0	0	2	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	0	3	5	2	0	3	4	18
APPROACH %'s :	100.00%	0.00%			37.50%	62.50%	100.00%	0.00%	42.86%	57.14%	
PEAK HR :	**12:00 PM - 01:00 PM**										TOTAL
PEAK HR VOL :	0	0	0	0	2	1	1	0	2	1	7
PEAK HR FACTOR :					0.250	0.250	0.250		0.250	0.250	0.438
					0.375		0.250		0.375		

Nationwide Traffic Data, LLC

Main Ave & FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy

Peak Hour Turning Movement Count

ID: 25-700011-002
City: Norwalk

Day: Saturday
Date: 6/7/2025

PEAK HOURS	COUNT PERIODS
NONE	NONE
12:00 PM - 01:00 PM	11:00 AM - 01:00 PM
NONE	NONE

CONTROL: Signalized

	AM	NOON	PM
TEV	0	1012	0
PHF		0.89	

SOUTHBOUND (Main Ave)

	L	T	R	U	Total	
AM	0	0	0	0	0	AM
NOON	0	502	13	1	484	NOON
PM	0	0	0	0	0	PM

EASTBOUND (FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy)

	AM	NOON	PM
Left	0	0	0
Thru	0	0	0
Right	0	0	0
U-turn	0	0	0
Peds	0	0	0

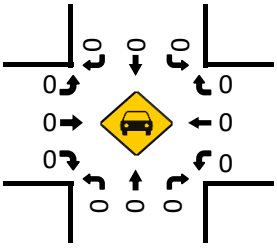
WESTBOUND (FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy)

	PM	NOON	AM
Left	0	18	0
Thru	0	0	0
Right	0	8	0
U-turn	0	0	0
Peds	0	18	0

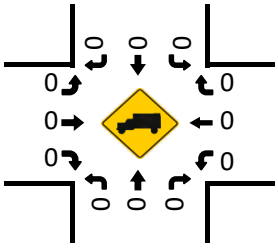
NORTHBOUND (Main Ave)

	L	T	R	U	Total	
PM	0	0	0	0	0	PM
NOON	510	0	0	465	5	NOON
AM	0	0	0	0	0	AM

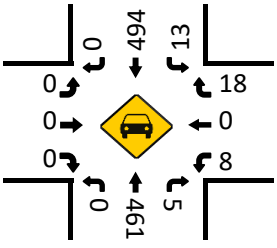
Cars (AM)



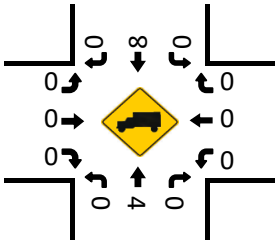
HT (AM)



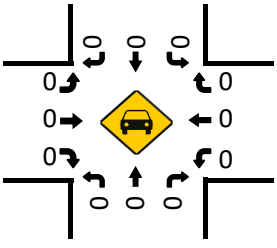
Cars (NOON)



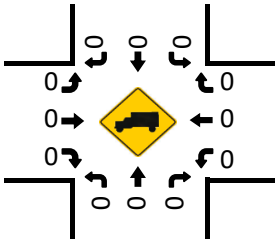
HT (NOON)



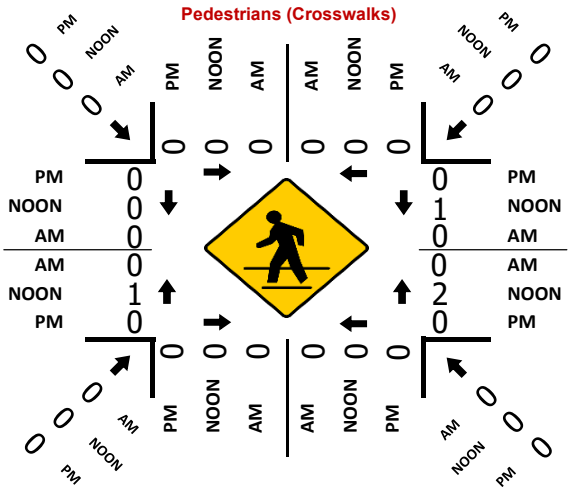
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Project ID: 25-410091-002
Location: Main Ave & FedEx Office Print & Ship Center/Boom Thai Restaurant/Merritt 7 101 Dwy **Day: Saturday**
City: Norwalk **Date: 6/7/2025**

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Main Ave Northbound						Main Ave Southbound						rint & Ship Center/Boom Thai Restaurant/Me Eastbound						Print & Ship Center/Boom Thai Restaurant/Mer Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
11:00 AM	0	111	1	0	0	112	2	118	0	0	0	120	0	0	0	0	0	0	0	0	2	0	2	2	234
11:15 AM	0	120	2	0	0	122	3	96	0	0	0	99	0	0	0	0	1	0	0	0	5	0	1	5	226
11:30 AM	0	109	0	0	0	109	4	96	0	0	1	100	0	0	0	0	0	0	1	0	1	0	2	2	211
11:45 AM	0	98	2	0	0	100	2	116	0	0	0	118	0	0	0	0	0	0	3	0	2	0	0	5	223
Total	0	438	5	0	0	443	11	426	0	0	1	437	0	0	0	0	1	0	4	0	10	0	5	14	894
12:00 PM	0	108	1	0	0	109	3	116	0	0	0	119	0	0	0	0	0	0	0	0	5	0	0	5	233
12:15 PM	0	105	1	0	0	106	3	132	0	0	0	135	0	0	0	0	1	0	3	0	1	0	1	4	245
12:30 PM	0	123	2	0	0	125	2	114	0	1	0	117	0	0	0	0	0	0	2	0	7	0	0	9	251
12:45 PM	0	129	1	0	0	130	5	140	0	0	0	145	0	0	0	0	0	0	3	0	5	0	2	8	283
Total	0	465	5	0	0	470	13	502	0	1	0	516	0	0	0	0	1	0	8	0	18	0	3	26	1012
BREAK																									
Grand Total	0	903	10	0	0	913	24	928	0	1	1	953	0	0	0	0	2	0	12	0	28	0	8	40	1906
Apprch %	0.0	98.9	1.1	0.0	0.0		2.5	97.4	0.0	0.1	0.1		0.0	0.0	0.0	0.0	0.0		30.0	0.0	70.0	0.0	20.0		
Total %	0.0	47.4	0.5	0.0	0.0	47.9	1.3	48.7	0.0	0.1	0.1	50.0	0.0	0.0	0.0	0.0	0.1	0.0	0.6	0.0	1.5	0.0	0.4	2.1	
Cars, PU, Vans	0	891	10	0		901	24	915	0	1		940	0	0	0	0		0	12	0	27	0		39	1880
% Cars, PU, Vans	0.0	98.7	100.0	0.0		98.7	100.0	98.6	0.0	100.0		98.6	0.0	0.0	0.0	0.0		0.0	100.0	0.0	96.4	0.0		97.5	98.6
Heavy trucks	0	12	0	0		12	0	13	0	0		13	0	0	0	0		0	0	0	1	0		1	26
%Heavy trucks	0.0	1.3	0.0	0.0		1.3	0.0	1.4	0.0	0.0		1.4	0.0	0.0	0.0	0.0		0.0	0.0	0.0	3.6	0.0		2.5	1.4

Project ID: 25-410091-002
Location: Main Ave & FedEx Office Print & Ship Center/Boom
City: Norwalk

PEAK HOURS

Day: Saturday
Date: 6/7/2025

NOON

	Main Ave Northbound					Main Ave Southbound					& Ship Center/Boom Thai Restaurant Eastbound					& Ship Center/Boom Thai Restaurant Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 11:00 AM - 01:00 PM																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	108	1	0	109	3	116	0	0	119	0	0	0	0	0	0	0	5	0	5	233
12:15 PM	0	105	1	0	106	3	132	0	0	135	0	0	0	0	0	3	0	1	0	4	245
12:30 PM	0	123	2	0	125	2	114	0	1	117	0	0	0	0	0	2	0	7	0	9	251
12:45 PM	0	129	1	0	130	5	140	0	0	145	0	0	0	0	0	3	0	5	0	8	283
Total Volume	0	465	5	0	470	13	502	0	1	516	0	0	0	0	0	8	0	18	0	26	1012
% App. Total	0.0	98.9	1.1	0.0	100	2.5	97.3	0.0	0.2	100	0.0	0.0	0.0	0.0	0	30.8	0.0	69.2	0.0	100	
PHF					0.898					0.884										0.722	0.885
Cars, PU, Vans	0	461	5	0	466	13	494	0	1	508	0	0	0	0	0	8	0	18	0	26	1000
% Cars, PU, Vans	0.0	99.1	100.0	0.0	99.1	100.0	98.4	0.0	100.0	98.4	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	98.8
Heavy trucks	0	4	0	0	4	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	12
%Heavy trucks	0.0	0.9	0.0	0.0	0.9	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & Datto, A Kaseya Company Dwy
City: Norwalk
Control: No Control

Project ID: 25-700011-003
Date: 6/7/2025

Data - Total

NS/EW Streets:	Main Ave				Main Ave				Datto, A Kaseya Company Dwy				Datto, A Kaseya Company Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	117	0	0	0	117	1	0	0	0	0	0	0	0	0	0	235
11:15 AM	0	121	0	0	0	102	0	0	0	0	0	0	0	0	0	0	223
11:30 AM	0	110	0	0	0	99	0	0	0	0	1	0	0	0	0	0	210
11:45 AM	0	106	0	0	0	117	0	0	0	0	0	0	0	0	0	0	223
12:00 PM	0	116	0	0	0	113	1	1	0	0	2	0	0	0	0	0	233
12:15 PM	0	112	0	0	0	140	0	0	0	0	0	0	0	0	0	0	252
12:30 PM	0	130	0	0	0	122	0	0	0	0	0	0	0	0	0	0	252
12:45 PM	0	147	0	0	0	151	0	0	0	0	0	0	0	0	0	0	298
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	959	0	0	0	961	2	1	0	0	3	0	0	0	0	0	1926
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	99.69%	0.21%	0.10%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	505	0	0	0	526	1	1	0	0	2	0	0	0	0	0	1035
PEAK HR FACTOR :	0.000	0.859	0.000	0.000	0.000	0.871	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.868
		0.859				0.874				0.250							

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & Datto, A Kaseya Company Dwy
City: Norwalk
Control: No Control

Project ID: 25-700011-003
Date: 6/7/2025

Data - Cars

NS/EW Streets:	Main Ave				Main Ave				Datto, A Kaseya Company Dwy				Datto, A Kaseya Company Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	116	0	0	0	115	1	0	0	0	0	0	0	0	0	0	232
11:15 AM	0	119	0	0	0	100	0	0	0	0	0	0	0	0	0	0	219
11:30 AM	0	106	0	0	0	99	0	0	0	0	1	0	0	0	0	0	206
11:45 AM	0	105	0	0	0	116	0	0	0	0	0	0	0	0	0	0	221
12:00 PM	0	115	0	0	0	110	1	1	0	0	2	0	0	0	0	0	229
12:15 PM	0	112	0	0	0	137	0	0	0	0	0	0	0	0	0	0	249
12:30 PM	0	127	0	0	0	122	0	0	0	0	0	0	0	0	0	0	249
12:45 PM	0	146	0	0	0	149	0	0	0	0	0	0	0	0	0	0	295
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	946	0	0	0	948	2	1	0	0	3	0	0	0	0	0	1900
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	99.68%	0.21%	0.11%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	**12:00 PM - 01:00 PM**																TOTAL
PEAK HR VOL :	0	500	0	0	0	518	1	1	0	0	2	0	0	0	0	0	1022
PEAK HR FACTOR :	0.000	0.856	0.000	0.000	0.000	0.869	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.866
		0.856				0.872				0.250							

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & Datto, A Kaseya Company Dwy
City: Norwalk
Control: No Control

Project ID: 25-700011-003
Date: 6/7/2025

Data - HT

NS/EW Streets:	Main Ave				Main Ave				Datto, A Kaseya Company Dwy				Datto, A Kaseya Company Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	26
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0	0	13
PEAK HR FACTOR :	0.000	0.417	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.813
	0.417				0.667												

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & Datto, A Kaseya Company Dwy
City: Norwalk
Control: No Control

Project ID: 25-700011-003
Date: 6/7/2025

Data - Bikes

NS/EW Streets:	Main Ave				Main Ave				Datto, A Kaseya Company Dwy				Datto, A Kaseya Company Dwy				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	12:00 PM - 01:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

Nationwide Traffic Data, LLC

Intersection Turning Movement Count

Location: Main Ave & Datto, A Kaseya Company Dwy
City: Norwalk

Project ID: 25-700011-003
Date: 6/7/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Main Ave		Main Ave		Datto, A Kaseya Company Dwy		Datto, A Kaseya Company Dwy		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	1	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	0	0	0	1
APPROACH %'s :			0.00%	100.00%					
PEAK HR :	**12:00 PM - 01:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Nationwide Traffic Data, LLC

Main Ave & Datto, A Kaseya Company Dwy

Peak Hour Turning Movement Count

ID: 25-700011-003
City: Norwalk

Day: Saturday
Date: 6/7/2025

PEAK HOURS	COUNT PERIODS
NONE	NONE
12:00 PM - 01:00 PM	11:00 AM - 01:00 PM
NONE	NONE

Main Ave

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	1	526	0	1	506	NOON
PM	0	0	0	0	0	PM

EASTBOUND

AM	NOON	PM
0	1	0
0	0	0
0	0	0
0	0	0
0	2	0

WESTBOUND

PM	NOON	AM
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

CONTROL: No Control

	AM	NOON	PM
TEV	0	1035	0
PHF		0.87	

PM	0	0	0	0	0	PM
NOON	528	0	0	505	0	NOON
AM	0	0	0	0	0	AM

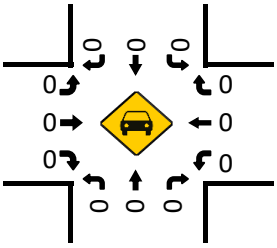
NORTHBOUND

Main Ave

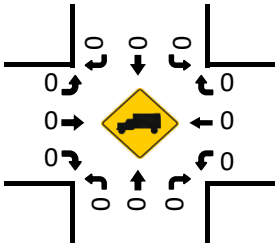
Datto, A Kaseya Company Dwy

Datto, A Kaseya Company Dwy

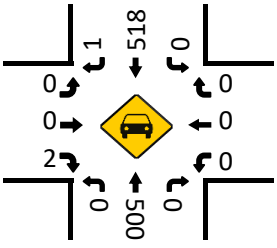
Cars (AM)



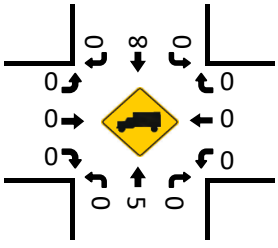
HT (AM)



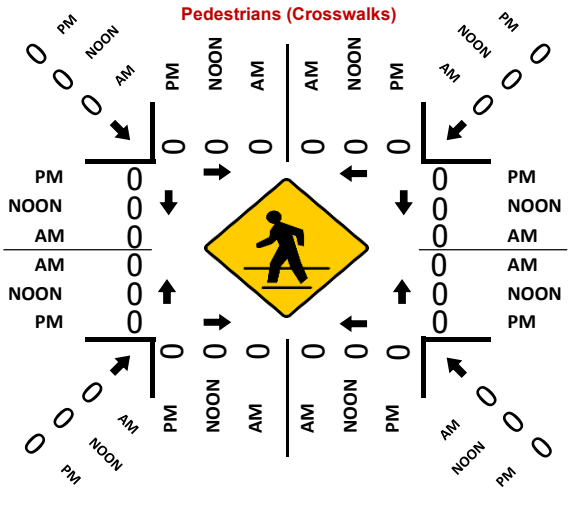
Cars (NOON)



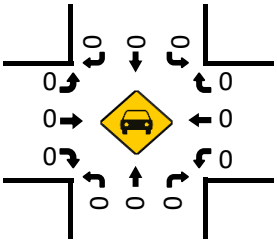
HT (NOON)



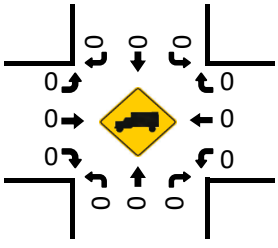
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-700011-003
Location: Main Ave & Datto, A Kaseya Company Dwy
City: Norwalk

Day: Saturday
Date: 6/7/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Main Ave Northbound						Main Ave Southbound						Datto, A Kaseya Company Dwy Eastbound						Datto, A Kaseya Company Dwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
11:00 AM	0	117	0	0	0	117	0	117	1	0	0	118	0	0	0	0	0	0	0	0	0	0	0	0	235
11:15 AM	0	121	0	0	0	121	0	102	0	0	0	102	0	0	0	0	0	0	0	0	0	0	0	0	223
11:30 AM	0	110	0	0	1	110	0	99	0	0	0	99	0	0	1	0	0	1	0	0	0	0	0	0	210
11:45 AM	0	106	0	0	0	106	0	117	0	0	0	117	0	0	0	0	0	0	0	0	0	0	0	0	223
Total	0	454	0	0	1	454	0	435	1	0	0	436	0	0	1	0	0	1	0	0	0	0	0	0	891
12:00 PM	0	116	0	0	0	116	0	113	1	1	0	115	0	0	2	0	0	2	0	0	0	0	0	0	233
12:15 PM	0	112	0	0	0	112	0	140	0	0	0	140	0	0	0	0	0	0	0	0	0	0	0	0	252
12:30 PM	0	130	0	0	0	130	0	122	0	0	0	122	0	0	0	0	0	0	0	0	0	0	0	0	252
12:45 PM	0	147	0	0	0	147	0	151	0	0	0	151	0	0	0	0	0	0	0	0	0	0	0	0	298
Total	0	505	0	0	0	505	0	526	1	1	0	528	0	0	2	0	0	2	0	0	0	0	0	0	1035
BREAK																									
Grand Total	0	959	0	0	1	959	0	961	2	1	0	964	0	0	3	0	0	3	0	0	0	0	0	0	1926
Apprch %	0.0	100.0	0.0	0.0	0.1		0.0	99.7	0.2	0.1	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	0.0	49.8	0.0	0.0	0.1	49.8	0.0	49.9	0.1	0.1	0.0	50.1	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	0	946	0	0		946	0	948	2	1		951	0	0	3	0		3	0	0	0	0		0	1900
% Cars, PU, Vans	0.0	98.6	0.0	0.0		98.6	0.0	98.6	100.0	100.0		98.7	0.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	98.7
Heavy trucks	0	13	0	0		13	0	13	0	0		13	0	0	0	0		0	0	0	0	0		0	26
%Heavy trucks	0.0	1.4	0.0	0.0		1.4	0.0	1.4	0.0	0.0		1.3	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	1.3

Project ID: 25-700011-003
Location: Main Ave & Datto, A Kaseya Company Dwy
City: Norwalk

PEAK HOURS

Day: Saturday
Date: 6/7/2025

NOON

	Main Ave Northbound					Main Ave Southbound					Datto, A Kaseya Company Dwy Eastbound					Datto, A Kaseya Company Dwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 11:00 AM - 01:00 PM																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	116	0	0	116	0	113	1	1	115	0	0	2	0	2	0	0	0	0	0	233
12:15 PM	0	112	0	0	112	0	140	0	0	140	0	0	0	0	0	0	0	0	0	0	252
12:30 PM	0	130	0	0	130	0	122	0	0	122	0	0	0	0	0	0	0	0	0	0	252
12:45 PM	0	147	0	0	147	0	151	0	0	151	0	0	0	0	0	0	0	0	0	0	298
Total Volume	0	505	0	0	505	0	526	1	1	528	0	0	2	0	2	0	0	0	0	0	1035
% App. Total	0.0	100.0	0.0	0.0	100	0.0	99.6	0.2	0.2	100	0.0	0.0	100.0	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.859					0.874					0.250						0.868
Cars, PU, Vans	0	500	0	0	500	0	518	1	1	520	0	0	2	0	2	0	0	0	0	0	1022
% Cars, PU, Vans	0.0	99.0	0.0	0.0	99.0	0.0	98.5	100.0	100.0	98.5	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	98.7
Heavy trucks	0	5	0	0	5	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	13
%Heavy trucks	0.0	1.0	0.0	0.0	1.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3

Status: OK North Combined South Class Speed

NRWA-415 - Combined - n/s

Route 719 - 1.98 mi South of Grist Mill Road

Town.....Norwalk
Station.....415
Location..... 41.154453,-73.42417
Posted Speed Limit.....35 MPH
A.K.A.....415 2415
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....18-Apr-2023 01:00PM
End Report.....20-Apr-2023 01:00PM
Annualized ADT.....13500
24-Hour Count.....14178 * G4(0.94) = 13327.3
Day 1.....+14456 * G4(0.94) = 26916.0
UnRounded AADT.....26916.0 / 2 = 13458.0
OK 2023 Tue 18-Apr -this report-.....13500
OK 2020 Tue 28-Jul 10500
OK 2017 Mon 16-Oct 13400
OK 2011 Mon 22-Aug 13300
OK 2008 Wed 16-Apr 15300
Dataset Details.....2

	18-Apr Tue	19-Apr Wed	20-Apr Thu
12:00am		53	54
01:00am		31	26
02:00am		18	43
03:00am		24	21
04:00am		51	31
05:00am		170	143
06:00am		394	393
07:00am		703	736
08:00am		1172	1133
09:00am		893	907
10:00am		812	808
11:00am		895	869
12:00pm	x	1099	1030
01:00pm	986	1067	x
02:00pm	863	957	
03:00pm	907	939	
04:00pm	1041	1041	
05:00pm	1159	1178	
06:00pm	891	920	
07:00pm	708	723	
08:00pm	616	603	
09:00pm	381	388	
10:00pm	224	224	
11:00pm	87	101	
Totals	7863	14456	6194

Status: OK North Combined South Class Speed

NRWA-415 - North

Route 719 - 1.98 mi South of Grist Mill Road

Town.....Norwalk
Station.....415
Location..... 41.154453,-73.42417
Posted Speed Limit.....35 MPH
A.K.A.....415 2415
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....18-Apr-2023 01:00PM
End Report.....20-Apr-2023 01:00PM
Annualized ADT.....7100
24-Hour Count..... 7444 * G4(0.94) = 6997.4
Day 1.....+ 7581 * G4(0.94) = 14123.5
UnRounded AADT.....14123.5 / 2 = 7061.8
OK 2023 Tue 18-Apr -this report-.....13500
OK 2020 Tue 28-Jul 10500
OK 2017 Mon 16-Oct 13400
OK 2011 Mon 22-Aug 13300
OK 2008 Wed 16-Apr 15300
Dataset Details.....2

	18-Apr Tue	19-Apr Wed	20-Apr Thu
12:00am		24	30
01:00am		16	10
02:00am		9	23
03:00am		10	12
04:00am		29	20
05:00am		107	89
06:00am		228	220
07:00am		369	398
08:00am		576	544
09:00am		423	434
10:00am		419	404
11:00am		453	441
12:00pm	x	564	520
01:00pm	494	525	x
02:00pm	429	479	
03:00pm	465	505	
04:00pm	595	593	
05:00pm	667	711	
06:00pm	512	522	
07:00pm	363	377	
08:00pm	338	298	
09:00pm	200	185	
10:00pm	112	121	
11:00pm	42	38	
Totals	4217	7581	3145

Status: OK North Combined South Class Speed

NRWA-415 - South

Route 719 - 1.98 mi South of Grist Mill Road

Town.....Norwalk
Station.....415
Location..... 41.154453,-73.42417
Posted Speed Limit.....35 MPH
A.K.A.....415 2415
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....18-Apr-2023 01:00PM
End Report.....20-Apr-2023 01:00PM
Annualized ADT.....6400
24-Hour Count..... 6734 * G4(0.94) = 6330.0
Day 1.....+ 6875 * G4(0.94) = 12792.5
UnRounded AADT.....12792.5 / 2 = 6396.2
OK 2023 Tue 18-Apr -this report-.....13500
OK 2020 Tue 28-Jul 10500
OK 2017 Mon 16-Oct 13400
OK 2011 Mon 22-Aug 13300
OK 2008 Wed 16-Apr 15300
Dataset Details.....2

	18-Apr Tue	19-Apr Wed	20-Apr Thu
12:00am		29	24
01:00am		15	16
02:00am		9	20
03:00am		14	9
04:00am		22	11
05:00am		63	54
06:00am		166	173
07:00am		334	338
08:00am		596	589
09:00am		470	473
10:00am		393	404
11:00am	x	442	428
12:00pm	x	535	510
01:00pm	492	542	x
02:00pm	434	478	
03:00pm	442	434	
04:00pm	446	448	
05:00pm	492	467	
06:00pm	379	398	
07:00pm	345	346	
08:00pm	278	305	
09:00pm	181	203	
10:00pm	112	103	
11:00pm	45	63	
Totals	3646	6875	3049

Status: OK North Combined South

NRWA-415 - North

Route 719 - 1.98 mi South of Grist Mill Road

Town.....Norwalk
Station.....415
Location..... 41.154453,-73.42417
Posted Speed Limit.....35 MPH
A.K.A.....415 2415
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....18-Apr-2023 01:00PM
End Report.....20-Apr-2023 01:00PM
Dataset Details.....2

All Vehicles Average Speed..... 34 MPH
Total Vehicles.....14943
Percentile Sampling Period..... 9AM to 4PM
Vehicle Too Close.....5 secs
Vehicle Too Slow..... < 20 MPH
Speed Lower Limit.....15 MPH below Posted

All Report Days
85th Percentile Speed.....41.2 MPH
50th Percentile Speed.....35.1 MPH
10 MPH Pace (61%).....31-40 MPH
All Hours Total Vehicles.....14943
In-Period Total Vehicles.....6555
Omitted Vehicles Too Close (57%).....3750
Omitted Vehicles Too Slow (0%).....24
Sampled Vehicles (42%).....2781

Tuesday 18-Apr-2023
85th Percentile Speed.....42.0 MPH
50th Percentile Speed.....35.6 MPH
10 MPH Pace (60%).....33-42 MPH
All Hours Total Vehicles.....4217
In-Period Total Vehicles.....1388
Omitted Vehicles Too Close (57%).....794
Omitted Vehicles Too Slow (0%).....4
Sampled Vehicles (43%).....590

Wednesday 19-Apr-2023
85th Percentile Speed.....40.9 MPH
50th Percentile Speed.....35.0 MPH
10 MPH Pace (62%).....31-40 MPH
All Hours Total Vehicles.....7581
In-Period Total Vehicles.....3368
Omitted Vehicles Too Close (59%).....1973
Omitted Vehicles Too Slow (0%).....12
Sampled Vehicles (41%).....1383

Thursday 20-Apr-2023
85th Percentile Speed.....40.9 MPH
50th Percentile Speed.....35.0 MPH
10 MPH Pace (61%).....30-39 MPH
All Hours Total Vehicles.....3145
In-Period Total Vehicles.....1799
Omitted Vehicles Too Close (55%).....983
Omitted Vehicles Too Slow (0%).....8
Sampled Vehicles (45%).....808

Hour	MPH 0-15	MPH 16-20	MPH 21-25	MPH 26-30	MPH 31-35	MPH 36-40	MPH 41-45	MPH 46-50	MPH 51-55	MPH 56-60	MPH 61-65	MPH 66-70	MPH 71-75	MPH 76+	Total Vol.	Da V
Tuesday																
18-Apr																
12:00am																
01:00am																
02:00am																
03:00am																
04:00am																
05:00am																
06:00am																
07:00am																
08:00am																
09:00am																
10:00am																
11:00am																
12:00pm	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
01:00pm	1	1	9	76	160	147	77	21	2	.	.	.	.	.	494	
02:00pm	1	4	10	57	131	130	67	27	1	1	.	.	.	.	429	
03:00pm	.	.	17	77	138	143	71	18	.	1	.	.	.	.	465	
04:00pm	5	8	28	118	192	143	82	15	4	.	.	.	.	.	595	
05:00pm	183	66	64	103	142	78	27	2	1	1	.	.	.	.	667	
06:00pm	3	3	28	81	150	158	78	10	1	.	.	.	.	.	512	
07:00pm	.	.	9	48	123	97	58	21	5	2	.	.	.	.	363	
08:00pm	.	.	10	42	112	107	49	17	1	.	.	.	.	.	338	
09:00pm	.	.	3	24	56	76	32	5	4	.	.	.	.	.	200	
10:00pm	.	.	3	18	31	39	13	7	1	.	.	.	.	.	112	
11:00pm	.	.	1	1	10	16	10	3	.	1	.	.	.	.	42	
Totals	193	82	182	645	1245	1134	564	146	20	6	0	0	0	0	4217	
Percent	4.58	1.94	4.32	15.30	29.52	26.89	13.37	3.46	0.47	0.14	0.00	0.00	0.00	0.00		
Wednesday																
19-Apr																
12:00am	.	.	.	2	5	4	12	.	.	.	1	.	.	.	24	
01:00am	.	.	1	1	7	3	1	2	.	.	1	.	.	.	16	
02:00am	.	.	.	2	1	2	3	1	.	.	.	.	.	.	9	
03:00am	.	.	2	.	1	5	.	1	1	.	.	.	.	.	10	
04:00am	.	.	5	3	6	4	7	3	1	.	.	.	.	.	29	
05:00am	1	.	.	7	15	32	35	14	3	.	.	.	.	.	107	
06:00am	.	.	4	12	51	82	53	17	9	.	.	.	.	.	228	
07:00am	1	1	9	43	105	96	80	26	4	4	.	.	.	.	369	
08:00am	9	17	44	119	180	136	56	14	1	.	.	.	.	.	576	
09:00am	1	1	24	66	132	133	45	20	1	.	.	.	.	.	423	
10:00am	.	4	27	84	143	104	47	7	3	.	.	.	.	.	419	
11:00am	1	8	19	83	132	132	60	13	3	2	.	.	.	.	453	
12:00pm	.	5	56	108	194	136	50	12	1	2	.	.	.	.	564	
01:00pm	8	16	36	99	164	144	48	7	3	.	.	.	.	.	525	
02:00pm	1	1	22	74	163	138	62	16	2	.	.	.	.	.	479	
03:00pm	1	1	17	81	171	148	68	14	4	.	.	.	.	.	505	
04:00pm	12	15	31	85	195	165	67	17	6	.	.	.	.	.	593	
05:00pm	145	87	104	133	116	86	32	7	1	.	.	.	.	.	711	
06:00pm	1	3	25	83	177	146	65	18	3	1	.	.	.	.	522	
07:00pm	1	2	12	49	128	130	39	12	4	.	.	.	.	.	377	
08:00pm	.	1	14	40	108	91	32	12	.	.	.	.	.	.	298	
09:00pm	.	.	6	24	50	59	34	9	2	1	.	.	.	.	185	
10:00pm	.	1	4	11	31	38	27	7	2	.	.	.	.	.	121	
11:00pm	.	.	1	6	10	9	9	1	1	.	1	.	.	.	38	
Totals	182	163	463	1215	2285	2023	932	250	55	10	3	0	0	0	7581	
Percent	2.40	2.15	6.11	16.03	30.14	26.69	12.29	3.30	0.73	0.13	0.04	0.00	0.00	0.00		
Thursday																
20-Apr																
12:00am	.	.	2	3	6	7	6	3	2	1	.	.	.	.	30	
01:00am	.	.	.	2	2	3	3	.	.	.	.	.	.	.	10	
02:00am	.	1	.	3	4	9	4	1	.	1	.	.	.	.	23	
03:00am	1	.	1	2	1	4	2	1	.	.	.	.	.	.	12	
04:00am	1	.	.	3	5	6	3	2	.	.	.	.	.	.	20	
05:00am	2	.	.	9	13	27	21	13	3	1	.	.	.	.	89	
06:00am	2	.	3	18	47	82	51	14	2	.	1	.	.	.	220	
07:00am	.	1	17	44	121	128	66	19	2	.	.	.	.	.	398	
08:00am	17	24	26	108	159	145	54	11	.	.	.	.	.	.	544	
09:00am	1	3	18	81	131	131	56	10	3	.	.	.	.	.	434	
10:00am	.	.	22	58	145	114	53	10	1	1	.	.	.	.	404	
11:00am	4	7	24	81	150	115	50	9	1	.	.	.	.	.	441	
12:00pm	.	5	25	97	178	145	55	10	5	.	.	.	.	.	520	
01:00pm	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
02:00pm																
03:00pm																
04:00pm																
05:00pm																
06:00pm																
07:00pm																
08:00pm																
09:00pm																
10:00pm																
11:00pm																
Totals	28	41	138	509	962	916	424	103	19	4	1	0	0	0	3145	
Percent	0.89	1.30	4.39	16.18	30.59	29.13	13.48	3.28	0.60	0.13	0.03	0.00	0.00	0.00		

Status: OK North Combined South

NRWA-415 - South

Route 719 - 1.98 mi South of Grist Mill Road

Town.....Norwalk
Station.....415
Location..... 41.154453,-73.42417
Posted Speed Limit.....35 MPH
A.K.A.....415 2415
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....18-Apr-2023 01:00PM
End Report.....20-Apr-2023 01:00PM
Dataset Details.....2

All Vehicles Average Speed..... 41 MPH
Total Vehicles.....13570
Percentile Sampling Period..... 9AM to 4PM
Vehicle Too Close.....5 secs
Vehicle Too Slow..... < 20 MPH
Speed Lower Limit.....15 MPH below Posted

All Report Days
85th Percentile Speed.....47.8 MPH
50th Percentile Speed.....40.9 MPH
10 MPH Pace (55%).....36-45 MPH
All Hours Total Vehicles.....13570
In-Period Total Vehicles.....6477
Omitted Vehicles Too Close (65%).....4189
Omitted Vehicles Too Slow (0%).....16
Sampled Vehicles (35%).....2272

Tuesday 18-Apr-2023
85th Percentile Speed.....47.7 MPH
50th Percentile Speed.....40.9 MPH
10 MPH Pace (53%).....39-48 MPH
All Hours Total Vehicles.....3646
In-Period Total Vehicles.....1368
Omitted Vehicles Too Close (64%).....877
Omitted Vehicles Too Slow (0%).....6
Sampled Vehicles (35%).....485

Wednesday 19-Apr-2023
85th Percentile Speed.....47.2 MPH
50th Percentile Speed.....40.8 MPH
10 MPH Pace (56%).....36-45 MPH
All Hours Total Vehicles.....6875
In-Period Total Vehicles.....3294
Omitted Vehicles Too Close (65%).....2153
Omitted Vehicles Too Slow (0%).....7
Sampled Vehicles (34%).....1134

Thursday 20-Apr-2023
85th Percentile Speed.....48.4 MPH
50th Percentile Speed.....41.1 MPH
10 MPH Pace (53%).....36-45 MPH
All Hours Total Vehicles.....3049
In-Period Total Vehicles.....1815
Omitted Vehicles Too Close (64%).....1159
Omitted Vehicles Too Slow (0%).....3
Sampled Vehicles (36%).....653

Hour	MPH 0-15	MPH 16-20	MPH 21-25	MPH 26-30	MPH 31-35	MPH 36-40	MPH 41-45	MPH 46-50	MPH 51-55	MPH 56-60	MPH 61-65	MPH 66-70	MPH 71-75	MPH 76+	Total Vol.	Da V
Tuesday 18-Apr																
12:00am																
01:00am																
02:00am																
03:00am																
04:00am																
05:00am																
06:00am																
07:00am																
08:00am																
09:00am																
10:00am																
11:00am	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
12:00pm	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
01:00pm	2	3	3	25	60	127	180	71	17	3	1	.	.	.	492	
02:00pm	1	5	7	28	39	99	168	54	27	3	1	1	1	.	434	
03:00pm	.	3	7	29	59	114	141	66	18	5	.	.	.	.	442	
04:00pm	3	3	5	36	46	111	154	70	14	4	.	.	.	.	446	
05:00pm	3	2	8	26	69	128	165	71	16	2	1	1	.	.	492	
06:00pm	6	3	12	33	40	79	128	51	20	5	1	1	.	.	379	
07:00pm	2	.	4	14	33	75	118	64	30	2	3	.	.	.	345	
08:00pm	6	.	4	22	32	68	84	33	22	5	1	1	.	.	278	
09:00pm	2	.	4	16	23	39	62	19	14	1	1	.	.	.	181	
10:00pm	1	.	2	7	10	21	33	28	9	1	.	.	.	.	112	
11:00pm	1	.	1	5	5	6	11	12	3	1	.	.	.	.	45	
Totals	27	19	57	241	416	867	1244	539	190	32	9	4	1	0	3646	
Percent	0.74	0.52	1.56	6.61	11.41	23.78	34.12	14.78	5.21	0.88	0.25	0.11	0.03	0.00		
Wednesday 19-Apr																
12:00am	.	.	.	2	5	8	6	6	2	.	.	.	.	.	29	
01:00am	.	.	.	1	2	5	3	1	2	1	.	.	.	.	15	
02:00am	.	.	2	.	2	2	2	.	.	1	.	.	.	.	9	
03:00am	.	.	.	1	3	4	3	3	.	.	.	.	.	.	14	
04:00am	.	.	1	4	1	1	5	6	3	1	.	.	.	.	22	
05:00am	.	.	1	3	8	11	21	12	7	.	.	.	.	.	63	
06:00am	4	1	1	10	13	20	51	39	19	6	2	.	.	.	166	
07:00am	3	1	.	6	22	62	128	64	37	10	1	.	.	.	334	
08:00am	1	4	9	20	57	163	223	80	29	7	2	.	1	.	596	
09:00am	.	1	2	18	52	119	196	54	23	2	3	.	.	.	470	
10:00am	2	1	7	21	40	97	147	54	21	3	.	.	.	.	393	
11:00am	.	1	7	32	56	129	148	48	17	4	.	.	.	.	442	
12:00pm	.	4	6	28	62	158	177	69	30	1	.	.	.	.	535	
01:00pm	.	1	8	36	62	144	183	74	29	2	3	.	.	.	542	
02:00pm	3	1	10	36	51	123	158	71	19	5	1	.	.	.	478	
03:00pm	2	3	9	29	55	122	132	59	19	3	1	.	.	.	434	
04:00pm	1	.	4	25	46	112	161	73	21	1	1	3	.	.	448	
05:00pm	6	4	7	34	43	128	168	54	19	4	.	.	.	.	467	
06:00pm	7	2	8	24	36	86	133	75	21	3	2	.	1	.	398	
07:00pm	7	.	3	16	33	75	119	66	20	3	3	1	.	.	346	
08:00pm	5	.	9	32	43	76	88	34	14	1	1	1	1	.	305	
09:00pm	6	.	4	14	15	53	63	29	17	2	.	.	.	.	203	
10:00pm	1	.	2	2	14	19	29	23	9	1	1	1	1	.	103	
11:00pm	1	1	2	2	8	15	21	6	4	1	2	.	.	.	63	
Totals	49	25	102	396	729	1732	2365	1000	382	62	23	6	4	0	6875	
Percent	0.71	0.36	1.48	5.76	10.60	25.19	34.40	14.55	5.56	0.90	0.33	0.09	0.06	0.00		
Thursday 20-Apr																
12:00am	1	.	.	3	1	5	7	2	3	2	.	.	.	.	24	
01:00am	.	.	.	.	2	6	5	3	.	.	.	.	.	.	16	
02:00am	.	.	.	2	6	4	5	2	.	1	.	.	.	.	20	
03:00am	1	.	.	1	2	3	2	.	.	.	.	.	.	.	9	
04:00am	.	.	.	.	.	.	7	2	2	.	.	.	.	.	11	
05:00am	.	.	.	5	5	8	18	12	4	.	2	.	.	.	54	
06:00am	2	.	.	3	22	19	52	49	19	7	.	.	.	.	173	
07:00am	.	1	5	15	22	66	98	89	31	6	2	2	1	.	338	
08:00am	4	2	4	30	76	135	188	104	32	10	2	1	.	1	589	
09:00am	.	1	2	22	50	101	174	88	25	8	2	.	.	.	473	
10:00am	.	1	8	24	49	104	132	60	18	7	1	.	.	.	404	
11:00am	2	3	12	16	59	135	125	49	24	3	.	.	.	.	428	
12:00pm	1	4	11	28	65	123	176	78	18	5	1	.	.	.	510	
01:00pm	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
02:00pm																
03:00pm																
04:00pm																
05:00pm																
06:00pm																
07:00pm																
08:00pm																
09:00pm																
10:00pm																
11:00pm																
Totals	11	12	42	149	359	709	989	538	176	49	10	3	1	1	3049	
Percent	0.36	0.39	1.38	4.89	11.77	23.25	32.44	17.65	5.77	1.61	0.33	0.10	0.03	0.03		

APPENDIX B

Capacity Analysis Methodology

CAPACITY ANALYSIS METHODOLOGY

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual* (HCM).[1] The concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year. A description of the operating condition under each level of service is provided below:

- *LOS A* describes conditions with little to no delay to motorists.
- *LOS B* represents a desirable level with relatively low delay to motorists.
- *LOS C* describes conditions with average delays to motorists.
- *LOS D* describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.
- *LOS E* represents operating conditions with high delay values. This level is considered by many agencies to be the limit of acceptable delay.
- *LOS F* is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.

Signalized Intersections

Levels of service for signalized intersections are also calculated using the operational analysis methodology of the HCM. The methodology for signalized intersections assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on average *control* delay. Control delay is used to establish the operating characteristics for an intersection or an approach to an intersection. Volume-to-capacity (v/c) ratios are also used to help signify the utilization of a lane group's capacity at an intersection. A v/c ratio of ≥1.00 represents conditions when the traffic signal cycle capacity is fully utilized and indicates a capacity failure. The level-of-service criteria for signalized intersections are shown in Table A-1.

[1] *Highway Capacity Manual, 6TH Edition: A Guide for Multimodal Mobility Analysis.* Washington, D.C.: Transportation Research Board, 2016.

Unsignalized Intersections

Levels of service for unsignalized intersections are calculated using the operational analysis methodology of the HCM. The procedure accounts for lane configuration on both the minor and major street approaches, conflicting traffic stream volumes, and the type of intersection control (STOP, YIELD, or all-way STOP control). The definition of level of service for unsignalized intersections is a function of average *control* delay. Control delay at an unsignalized intersection is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. This time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position.

Volume-to-capacity (v/c) ratios are also used to help signify the utilization of a movement's capacity at an intersection. A v/c ratio of ≥1.00 represents conditions when the movement is fully utilized and indicates a capacity failure. The capacity of the movements is based on the distribution of gaps in the major street traffic stream, the selection of gaps to complete the desired movement, and the follow-up headways for each driver in the queue. When an unsignalized intersection is located within 0.25 miles of a signalized intersection, traffic flows may not be random and some platoon structure may exist, thereby affecting the minor street operations. The level-of-service criteria for unsignalized intersections are shown in Table A-1.

TABLE A-1
Level-of-Service Criteria for Intersections

Level of Service	**Signalized Intersection Criteria** Average Control Delay (Seconds per Vehicle)	**Unsignalized Intersection Criteria** Average Control Delay (Seconds per Vehicle)	**V/C Ratio >1.00[a]**
A	≤10	≤10	F
B	>10 and ≤20	>10 and ≤15	F
C	>20 and ≤35	>15 and ≤25	F
D	>35 and ≤55	>25 and ≤35	F
E	>55 and ≤80	>35 and ≤50	F
F	>80	>50	F

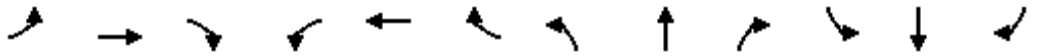
Note: [a]For approach-based and intersection-wide assessments, LOS is defined solely by control delay.

Source: *Highway Capacity Manual, 6th Edition: A Guide for Multimodal Mobility Analysis.* Washington, D.C.: Transportation Research Board, 2016. Exhibit 19-8, Pg. 19-16.

For signalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to the entire intersection. For unsignalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups on the minor street approaches or to the left turns from the major street approaches.

APPENDIX C

Capacity Analysis Worksheets

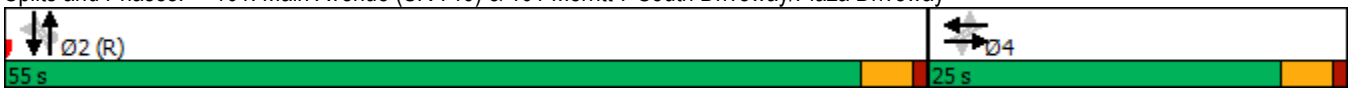


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	10	10	0	10	70	670	10	10	510	40
Future Volume (vph)	10	0	10	10	0	10	70	670	10	10	510	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.932			0.932			0.998			0.989	
Flt Protected		0.976			0.976			0.995			0.999	
Satd. Flow (prot)	0	1694	0	0	1864	0	0	3397	0	0	3380	0
Flt Permitted		0.827			0.827			0.840			0.941	
Satd. Flow (perm)	0	1436	0	0	1579	0	0	2868	0	0	3184	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			14			3			19	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		264			164			444			424	
Travel Time (s)		7.2			4.5			8.6			8.3	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	0	14	14	0	14	76	728	11	11	554	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	28	0	0	815	0	0	608	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		19.0	19.0		19.0	19.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		9.0			9.0			69.8			69.8	
Actuated g/C Ratio		0.11			0.11			0.87			0.87	
v/c Ratio		0.16			0.15			0.33			0.22	
Control Delay		24.1			23.6			2.1			1.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		24.1			23.6			2.1			1.8	
LOS		C			C			A			A	
Approach Delay		24.1			23.6			2.1			1.8	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		6			6			43			28	
Queue Length 95th (ft)		21			21			58			41	
Internal Link Dist (ft)		184			84			364			344	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		387			424			2503			2780	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.07			0.07			0.33			0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 23 (29%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 2.8		Intersection LOS: A	
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 101: Main Avenue (SR 719) & 101 Merritt 7 South Driveway/Plaza Driveway

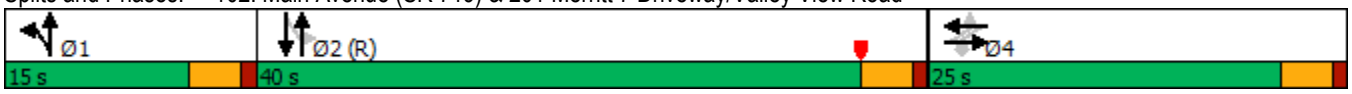


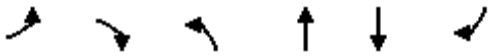
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	10	10	10	30	120	710	20	30	430	70
Future Volume (vph)	10	0	10	10	10	30	120	710	20	30	430	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	14	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	350		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99	0.99		0.99		1.00	1.00			1.00	
Frt			0.850		0.918			0.996			0.980	
Flt Protected		0.950			0.990		0.950				0.997	
Satd. Flow (prot)	0	1888	1689	0	1782	0	1652	3405	0	0	3333	0
Flt Permitted		0.763			0.928		0.950				0.886	
Satd. Flow (perm)	0	1502	1665	0	1669	0	1646	3405	0	0	2962	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			68		43			7			27	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		309			442			563			444	
Travel Time (s)		8.4			12.1			11.0			8.6	
Confl. Peds. (#/hr)	9		2	2		9	2		3	3		2
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	0	14	14	14	43	130	772	22	33	467	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	14	0	71	0	130	794	0	0	576	0
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4						2		
Detector Phase	4	4	4	4	4		1	1 2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0			15.0	15.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0		7.0			19.0	19.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0			40.0	40.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		18.8%			50.0%	50.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0			1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0				0.0	
Total Lost Time (s)		4.0	4.0		4.0		4.0				4.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Max	C-Max	
Act Effct Green (s)		7.3	7.3		7.3		9.0	67.7			54.0	
Actuated g/C Ratio		0.09	0.09		0.09		0.11	0.85			0.68	
v/c Ratio		0.10	0.07		0.37		0.70	0.28			0.29	
Control Delay		34.9	0.6		23.4		54.1	1.9			9.7	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		34.9	0.6		23.4		54.1	1.9			9.7	
LOS		C	A		C		D	A			A	
Approach Delay		17.7			23.4			9.3			9.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		7	0		13		63	33			86	
Queue Length 95th (ft)		18	0		34		#119	52			130	
Internal Link Dist (ft)		229			362			483			364	
Turn Bay Length (ft)							350					
Base Capacity (vph)		394	487		469		227	2852			2007	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.04	0.03		0.15		0.57	0.28			0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 16 (20%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 102: Main Avenue (SR 719) & 201 Merritt 7 Driveway/Valley View Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	9	681	559	6
Future Volume (vph)	1	1	9	681	559	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932				0.998	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1694	0	0	3418	3414	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1694	0	0	3418	3414	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	324			424	1291	
Travel Time (s)	8.8			8.3	25.1	
Peak Hour Factor	0.70	0.70	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	1	10	740	608	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	750	615	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.2%		ICU Level of Service A	
Analysis Period (min) 15			

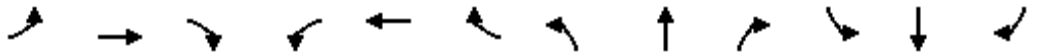
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	9	681	559	6
Future Vol, veh/h	1	1	9	681	559	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	10	740	608	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1002	308	615	0	-	0
Stage 1	612	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	239	688	961	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	235	688	961	-	-	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	653	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	961	-	350	-	-
HCM Lane V/C Ratio	0.01	-	0.008	-	-
HCM Control Delay (s)	8.8	0.1	15.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

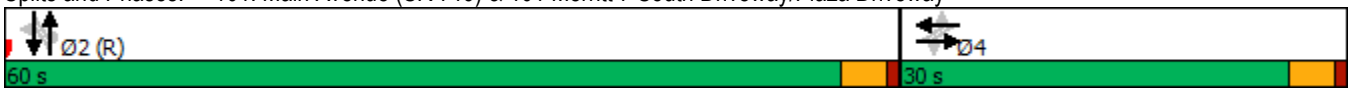


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	0	40	20	0	10	10	690	10	20	460	10
Future Volume (vph)	50	0	40	20	0	10	10	690	10	20	460	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.940			0.956			0.998			0.997	
Flt Protected		0.973			0.967			0.999			0.998	
Satd. Flow (prot)	0	1704	0	0	1894	0	0	3411	0	0	3404	0
Flt Permitted		0.835			0.773			0.947			0.912	
Satd. Flow (perm)	0	1462	0	0	1514	0	0	3233	0	0	3111	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			14			3			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		264			164			444			424	
Travel Time (s)		7.2			4.5			8.6			8.3	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	0	57	29	0	14	11	750	11	22	500	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	0	0	43	0	0	772	0	0	533	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		19.0	19.0		19.0	19.0	
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		11.8			11.8			70.2			70.2	
Actuated g/C Ratio		0.13			0.13			0.78			0.78	
v/c Ratio		0.56			0.20			0.31			0.22	
Control Delay		32.9			27.1			2.9			3.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		32.9			27.1			2.9			3.1	
LOS		C			C			A			A	
Approach Delay		32.9			27.1			2.9			3.1	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		45			15			38			30	
Queue Length 95th (ft)		65			31			73			61	
Internal Link Dist (ft)		184			84			364			344	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		454			447			2522			2428	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.28			0.10			0.31			0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 21 (23%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 41.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 101: Main Avenue (SR 719) & 101 Merritt 7 South Driveway/Plaza Driveway

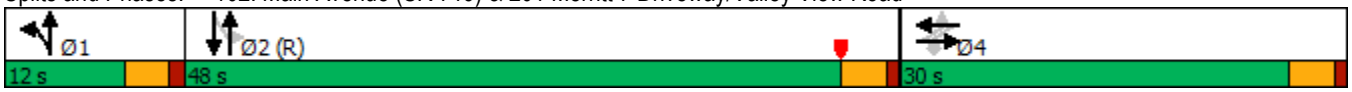


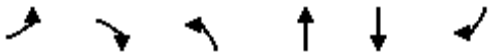
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	10	90	30	10	40	20	610	20	30	480	10
Future Volume (vph)	60	10	90	30	10	40	20	610	20	30	480	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	14	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	350		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99	0.99		0.99		0.99	1.00			1.00	
Frt			0.850		0.932			0.995			0.997	
Flt Protected		0.959			0.981		0.950				0.997	
Satd. Flow (prot)	0	1905	1689	0	1795	0	1652	3402	0	0	3399	0
Flt Permitted		0.606			0.791		0.950				0.891	
Satd. Flow (perm)	0	1195	1664	0	1446	0	1643	3402	0	0	3038	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			129		56			7			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		309			442			563			444	
Travel Time (s)		8.4			12.1			11.0			8.6	
Confl. Peds. (#/hr)	9		2	2		9	2		3	3		2
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	14	129	43	14	57	22	663	22	33	522	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	129	0	114	0	22	685	0	0	566	0
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	2 1			2	
Permitted Phases	4		4	4						2		
Detector Phase	4	4	4	4	4		1	2 1		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0			15.0	15.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0		7.0			19.0	19.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		12.0			48.0	48.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		13.3%			53.3%	53.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0			1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0				0.0	
Total Lost Time (s)		4.0	4.0		4.0		4.0				4.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Max	C-Max	
Act Effct Green (s)		10.2	10.2		10.2		7.3	71.8			60.5	
Actuated g/C Ratio		0.11	0.11		0.11		0.08	0.80			0.67	
v/c Ratio		0.75	0.43		0.54		0.16	0.25			0.28	
Control Delay		68.9	11.2		29.6		41.0	2.8			10.4	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		68.9	11.2		29.6		41.0	2.8			10.4	
LOS		E	B		C		D	A			B	
Approach Delay		36.4			29.6			4.0			10.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			A			B	
Queue Length 50th (ft)		56	0		31		12	36			66	
Queue Length 95th (ft)		78	22		53		35	70			147	
Internal Link Dist (ft)		229			362			483			364	
Turn Bay Length (ft)							350					
Base Capacity (vph)		345	572		457		146	2680			2042	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.29	0.23		0.25		0.15	0.26			0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 17 (19%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 55.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 102: Main Avenue (SR 719) & 201 Merritt 7 Driveway/Valley View Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	8	2	748	482	1
Future Volume (vph)	5	8	2	748	482	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.917					
Flt Protected	0.981					
Satd. Flow (prot)	1676	0	0	3421	3421	0
Flt Permitted	0.981					
Satd. Flow (perm)	1676	0	0	3421	3421	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	324			424	1291	
Travel Time (s)	8.8			8.3	25.1	
Peak Hour Factor	0.70	0.70	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	11	2	813	524	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	0	815	525	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.1%		ICU Level of Service A	
Analysis Period (min) 15			

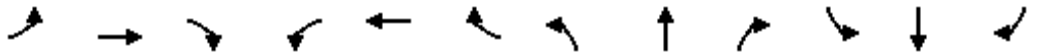
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	8	2	748	482	1
Future Vol, veh/h	5	8	2	748	482	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	11	2	813	524	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	936	263	525	0	-	0
Stage 1	525	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	264	735	1038	-	-	-
Stage 1	558	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	263	735	1038	-	-	-
Mov Cap-2 Maneuver	263	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	638	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1038	-	435	-	-
HCM Lane V/C Ratio	0.002	-	0.043	-	-
HCM Control Delay (s)	8.5	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

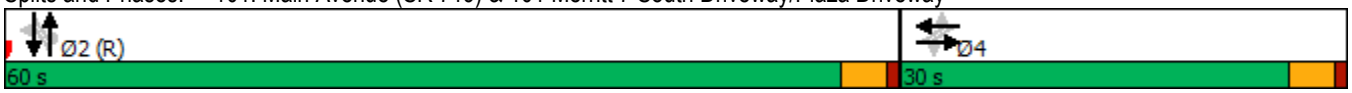


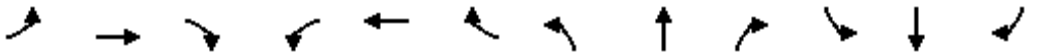
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	8	0	18	0	465	5	13	502	0
Future Volume (vph)	0	0	0	8	0	18	0	465	5	13	502	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt					0.906			0.998				
Flt Protected					0.985						0.999	
Satd. Flow (prot)	0	1863	0	0	1865	0	0	3448	0	0	3418	0
Flt Permitted					0.897						0.940	
Satd. Flow (perm)	0	1863	0	0	1699	0	0	3448	0	0	3216	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					25			2				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		264			164			444			424	
Travel Time (s)		7.2			4.5			8.6			8.3	
Peak Hour Factor	0.70	0.70	0.70	0.72	0.72	0.72	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	0	0	0	11	0	25	0	517	6	15	570	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	36	0	0	523	0	0	585	0
Turn Type				Perm	NA			NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		19.0	19.0		19.0	19.0	
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)					9.0			79.8			79.8	
Actuated g/C Ratio					0.10			0.89			0.89	
v/c Ratio					0.19			0.17			0.21	
Control Delay					22.0			1.5			1.6	
Queue Delay					0.0			0.0			0.0	
Total Delay					22.0			1.5			1.6	
LOS					C			A			A	
Approach Delay					22.0			1.5			1.6	
Approach LOS					C			A			A	
Queue Length 50th (ft)					6			24			28	
Queue Length 95th (ft)					25			33			38	
Internal Link Dist (ft)		184			84			364			344	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)					508			3057			2851	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.07			0.17			0.21	

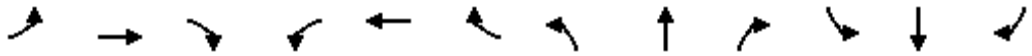
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 21 (23%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.21			
Intersection Signal Delay: 2.2		Intersection LOS: A	
Intersection Capacity Utilization 37.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 101: Main Avenue (SR 719) & 101 Merritt 7 South Driveway/Plaza Driveway





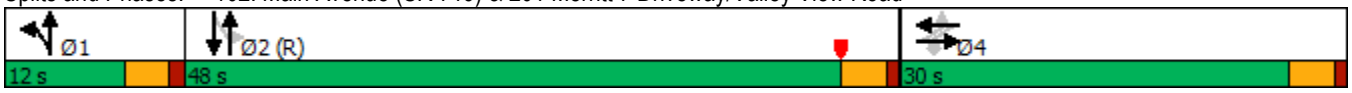
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	1	13	0	16	1	457	8	10	503	3
Future Volume (vph)	4	0	1	13	0	16	1	457	8	10	503	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	14	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	350		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99	0.99		0.99		0.99	1.00			1.00	
Frt			0.850		0.926			0.997			0.999	
Flt Protected		0.950			0.978		0.950				0.999	
Satd. Flow (prot)	0	1925	1723	0	1812	0	1668	3443	0	0	3414	0
Flt Permitted		0.952			0.853		0.950				0.945	
Satd. Flow (perm)	0	1909	1698	0	1578	0	1660	3443	0	0	3229	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61		61			4			1	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		309			442			563			444	
Travel Time (s)		8.4			12.1			11.0			8.6	
Confl. Peds. (#/hr)	9		2	2		9	2		3	3		2
Peak Hour Factor	0.63	0.63	0.63	0.60	0.60	0.60	0.88	0.88	0.88	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	6	0	2	22	0	27	1	519	9	11	565	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	2	0	49	0	1	528	0	0	579	0
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	2 1			2	
Permitted Phases	4		4	4						2		
Detector Phase	4	4	4	4	4		1	2 1		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0			15.0	15.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0		7.0			19.0	19.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		12.0			48.0	48.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		13.3%			53.3%	53.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0			1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0				0.0	
Total Lost Time (s)		4.0	4.0		4.0		4.0				4.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Max	C-Max	
Act Effct Green (s)		7.0	7.0		7.0		5.7	81.0			69.7	
Actuated g/C Ratio		0.08	0.08		0.08		0.06	0.90			0.77	
v/c Ratio		0.04	0.01		0.28		0.01	0.17			0.23	
Control Delay		39.2	0.0		12.5		38.0	1.2			4.1	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		39.2	0.0		12.5		38.0	1.2			4.1	
LOS		D	A		B		D	A			A	

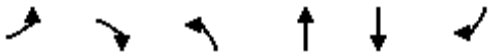


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		29.4			12.5			1.2			4.1	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		3	0		0		1	20			49	
Queue Length 95th (ft)		11	0		7		5	27			81	
Internal Link Dist (ft)		229			362			483			364	
Turn Bay Length (ft)							350					
Base Capacity (vph)		551	533		499		148	3034			2501	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.01	0.00		0.10		0.01	0.17			0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 17 (19%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay: 3.3		Intersection LOS: A	
Intersection Capacity Utilization 39.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 102: Main Avenue (SR 719) & 201 Merritt 7 Driveway/Valley View Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	2	0	505	526	1
Future Volume (vph)	0	2	0	505	526	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1644	0	0	3455	3421	0
Flt Permitted						
Satd. Flow (perm)	1644	0	0	3455	3421	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	324			424	1291	
Travel Time (s)	8.8			8.3	25.1	
Peak Hour Factor	0.25	0.25	0.86	0.86	0.87	0.87
Heavy Vehicles (%)	0%	0%	1%	1%	2%	2%
Adj. Flow (vph)	0	8	0	587	605	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	587	606	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.6%		ICU Level of Service A	
Analysis Period (min) 15			

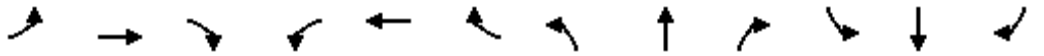
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	0	505	526	1
Future Vol, veh/h	0	2	0	505	526	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	86	86	87	87
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	0	8	0	587	605	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	900	303	606	0	-	0
Stage 1	606	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.21	-	-	-
Pot Cap-1 Maneuver	282	699	975	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	282	699	975	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	736	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	975	-	699	-	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Control Delay (s)	0	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

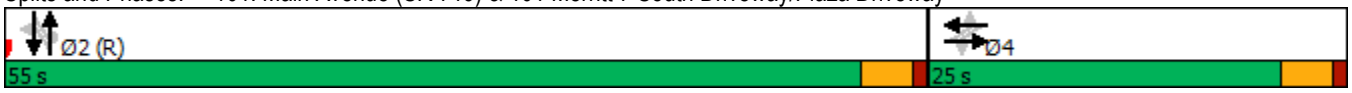


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	10	10	0	10	70	678	10	10	516	40
Future Volume (vph)	10	0	10	10	0	10	70	678	10	10	516	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.932			0.932			0.998			0.990	
Flt Protected		0.976			0.976			0.995			0.999	
Satd. Flow (prot)	0	1694	0	0	1864	0	0	3397	0	0	3384	0
Flt Permitted		0.827			0.827			0.839			0.941	
Satd. Flow (perm)	0	1436	0	0	1579	0	0	2865	0	0	3187	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			14			3			19	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		264			164			444			424	
Travel Time (s)		7.2			4.5			8.6			8.3	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	0	14	14	0	14	76	737	11	11	561	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	28	0	0	824	0	0	615	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		19.0	19.0		19.0	19.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		9.0			9.0			69.8			69.8	
Actuated g/C Ratio		0.11			0.11			0.87			0.87	
v/c Ratio		0.16			0.15			0.33			0.22	
Control Delay		24.1			23.6			2.2			1.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		24.1			23.6			2.2			1.8	
LOS		C			C			A			A	
Approach Delay		24.1			23.6			2.2			1.8	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		6			6			44			29	
Queue Length 95th (ft)		21			21			59			41	
Internal Link Dist (ft)		184			84			364			344	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		387			424			2500			2783	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.07			0.07			0.33			0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 23 (29%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 2.8		Intersection LOS: A	
Intersection Capacity Utilization 54.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 101: Main Avenue (SR 719) & 101 Merritt 7 South Driveway/Plaza Driveway



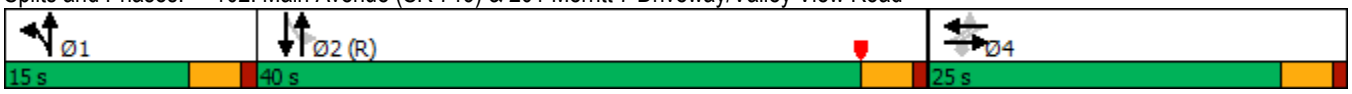
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	10	10	10	30	120	719	20	30	435	70
Future Volume (vph)	10	0	10	10	10	30	120	719	20	30	435	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	14	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	350		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99	0.99		0.99		1.00	1.00			1.00	
Frt			0.850		0.918			0.996			0.980	
Flt Protected		0.950			0.990		0.950				0.997	
Satd. Flow (prot)	0	1888	1689	0	1782	0	1652	3405	0	0	3333	0
Flt Permitted		0.763			0.928		0.950				0.886	
Satd. Flow (perm)	0	1502	1665	0	1669	0	1646	3405	0	0	2962	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			68		43			7			27	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		309			442			563			444	
Travel Time (s)		8.4			12.1			11.0			8.6	
Confl. Peds. (#/hr)	9		2	2		9	2		3	3		2
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	0	14	14	14	43	130	782	22	33	473	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	14	0	71	0	130	804	0	0	582	0
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4						2		
Detector Phase	4	4	4	4	4		1	1 2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0			15.0	15.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0		7.0			19.0	19.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0			40.0	40.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		18.8%			50.0%	50.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0			1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0				0.0	
Total Lost Time (s)		4.0	4.0		4.0		4.0				4.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Max	C-Max	
Act Effct Green (s)		7.3	7.3		7.3		9.0	67.7			54.0	
Actuated g/C Ratio		0.09	0.09		0.09		0.11	0.85			0.68	
v/c Ratio		0.10	0.07		0.37		0.70	0.28			0.29	
Control Delay		34.9	0.6		23.4		54.1	2.0			9.7	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		34.9	0.6		23.4		54.1	2.0			9.7	
LOS		C	A		C		D	A			A	
Approach Delay		17.7			23.4			9.2			9.7	

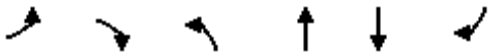
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		7	0		13		63	34			87	
Queue Length 95th (ft)		18	0		34		#119	53			132	
Internal Link Dist (ft)		229			362			483			364	
Turn Bay Length (ft)							350					
Base Capacity (vph)		394	487		469		227	2852			2007	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.04	0.03		0.15		0.57	0.28			0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 16 (20%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 102: Main Avenue (SR 719) & 201 Merritt 7 Driveway/Valley View Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	9	689	566	6
Future Volume (vph)	1	1	9	689	566	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932				0.998	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1694	0	0	3418	3414	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1694	0	0	3418	3414	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	324			424	1291	
Travel Time (s)	8.8			8.3	25.1	
Peak Hour Factor	0.70	0.70	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	1	10	749	615	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	759	622	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.4%		ICU Level of Service A	
Analysis Period (min) 15			

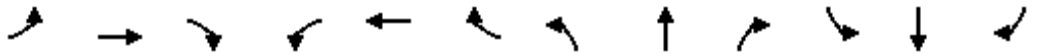
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	9	689	566	6
Future Vol, veh/h	1	1	9	689	566	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	10	749	615	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1014	311	622	0	-	0
Stage 1	619	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	235	685	955	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	231	685	955	-	-	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	650	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	955	-	345	-	-
HCM Lane V/C Ratio	0.01	-	0.008	-	-
HCM Control Delay (s)	8.8	0.1	15.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

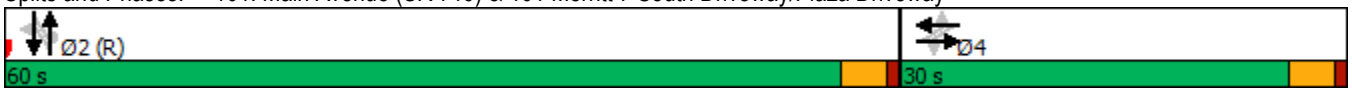


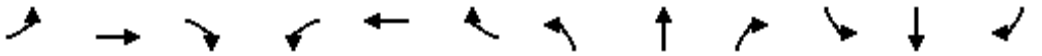
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	0	40	20	0	10	10	698	10	20	466	10
Future Volume (vph)	50	0	40	20	0	10	10	698	10	20	466	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.940			0.956			0.998			0.997	
Flt Protected		0.973			0.967			0.999			0.998	
Satd. Flow (prot)	0	1704	0	0	1894	0	0	3411	0	0	3404	0
Flt Permitted		0.835			0.773			0.947			0.912	
Satd. Flow (perm)	0	1462	0	0	1514	0	0	3233	0	0	3111	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			14			3			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		264			164			444			424	
Travel Time (s)		7.2			4.5			8.6			8.3	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	0	57	29	0	14	11	759	11	22	507	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	0	0	43	0	0	781	0	0	540	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		19.0	19.0		19.0	19.0	
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		11.8			11.8			70.2			70.2	
Actuated g/C Ratio		0.13			0.13			0.78			0.78	
v/c Ratio		0.56			0.20			0.31			0.22	
Control Delay		32.9			27.1			2.9			3.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		32.9			27.1			2.9			3.1	
LOS		C			C			A			A	
Approach Delay		32.9			27.1			2.9			3.1	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		45			15			40			30	
Queue Length 95th (ft)		65			31			74			61	
Internal Link Dist (ft)		184			84			364			344	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		454			447			2522			2428	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.28			0.10			0.31			0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 21 (23%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 101: Main Avenue (SR 719) & 101 Merritt 7 South Driveway/Plaza Driveway



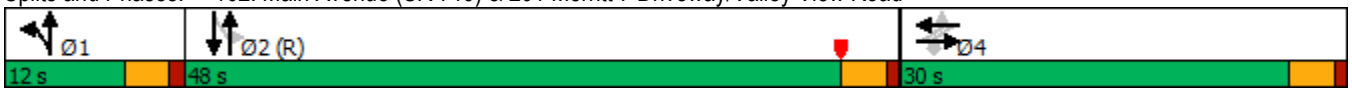


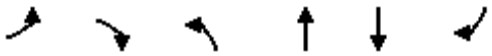
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	10	90	30	10	40	20	617	20	30	486	10
Future Volume (vph)	60	10	90	30	10	40	20	617	20	30	486	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	14	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	350		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99	0.99		0.99		0.99	1.00			1.00	
Frt			0.850		0.932			0.995			0.997	
Flt Protected		0.959			0.981		0.950				0.997	
Satd. Flow (prot)	0	1905	1689	0	1795	0	1652	3402	0	0	3399	0
Flt Permitted		0.606			0.791		0.950				0.891	
Satd. Flow (perm)	0	1195	1664	0	1446	0	1643	3402	0	0	3038	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			129		56			7			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		309			442			563			444	
Travel Time (s)		8.4			12.1			11.0			8.6	
Confl. Peds. (#/hr)	9		2	2		9	2		3	3		2
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	86	14	129	43	14	57	22	671	22	33	528	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	129	0	114	0	22	693	0	0	572	0
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	2 1			2	
Permitted Phases	4		4	4						2		
Detector Phase	4	4	4	4	4		1	2 1		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0			15.0	15.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0		7.0			19.0	19.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		12.0			48.0	48.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		13.3%			53.3%	53.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0			1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0				0.0	
Total Lost Time (s)		4.0	4.0		4.0		4.0				4.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Max	C-Max	
Act Effct Green (s)		10.2	10.2		10.2		7.4	71.8			60.4	
Actuated g/C Ratio		0.11	0.11		0.11		0.08	0.80			0.67	
v/c Ratio		0.75	0.43		0.54		0.16	0.26			0.28	
Control Delay		68.9	11.2		29.6		41.0	2.8			10.5	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		68.9	11.2		29.6		41.0	2.8			10.5	
LOS		E	B		C		D	A			B	
Approach Delay		36.4			29.6			4.0			10.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			A			B	
Queue Length 50th (ft)		56	0		31		12	36			68	
Queue Length 95th (ft)		78	22		53		35	71			150	
Internal Link Dist (ft)		229			362			483			364	
Turn Bay Length (ft)							350					
Base Capacity (vph)		345	572		457		146	2679			2041	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.29	0.23		0.25		0.15	0.26			0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 17 (19%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 55.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 102: Main Avenue (SR 719) & 201 Merritt 7 Driveway/Valley View Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	8	2	757	488	1
Future Volume (vph)	5	8	2	757	488	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.917					
Flt Protected	0.981					
Satd. Flow (prot)	1676	0	0	3421	3421	0
Flt Permitted	0.981					
Satd. Flow (perm)	1676	0	0	3421	3421	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	324			424	1291	
Travel Time (s)	8.8			8.3	25.1	
Peak Hour Factor	0.70	0.70	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	11	2	823	530	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	0	825	531	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.3%		ICU Level of Service A	
Analysis Period (min) 15			

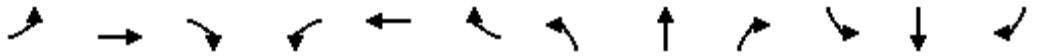
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	8	2	757	488	1
Future Vol, veh/h	5	8	2	757	488	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	11	2	823	530	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	947	266	531	0	-	0
Stage 1	531	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	259	732	1033	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	258	732	1033	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	634	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1033	-	429	-	-
HCM Lane V/C Ratio	0.002	-	0.043	-	-
HCM Control Delay (s)	8.5	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

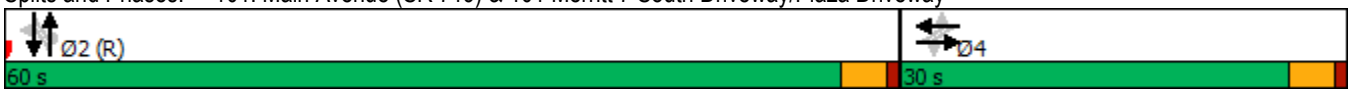


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	8	0	18	0	471	5	13	508	0
Future Volume (vph)	0	0	0	8	0	18	0	471	5	13	508	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt					0.906			0.998				
Flt Protected					0.985						0.999	
Satd. Flow (prot)	0	1863	0	0	1865	0	0	3448	0	0	3418	0
Flt Permitted					0.897						0.940	
Satd. Flow (perm)	0	1863	0	0	1699	0	0	3448	0	0	3216	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					25			2				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		264			164			444			424	
Travel Time (s)		7.2			4.5			8.6			8.3	
Peak Hour Factor	0.70	0.70	0.70	0.72	0.72	0.72	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	0	0	0	11	0	25	0	523	6	15	577	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	36	0	0	529	0	0	592	0
Turn Type				Perm	NA			NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		19.0	19.0		19.0	19.0	
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)					9.0			79.8			79.8	
Actuated g/C Ratio					0.10			0.89			0.89	
v/c Ratio					0.19			0.17			0.21	
Control Delay					22.0			1.5			1.6	
Queue Delay					0.0			0.0			0.0	
Total Delay					22.0			1.5			1.6	
LOS					C			A			A	
Approach Delay					22.0			1.5			1.6	
Approach LOS					C			A			A	
Queue Length 50th (ft)					6			25			29	
Queue Length 95th (ft)					25			33			38	
Internal Link Dist (ft)		184			84			364			344	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)					508			3057			2851	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.07			0.17			0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 21 (23%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.21			
Intersection Signal Delay: 2.2		Intersection LOS: A	
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 101: Main Avenue (SR 719) & 101 Merritt 7 South Driveway/Plaza Driveway

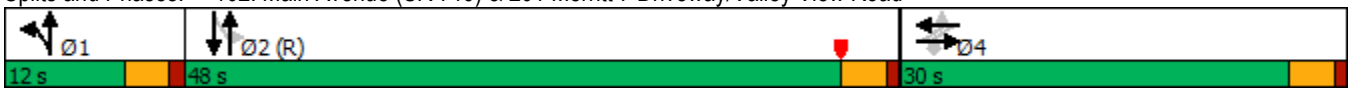


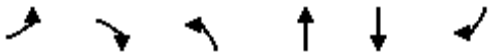
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	0	1	13	0	16	1	463	8	10	509	3
Future Volume (vph)	4	0	1	13	0	16	1	463	8	10	509	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	14	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	350		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99	0.99		0.99		1.00	1.00			1.00	
Frt			0.850		0.926			0.997			0.999	
Flt Protected		0.950			0.978		0.950				0.999	
Satd. Flow (prot)	0	1925	1723	0	1812	0	1668	3443	0	0	3414	0
Flt Permitted		0.952			0.853		0.950				0.945	
Satd. Flow (perm)	0	1909	1698	0	1578	0	1660	3443	0	0	3229	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61		61			3			1	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		309			442			563			444	
Travel Time (s)		8.4			12.1			11.0			8.6	
Confl. Peds. (#/hr)	9		2	2		9	2		3	3		2
Peak Hour Factor	0.63	0.63	0.63	0.60	0.60	0.60	0.88	0.88	0.88	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	6	0	2	22	0	27	1	526	9	11	572	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	2	0	49	0	1	535	0	0	586	0
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	2 1			2	
Permitted Phases	4		4	4						2		
Detector Phase	4	4	4	4	4		1	2 1		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0			15.0	15.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0		7.0			19.0	19.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		12.0			48.0	48.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		13.3%			53.3%	53.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0			1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0				0.0	
Total Lost Time (s)		4.0	4.0		4.0		4.0				4.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Max	C-Max	
Act Effct Green (s)		7.0	7.0		7.0		5.8	81.0			69.6	
Actuated g/C Ratio		0.08	0.08		0.08		0.06	0.90			0.77	
v/c Ratio		0.04	0.01		0.28		0.01	0.17			0.23	
Control Delay		39.2	0.0		12.5		38.0	1.2			4.1	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		39.2	0.0		12.5		38.0	1.2			4.1	
LOS		D	A		B		D	A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		29.4			12.5			1.3			4.1	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		3	0		0		1	20			50	
Queue Length 95th (ft)		11	0		7		5	27			83	
Internal Link Dist (ft)		229			362			483			364	
Turn Bay Length (ft)							350					
Base Capacity (vph)		551	533		499		148	3031			2498	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.01	0.00		0.10		0.01	0.18			0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 17 (19%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay: 3.3		Intersection LOS: A	
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 102: Main Avenue (SR 719) & 201 Merritt 7 Driveway/Valley View Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	2	0	511	532	1
Future Volume (vph)	0	2	0	511	532	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.865					
Flt Protected						
Satd. Flow (prot)	1644	0	0	3455	3421	0
Flt Permitted						
Satd. Flow (perm)	1644	0	0	3455	3421	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	324			424	1291	
Travel Time (s)	8.8			8.3	25.1	
Peak Hour Factor	0.25	0.25	0.86	0.86	0.87	0.87
Heavy Vehicles (%)	0%	0%	1%	1%	2%	2%
Adj. Flow (vph)	0	8	0	594	611	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	594	612	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.7%		ICU Level of Service A	
Analysis Period (min) 15			

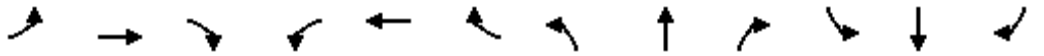
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	0	511	532	1
Future Vol, veh/h	0	2	0	511	532	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	86	86	87	87
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	0	8	0	594	611	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	909	306	612	0	-	0
Stage 1	612	-	-	-	-	-
Stage 2	297	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.12	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.21	-	-	-
Pot Cap-1 Maneuver	278	696	970	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	278	696	970	-	-	-
Mov Cap-2 Maneuver	278	-	-	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	970	-	696	-	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Control Delay (s)	0	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

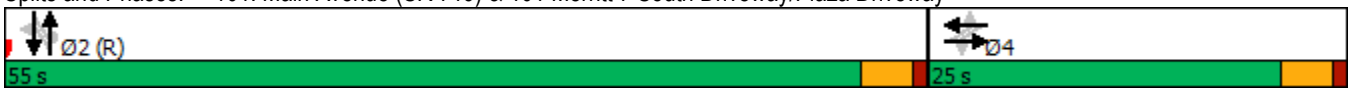


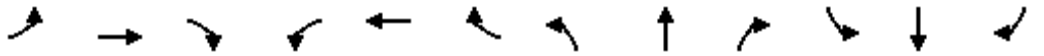
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	18	10	0	10	10	672	10	10	453	6
Future Volume (vph)	12	0	18	10	0	10	10	672	10	10	453	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.918			0.932			0.998			0.998	
Flt Protected		0.981			0.976			0.999			0.999	
Satd. Flow (prot)	0	1678	0	0	1864	0	0	3411	0	0	3411	0
Flt Permitted		0.858			0.880			0.948			0.940	
Satd. Flow (perm)	0	1467	0	0	1681	0	0	3237	0	0	3210	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			14			4			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		264			164			444			424	
Travel Time (s)		7.2			4.5			8.6			8.3	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	0	26	14	0	14	11	730	11	11	492	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	0	0	28	0	0	752	0	0	510	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		19.0	19.0		19.0	19.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		9.1			9.1			69.7			69.7	
Actuated g/C Ratio		0.11			0.11			0.87			0.87	
v/c Ratio		0.23			0.14			0.27			0.18	
Control Delay		21.3			23.2			1.8			1.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.3			23.2			1.8			1.7	
LOS		C			C			A			A	
Approach Delay		21.3			23.2			1.8			1.7	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		8			6			37			24	
Queue Length 95th (ft)		26			21			51			35	
Internal Link Dist (ft)		184			84			364			344	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		404			451			2821			2798	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.06			0.27			0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 23 (29%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 2.9		Intersection LOS: A	
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 101: Main Avenue (SR 719) & 101 Merritt 7 South Driveway/Plaza Driveway



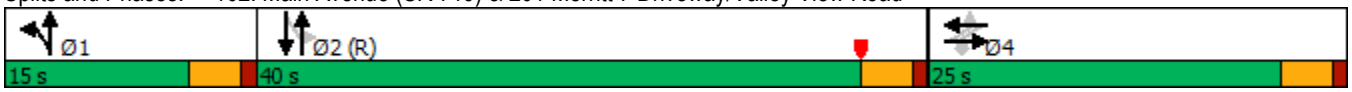


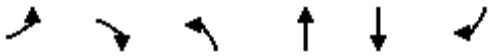
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	3	18	10	2	30	10	651	20	30	444	6
Future Volume (vph)	12	3	18	10	2	30	10	651	20	30	444	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	14	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	350		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99	0.99		0.98		1.00	1.00			1.00	
Frt			0.850		0.903			0.995			0.998	
Flt Protected		0.961			0.988		0.950				0.997	
Satd. Flow (prot)	0	1909	1689	0	1745	0	1652	3402	0	0	3403	0
Flt Permitted		0.845			0.913		0.950				0.887	
Satd. Flow (perm)	0	1666	1665	0	1611	0	1646	3402	0	0	3027	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			68		43			8			2	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		309			442			563			444	
Travel Time (s)		8.4			12.1			11.0			8.6	
Confl. Peds. (#/hr)	9		2	2		9	2		3	3		2
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	4	26	14	3	43	11	708	22	33	483	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	26	0	60	0	11	730	0	0	523	0
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	1 2			2	
Permitted Phases	4		4	4						2		
Detector Phase	4	4	4	4	4		1	1 2		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0			15.0	15.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0		7.0			19.0	19.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0			40.0	40.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		18.8%			50.0%	50.0%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0			1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0				0.0	
Total Lost Time (s)		4.0	4.0		4.0		4.0				4.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Max	C-Max	
Act Effct Green (s)		7.1	7.1		7.1		7.3	67.9			55.8	
Actuated g/C Ratio		0.09	0.09		0.09		0.09	0.85			0.70	
v/c Ratio		0.14	0.12		0.33		0.07	0.25			0.25	
Control Delay		35.9	1.7		21.0		33.1	1.8			8.5	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		35.9	1.7		21.0		33.1	1.8			8.5	
LOS		D	A		C		C	A			A	
Approach Delay		17.0			21.0			2.3			8.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		10	0		8		5	30			73	
Queue Length 95th (ft)		24	0		28		20	44			111	
Internal Link Dist (ft)		229			362			483			364	
Turn Bay Length (ft)							350					
Base Capacity (vph)		437	487		454		227	2849			2110	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.05	0.05		0.13		0.05	0.26			0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 16 (20%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 6.0		Intersection LOS: A	
Intersection Capacity Utilization 53.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 102: Main Avenue (SR 719) & 201 Merritt 7 Driveway/Valley View Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	2	1	692	469	1
Future Volume (vph)	1	2	1	692	469	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.899					
Flt Protected	0.988					
Satd. Flow (prot)	1655	0	0	3421	3421	0
Flt Permitted	0.988					
Satd. Flow (perm)	1655	0	0	3421	3421	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	324			424	1291	
Travel Time (s)	8.8			8.3	25.1	
Peak Hour Factor	0.70	0.70	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	3	1	752	510	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	753	511	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.8%		ICU Level of Service A	
Analysis Period (min) 15			

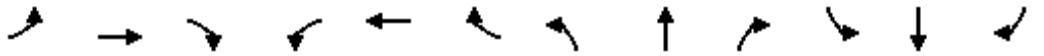
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	1	692	469	1
Future Vol, veh/h	1	2	1	692	469	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	1	752	510	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	889	256	511	0	-	0
Stage 1	511	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	283	743	1050	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	282	743	1050	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1050	-	481	-	-
HCM Lane V/C Ratio	0.001	-	0.009	-	-
HCM Control Delay (s)	8.4	0	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

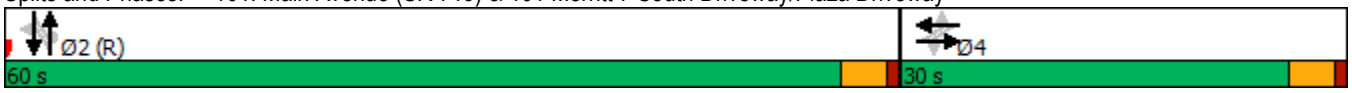


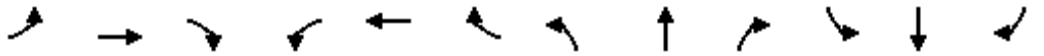
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	9	20	0	10	16	644	10	20	460	11
Future Volume (vph)	6	0	9	20	0	10	16	644	10	20	460	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.920			0.956			0.998			0.997	
Flt Protected		0.980			0.967			0.999			0.998	
Satd. Flow (prot)	0	1679	0	0	1894	0	0	3411	0	0	3404	0
Flt Permitted		0.904			0.784			0.940			0.915	
Satd. Flow (perm)	0	1549	0	0	1536	0	0	3210	0	0	3121	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			14			3			5	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		264			164			444			424	
Travel Time (s)		7.2			4.5			8.6			8.3	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	0	13	29	0	14	17	700	11	22	500	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	43	0	0	728	0	0	534	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		19.0	19.0		19.0	19.0	
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		9.2			9.2			79.6			79.6	
Actuated g/C Ratio		0.10			0.10			0.88			0.88	
v/c Ratio		0.13			0.25			0.26			0.19	
Control Delay		25.2			31.7			1.7			1.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		25.2			31.7			1.7			1.6	
LOS		C			C			A			A	
Approach Delay		25.2			31.7			1.7			1.6	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		5			15			35			25	
Queue Length 95th (ft)		19			34			51			39	
Internal Link Dist (ft)		184			84			364			344	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		456			453			2839			2760	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.05			0.09			0.26			0.19	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 21 (23%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.26			
Intersection Signal Delay: 3.0		Intersection LOS: A	
Intersection Capacity Utilization 43.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 101: Main Avenue (SR 719) & 101 Merritt 7 South Driveway/Plaza Driveway



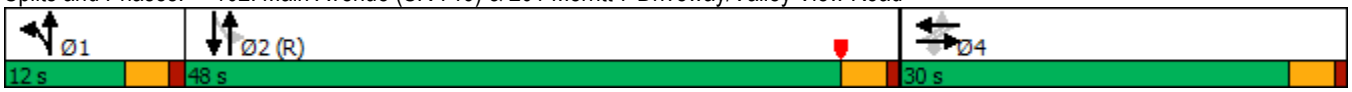


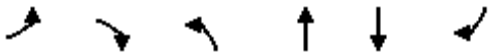
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	2	9	30	3	40	16	623	20	30	448	11
Future Volume (vph)	6	2	9	30	3	40	16	623	20	30	448	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	14	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	350		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99	0.99		0.99		0.99	1.00			1.00	
Frt			0.850		0.926			0.995			0.997	
Flt Protected		0.964			0.980		0.950				0.997	
Satd. Flow (prot)	0	1915	1689	0	1780	0	1652	3402	0	0	3399	0
Flt Permitted		0.695			0.860		0.950				0.887	
Satd. Flow (perm)	0	1371	1664	0	1560	0	1643	3402	0	0	3024	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61		57			7			4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		309			442			563			444	
Travel Time (s)		8.4			12.1			11.0			8.6	
Confl. Peds. (#/hr)	9		2	2		9	2		3	3		2
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	3	13	43	4	57	17	677	22	33	487	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	13	0	104	0	17	699	0	0	532	0
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	2 1			2	
Permitted Phases	4		4	4						2		
Detector Phase	4	4	4	4	4		1	2 1		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0			15.0	15.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0		7.0			19.0	19.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		12.0			48.0	48.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		13.3%			53.3%	53.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0			1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0				0.0	
Total Lost Time (s)		4.0	4.0		4.0		4.0				4.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Max	C-Max	
Act Effct Green (s)		8.0	8.0		8.0		6.9	77.0			65.3	
Actuated g/C Ratio		0.09	0.09		0.09		0.08	0.86			0.73	
v/c Ratio		0.10	0.06		0.55		0.13	0.24			0.24	
Control Delay		38.4	0.6		30.9		40.6	1.9			5.6	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		38.4	0.6		30.9		40.6	1.9			5.6	
LOS		D	A		C		D	A			A	
Approach Delay		18.7			30.9			2.8			5.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		6	0		26		9	28			45	
Queue Length 95th (ft)		18	0		48		29	55			95	
Internal Link Dist (ft)		229			362			483			364	
Turn Bay Length (ft)							350					
Base Capacity (vph)		396	524		491		146	2861			2194	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.03	0.02		0.21		0.12	0.24			0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 17 (19%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 102: Main Avenue (SR 719) & 201 Merritt 7 Driveway/Valley View Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	2	659	490	1
Future Volume (vph)	1	1	2	659	490	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1694	0	0	3421	3421	0
Flt Permitted	0.976					
Satd. Flow (perm)	1694	0	0	3421	3421	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	324			424	1291	
Travel Time (s)	8.8			8.3	25.1	
Peak Hour Factor	0.70	0.70	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	1	2	716	533	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	718	534	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.6%		ICU Level of Service A	
Analysis Period (min) 15			

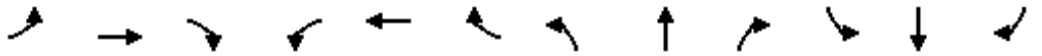
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	2	659	490	1
Future Vol, veh/h	1	1	2	659	490	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	2	716	533	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	896	267	534	0	-	0
Stage 1	534	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	280	731	1030	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	279	731	1030	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	550	-	-	-	-	-
Stage 2	675	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1030	-	404	-	-
HCM Lane V/C Ratio	0.002	-	0.007	-	-
HCM Control Delay (s)	8.5	0	14	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

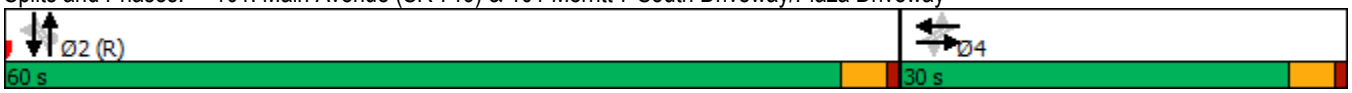


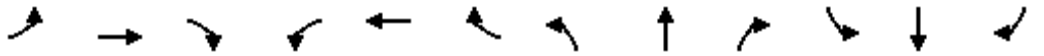
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	17	8	0	18	18	480	5	13	517	12
Future Volume (vph)	11	0	17	8	0	18	18	480	5	13	517	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12	12	11	12	12	11	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.919			0.906			0.998			0.997	
Flt Protected		0.980			0.985			0.998			0.999	
Satd. Flow (prot)	0	1678	0	0	1865	0	0	3441	0	0	3408	0
Flt Permitted		0.864			0.898			0.927			0.940	
Satd. Flow (perm)	0	1479	0	0	1700	0	0	3196	0	0	3206	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			25			2			5	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		264			164			444			424	
Travel Time (s)		7.2			4.5			8.6			8.3	
Peak Hour Factor	0.70	0.70	0.70	0.72	0.72	0.72	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	16	0	24	11	0	25	20	533	6	15	588	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	36	0	0	559	0	0	617	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		19.0	19.0		19.0	19.0	
Total Split (s)	30.0	30.0		30.0	30.0		60.0	60.0		60.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		9.1			9.1			76.3			76.3	
Actuated g/C Ratio		0.10			0.10			0.85			0.85	
v/c Ratio		0.23			0.19			0.21			0.23	
Control Delay		24.5			21.8			1.8			2.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		24.5			21.8			1.8			2.0	
LOS		C			C			A			A	
Approach Delay		24.5			21.8			1.8			2.0	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		8			6			25			30	
Queue Length 95th (ft)		27			25			36			42	
Internal Link Dist (ft)		184			84			364			344	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		444			508			2709			2718	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.09			0.07			0.21			0.23	

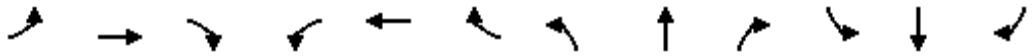
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 21 (23%), Referenced to phase 2:NBSB, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.23			
Intersection Signal Delay: 3.2		Intersection LOS: A	
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 101: Main Avenue (SR 719) & 101 Merritt 7 South Driveway/Plaza Driveway





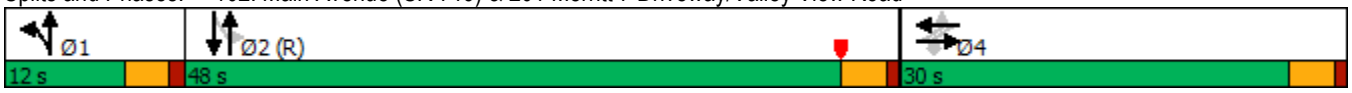
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	3	17	13	3	16	18	483	8	10	526	12
Future Volume (vph)	11	3	17	13	3	16	18	483	8	10	526	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	14	12	14	12	10	11	12	12	11	12
Storage Length (ft)	0		0	0		0	350		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99	0.99		0.99		1.00	1.00			1.00	
Frt			0.850		0.932			0.998			0.997	
Flt Protected		0.962			0.980		0.950				0.999	
Satd. Flow (prot)	0	1911	1689	0	1829	0	1668	3447	0	0	3406	0
Flt Permitted		0.837			0.858		0.950				0.945	
Satd. Flow (perm)	0	1649	1664	0	1600	0	1660	3447	0	0	3222	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61		27			3			3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		309			442			563			444	
Travel Time (s)		8.4			12.1			11.0			8.6	
Confl. Peds. (#/hr)	9		2	2		9	2		3	3		2
Peak Hour Factor	0.70	0.70	0.70	0.60	0.60	0.60	0.88	0.88	0.88	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	16	4	24	22	5	27	20	549	9	11	591	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	24	0	54	0	20	558	0	0	615	0
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			4		1	2 1			2	
Permitted Phases	4		4	4						2		
Detector Phase	4	4	4	4	4		1	2 1		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		3.0			15.0	15.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0		7.0			19.0	19.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		12.0			48.0	48.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%		13.3%			53.3%	53.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0			1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0				0.0	
Total Lost Time (s)		4.0	4.0		4.0		4.0				4.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None	None	None	None		None			C-Max	C-Max	
Act Effct Green (s)		7.2	7.2		7.2		6.3	77.8			66.7	
Actuated g/C Ratio		0.08	0.08		0.08		0.07	0.86			0.74	
v/c Ratio		0.15	0.13		0.35		0.17	0.19			0.26	
Control Delay		41.1	2.2		30.2		42.2	1.5			5.2	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		41.1	2.2		30.2		42.2	1.5			5.2	
LOS		D	A		C		D	A			A	

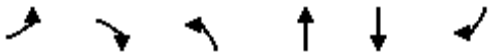


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		19.9			30.2			2.9			5.2	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		11	0		15		11	21			52	
Queue Length 95th (ft)		26	0		28		32	33			98	
Internal Link Dist (ft)		229			362			483			364	
Turn Bay Length (ft)							350					
Base Capacity (vph)		476	524		481		148	2923			2388	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.04	0.05		0.11		0.14	0.19			0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 17 (19%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay: 5.7		Intersection LOS: A	
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 102: Main Avenue (SR 719) & 201 Merritt 7 Driveway/Valley View Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	2	2	529	552	1
Future Volume (vph)	1	2	2	529	552	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.899					
Flt Protected	0.988					
Satd. Flow (prot)	1655	0	0	3455	3421	0
Flt Permitted	0.988					
Satd. Flow (perm)	1655	0	0	3455	3421	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	324			424	1291	
Travel Time (s)	8.8			8.3	25.1	
Peak Hour Factor	0.70	0.70	0.86	0.86	0.87	0.87
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%
Adj. Flow (vph)	1	3	2	615	634	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	0	617	635	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	2	529	552	1
Future Vol, veh/h	1	2	2	529	552	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	86	86	87	87
Heavy Vehicles, %	2	2	1	1	2	2
Mvmt Flow	1	3	2	615	634	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	947	318	635	0	-	0
Stage 1	635	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.12	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.21	-	-	-
Pot Cap-1 Maneuver	259	678	951	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	258	678	951	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	489	-	-	-	-	-
Stage 2	715	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	951	-	440	-	-
HCM Lane V/C Ratio	0.002	-	0.01	-	-
HCM Control Delay (s)	8.8	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX D

Collision History Summary

TABLE A-1
Intersection Collision History Summary

Intersection: **Main Avenue at 101 Merritt 7 North Driveway**

COLLISION TYPE

	2022	2023	2024	Total	Percent
Rear-End	1	1	1	**3**	**42.9%**
Angle	0	1	1	**2**	**28.6%**
Sideswipe, Same Direction	1	1	0	**2**	**28.6%**
TOTAL	**2**	**3**	**2**	**7**	**100%**

COLLISION EVENT

	2022	2023	2024	Total	Percent
Motor Vehicle	2	3	2	**7**	**100.0%**
Pedestrian / Cyclist	0	0	0	**0**	**0.0%**
TOTAL	**2**	**3**	**2**	**7**	**100%**

SEVERITY

	2022	2023	2024	Total	Percent
Property Damage Only (PDO)	1	2	1	**4**	**57.1%**
Minor Injury	1	1	1	**3**	**42.9%**
Serious Injury	0	0	0	**0**	**0.0%**
Fatal	0	0	0	**0**	**0.0%**
TOTAL	**2**	**3**	**2**	**7**	**100%**

TABLE A-2
Intersection Collision History Summary

Intersection: **Main Avenue at 101 Merritt 7 South Driveway**

COLLISION TYPE

	2022	2023	2024	Total	Percent
Angle	0	1	1	**2**	**66.7%**
Sideswipe, Same Direction	0	1	0	**1**	**33.3%**
TOTAL	**0**	**2**	**1**	**3**	**100%**

COLLISION EVENT

	2022	2023	2024	Total	Percent
Motor Vehicle	0	2	1	**3**	**100.0%**
Pedestrian / Cyclist	0	0	0	**0**	**0.0%**
TOTAL	**0**	**2**	**1**	**3**	**100%**

SEVERITY

	2022	2023	2024	Total	Percent
Property Damage Only (PDO)	0	2	1	**3**	**100.0%**
Minor Injury	0	0	0	**0**	**0.0%**
Serious Injury	0	0	0	**0**	**0.0%**
Fatal	0	0	0	**0**	**0.0%**
TOTAL	**0**	**2**	**1**	**3**	**100%**

TABLE A-3
Intersection Collision History Summary

Intersection: **Main Avenue at 201 Merritt 7 Driveway**

COLLISION TYPE

	2022	2023	2024	Total	Percent
Angle	1	1	1	**3**	**50.0%**
Pedestrian	0	0	1	**1**	**16.7%**
Rear-End	0	0	1	**1**	**16.7%**
Sideswipe, Same Direction	1	0	0	**1**	**16.7%**
TOTAL	**2**	**1**	**3**	**6**	**100%**

COLLISION EVENT

	2022	2023	2024	Total	Percent
Motor Vehicle	2	1	2	**5**	**83.3%**
Pedestrian / Cyclist	0	0	1	**1**	**16.7%**
TOTAL	**2**	**1**	**3**	**6**	**100%**

SEVERITY

	2022	2023	2024	Total	Percent
Property Damage Only (PDO)	2	0	2	**4**	**66.7%**
Minor Injury	0	1	1	**2**	**33.3%**
Serious Injury	0	0	0	**0**	**0.0%**
Fatal	0	0	0	**0**	**0.0%**
TOTAL	**2**	**1**	**3**	**6**	**100%**

Planning & Development Advisors

Creating value by unlocking opportunities

September 10, 2025

To: Martin G. Berger, Managing Principal

From: David B. Smith

Re: Economic Evaluation M7 Lofts Redevelopment

Introduction

The following is a technical report on selected anticipated economic benefits from the conversion and redevelopment of two existing office buildings to a multi-family residential community consisting of a robust package of indoor and outdoor amenities that will set a new standard in the greater Norwalk market. The M7 Lofts are located on Route 7 in the City of Norwalk, and known locally as Section 5, Block 37, Lots 20 and 28 (the "Subject Site"), refer to Exhibit 1. This technical evaluation was prepared on behalf of Granoff Real Estate and Saber-Hightower (collectively the "Applicant") as part of a site plan approval before the City. The proposal calls for the conversion of approximately 436,656 square feet of office uses in two separate buildings, 101 and 201 Merritt 7 (the "M7 Properties") into a 300 multi-family residential community complete with on-site parking and numerous amenities. This economic evaluation is limited to is limited to the conversion of the M7 Properties from office to multi-family residential.

The new residential community is expected to attract single and young married professionals, as well as empty nesters and "baby boomers" who are downsizing from larger single-family homes and want to remain in the area to be near family and friends. The target market is attracted to social environments and commercial districts that tend to patronize local business and restaurants. The M7 Properties are located along the Main Avenue commercial corridor and less than 0.25 miles from the Merritt 7 Metro-North Train Station that provides mass transit to the New York City market. The proximity of these amenities means that this type of development is in keeping with Smart Growth and Transit Oriented Development goals and policies, including:

- Directing development towards communities with the existing infrastructure to support it;
- Fostering distinctive, attractive communities with a strong sense of place;
- Create walkable neighborhoods; and,
- Take advantage of existing transportation infrastructure.

It is noted that vacancy rate for office use in Fairfield County for 2025 is approximately 23 percent[1] which followed a surge in office to residential conversions. As noted in the Newmark article: Redevelopment and conversion of outdated office properties remain a practical solution to address supply, as owners of struggling assets increasingly pursue multifamily development opportunities[2].

[1] Fairfield County Office Market Overview, Newmark, Mid-year 2025
[2] Ibid.

101 Lee Avenue
Yonkers, New York 10705
914.552.8413 |
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Current Real Estate Property Tax

The currently under-utilized site (101 Merritt 7 and 201 Merritt 7) has a current total assessment of more than $46.5 million for the 2024-2025 tax period with total tax revenue of slightly more than $1 million annually.

Table 1a
Existing Real Estate Tax Revenue (2025)

Site	Assessment	Existing taxes
101 Merritt 7	$20,446,340	$482,357
201 Merritt 7	$26,131,340	$616,474
		$1,098,831

Source: City of Norwalk Tax Receivers Office

It is noted that historically (2018) the M7 Properties had a significantly higher assessment and taxes paid, refer to Table 1b below, given that the buildings were nearly fully occupied. It is noted that all leases are set to expire by the end of 2025[3].

Table 1b
2018 Real Estate Tax Revenue

Site	Assessment	Existing taxes
101 Merritt 7	$42,700,000	$997,642
201 Merritt 7	$52,850,000	$1,234,787
		$2,232,429

Source: City of Norwalk Tax Receivers Office

Analysis Methodology

To arrive at rates that could be applied towards redevelopment of the M7 Properties, a desk-top survey method was applied which evaluated existing assessment values for seven contemporary multi-family residential communities in the City of Norwalk, refer to Exhibit 2 and Table 2.

[3] CBRE Confidential Offering Memorandum

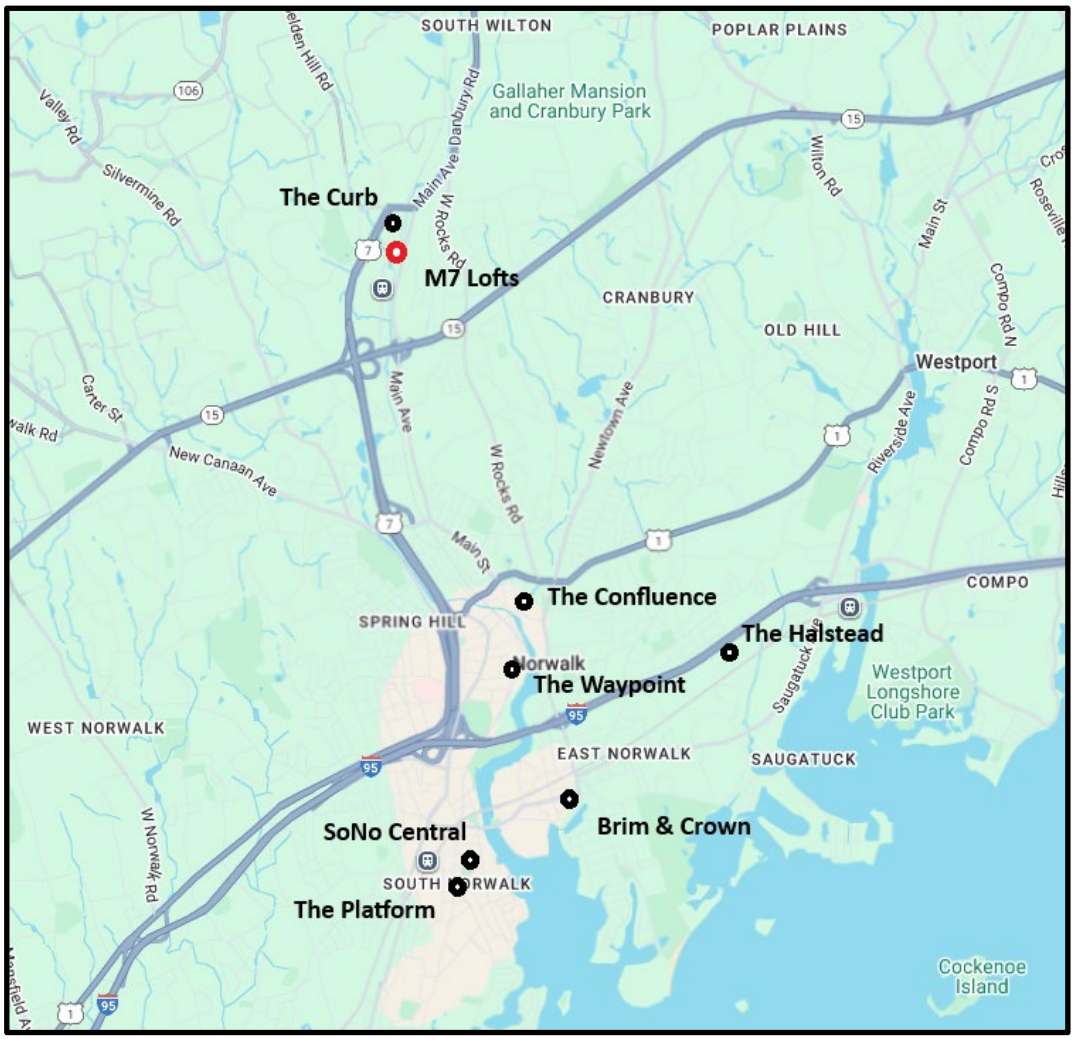

Exhibit 2. Comparable Project Locations

Documentation from the City's Tax Assessment and Tax Collection Offices were used to arrive at an average assessment per gross floor area which includes residential living area and other support uses such as parking, courtyards, porches, patios, etc., and an average assessment for land area (by acre), refer to Appendix A of this report for comparable projects. It is noted that gross floor area for the M7 Properties includes a substantial amount of parking and is in fact, way overparked for a residential use (approximately 1,319 parking spaces existing compared to 392 required[4]). Given that the site is significantly overparked, an adjustment has been made in the calculation of the real estate taxes to relative to the gross floor area and land area to reflect this condition. The average assessment was applied to the existing land area associated with the Subject Site and the gross floor area for the new residential community to arrive at an anticipated assessed value. The current mill rate was applied to the projected assessment to determine the anticipated municipal tax revenue. It is noted that the City also collects a sewer tax based on usage. This analysis does not include projections on sewer use tax nor taxes that might be associated with private property such as automobiles.

Table 2, Comparable Project Assessments, provides a breakdown of the average assessment calculations that are used to determine project tax revenue.

[4] Table 4.3.12.B-1 Norwalk Building Regulations

Table 2
Comparable Project Assessments

	Size (acres)±	Building Size Living Area (square feet)	Building Size Gross Area (square feet)	Assessment total	Assessment land	Assessment Improvements	Assessment land/acre	Assessment Improvements/sf GFA
The Curb - 200 Glover Ave	3.06	254,126	498,512	$53,639,360	$9,112,240	$44,527,120	$2,977,856	$89.32
SoNo Central - 10 Monroe St	1.46	166,334	248,936	$26,988,200	$1,089,500	$25,896,700	$746,233	$104.03
Brim & Crown - 230 East Ave	3.62	154,318	193,928	$34,966,470	$3,061,810	$31,934,660	$845,804	$164.67
The Confluence - 26 Belden Ave	4.4	264,108	338,796	$69,380,070	$4,317,090	$65,062,980	$981,157	$192.04
The Platform - 11 Chestnut Street	1.52	94,213	129,026	$25,030,080	$1,527,020	$23,503,060	$1,004,618	$182.16
The Waypoint - 515 West Ave	4.48	563,284	574,362	$99,726,975	$12,315,975	$87,411,000	$2,749,102	$152.19
The Halstead - 8 Norden Place	38.37	269,100	289,776	57,527,810	$15,652,760	$41,875,050	$407,943	$144.51
Avg. Assessment							$1,329,253	$146.99

Source: City of Norwalk Assessors Office

Projected Fiscal Implications

Table 3 applies the average assessed value per acre and per gross floor area to the project as a whole with adjustments made, as noted above to reflect the significant overparking of the project site by almost 900 spaces. Based on the latest assessment data for other comparable projects within the City of Norwalk, it can be reasonably expected that the Proposed Project would generate approximately $1.8 million annually in real estate taxes. It is noted that all of the comparable projects, refer to Appendix A, have some adjustment in tax payment related to project phase in. This analysis does take into account a reduction in taxes paid.

Table 3
Project Real Estate Taxes

M7 #101 & #102	Site Acreage	Avg. AV Land/acre	AV Land	Mill rate/$1,000	Projected Taxes
	4.54	1,329,253	$6,034,808		
	GFA	Avg. AV/GFA	AV Building		
	481,164	$146.99	$70,725,473		
Projected AV			$76,760,281	$23.90	$1,834,571

Compiled by Planning & Development Advisors, adjustments made to reflect overparking associated with prior use.

Based on existing conditions, it is anticipated that the Proposed Project would yield an overall increase in tax revenue to the City of approximately $0.735 million annually.

Projected Impact – School District

Based on the 2024-2025 Approved Operating Budget for the City of Norwalk, the portion of the School District budget supported by local tax revenue is $223,265,344[5]. With an estimated enrollment of 11,500[6], this translates to a projected annual cost of approximately $19,400 per student. The Applicant has prepared an evaluation of the potential increase in the number of school age children that would be generated by the Proposed Project, refer to Appendix B of this report. Based on that evaluation it is anticipated that the development will generate approximately 14public school age children. Based on the projected cost for education noted above the estimated annual cost to the school district from the project at full occupancy would be approximately $271,600. The Applicant contends that the actual cost to the district would be incremental and not necessarily a straight-line projection and that the projected tax revenue the City would receive on behalf

[5] City of Norwalk 2024-2025 Approved Operating Budget, page 137
[6] Ibid., page 134

of the school district, see Table 3, (approximately $1.83 million) would more than cover the anticipated costs to the district. It is the considered opinion of this office that the proposed Project would not have an appreciable impact to the Norwalk public school district.

Per Capita Projected Costs

Table 4, Projected Project Population, provides an estimate of the anticipated population from the Proposed Project.

Table 4
Projected Project Population

Unit type	#	Multiplier	Population (est.)
Studio[1]	50	1.1	55
Studio workforce[1]	6	1.1	7
One Bedroom +	164	1.67	274
One Bedroom + workforce	18	1.99	36
Two Bedroom	0	2.31	0
Two bedroom workforce	0	2.55	0
Two Bedroon +[2]	56	2.55	143
Two bedroom + workforce[2]	6	2.68	16
	300		530

Source: Rutgers University, Center for Urban Policy Research *Residential Demographic Multipliers,* June 2006

1. The Rutgers figures do not have loft or studio results, based on unit size/configuration mostly single occupant is anticipated

2. mix of 2 and 3 person households to account for den

The Approved Operating Budget for the City of Norwalk breaks down appropriations for various City services and functions. Of the approximately $436 million associated with the approved appropriations[7] 86 percent is raised through tax revenue[8]. Taking out the appropriations associated with the School District as noted above leaves a balance of $141 million to support municipal services of all kinds including police, fire, DPW, general government, etc. With a 2022 population of 91,404[9] this equates to an estimated per capita cost of $1,549. Applying the projected population with the per capita cost yields an estimated cost associated with the Proposed Project of approximately $826,129 ($1,549 x 530 = $820,970). As noted above, project costs associated with Education is projected at $271,600 and when per capita costs projections are added total cost is estimated at $1,097,729. As noted in Table 3, estimated tax revenue is projected at $1.835 million leaving a projected surplus of revenue over costs of approximately $0.736 million.

Resident Spending

The proposed residential development of the M7 Properties will contribute to the local economy through the purchasing power of its residents. This analysis assesses the anticipated economic impact of resident spending

[7] Ibid. pages 36-38
[8] Ibid. page 40.
[9] Ibid. page 23

by calculating the expected purchasing power of the proposed 300 new households associated with the proposed development.

As shown in Table 5, households in the in subject area can be expected to spend approximately 25 percent of pretax household income on goods and services, according to the 2022-2023 Consumer Expenditure Survey published by the U.S. Bureau of Labor Statistics[10].

Based on industry standards and the City of Norwalk affordable housing regulations, all household incomes were determined based on housing cost being no more than 30 percent of income. Table 5, Projected Total Household Income, notes that household incomes are anticipated to range between $69,700 and $156,000 depending on unit size and configuration. Further, the proposed Project is anticipated to generate a total of slightly more that $35 million annually.

Table 5
Projected Household Incomes

Unit type	#	Avg. s.f.	Rent/s.f.	Rent/unit	Household income	Total household Income
Studio	50	619	$4.40	$2,723.60	$108,944.00	$5,447,200.00
Studio workforce	6	619		$1,744.15	$69,766.00	$418,596.00
One Bedroom +	164	846	$3.31	$2,800.26	$112,010.40	$18,369,705.60
One Bedroom + workforce	18	846		$1,993.60	$79,744.00	$1,435,392.00
Two Bedroom	0	1200	$3.17	$3,804.00	$152,160.00	$0.00
Two bedroom workforce	0	1200		$2,242.80	$89,712.00	$0.00
Two Bedroon +	56	1232	$3.17	$3,905.44	$156,217.60	$8,748,185.60
Two bedroom + workforce	6	1232		$2,492.00	$99,680.00	$598,080.00
	300					$35,017,159.20
Workforce calcs						
Persons	1	2	3	4		
2025 Max. Incomes	$69,766	$79,744	$89,712	$99,680		
Max. rent (30%)	$1,744.15	$1,993.60	$2,242.80	$2,492.00		
Source: https://norwalkct.gov/2756/Find-Affordable-Housing-in-Norwalk						

Compiled by Planning & Development Advisors

Table 6, Expected Purchasing Power, takes the information presented in Table 5 relative to household spending and applies it to the expected pre-tax income to arrive at anticipated purchasing power generated by the Proposed Project.

Table 6
Expected Purchasing Power

Expected Pretax Income of the Development	% Spent on goods and services	Expected Purchasing Power
$35,017,159	25%	$8,754,289

Based on figures from the US Census Bureau, households will typically spend approximately 25

[10] US Census - Table 3104. Northeastern region by income before taxes: Average annual expenditures and characteristics, Consumer Expenditure Surveys, 2022-2023

percent of their pre-tax income on goods and services[11]. For the Proposed Project this translates to an injection of approximately $8.7 million into the local economy on goods and services that might be purchased locally, such as food, apparel, entertainment, personal care products and services. It is noted that not all of the goods and services will be spent in the greater Norwalk community, but given the presence of numerous shops, restaurants and like services within proximity to the Project Site, there is anticipated to be a positive effect of the M7 Lofts on the local economy. In addition, the M7 Properties could be considered a transit-oriented development (TOD) as it is located less than 0.25 miles from the Merritt 7 Metro-North Train Station as well as being on the Main Avenue bus route. As a general planning guideline, residents of a TOD would be less likely to rely on automobiles for daily activities than a conventional suburban household, and, as a result, could reasonably be expected to make more purchases within the walkable local area. Lastly, the majority of the unit types (studios and 1+-bedroom apartments) tend to target smaller households such as young professionals and empty nesters. As discussed in earlier sections, such households are more likely to spend on dining out, entertainment, and other activities available on Main Street.

Summary

The proposed Project takes currently under-utilized and under-performing properties and through significant investment of approximately $105 million creates value that is translated into the following:

- Projected increase in real estate tax revenue estimated at roughly $0.735 million for the City over existing conditions; and
- Injection of an annually projected $8.7 million of discretionary spending into the greater City of Norwalk community economy which would be spent supporting the local business community.

[11] Table 3104. Northeastern region by income before taxes: Average annual expenditures and characteristics, Consumer Expenditure Surveys, 2022-2023

Appendix A
Existing M7 Properties Assessments
Comparable Project Assessments

101 MERRITT 7

Location	101 MERRITT 7	**Mblu**	5/ 37/ 20/ 0/
Acct#	15768	**Owner**	MERRITT 7 VENTURE LLC
Assessment	$20,446,340	**Appraisal**	$29,209,050
PID	15768	**Building Count**	1

Current Value

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$19,676,140	$9,532,910	$29,209,050
Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$13,773,300	$6,673,040	$20,446,340

Owner of Record

Owner	MERRITT 7 VENTURE LLC	**Sale Price**	$0
Co-Owner		**Book & Page**	3142/286
Address	301 MERRITT 7 NORWALK, CT 06851	**Sale Date**	11/27/1995

Ownership History

Ownership History			
Owner	**Sale Price**	**Book & Page**	**Sale Date**
MERRITT 7 VENTURE LLC	$0	3142/286	11/27/1995
MERRITT 7 VENTURE LLC	$0	3142/286	11/27/1995
FIRST MERRITT SEVEN CORP	$0	14610/170	02/22/1983
FAIRFIELD INVESTORS INC	$0	1461/170	02/22/1983
FIRST MERRITT SEVEN CORP	$0	0/0	

Building Information

Building 1 : Section 1

Year Built:	1980
Living Area:	206,774

Building Attributes	
Field	**Description**
Style:	Class A Office
Model:	Commercial
Grade	B
Stories:	7.00
Occupancy	28.00
Exterior Wall 1	Glass/Thermo.
Exterior Wall 2	
Roof Structure	Flat
Roof Cover	Rolled Compos
Interior Wall 1	Drywall
Interior Wall 2	
Interior Floor 1	Carpet
Interior Floor 2	
Heating Fuel	Gas
Heating Type	Hot Water
AC Percent	100
Heat Percent	100
Bldg Use	Commercial Improved
Total Rooms	0
Bedrooms	0
Full Baths	0
Half Baths	16
Extra Fixtures	0
FBM Area	2660
Heat/AC	Heat/AC Split
Frame	Steel
Plumbing	Average
Foundation	Poured Conc
Partitions	Average
Wall Height	11.00
% Sprinkler	100.00
# of Heat Systems	1
Insulation	Typical
Electric	Typical

Building Photo

(PhotoHandler.ashx?pid=15768&bid=15768)

Building Layout

(ParcelSketch.ashx?pid=15768&bid=15768)

Building Sub-Areas (sq ft)			Legend
Code	**Description**	**Gross Area**	**Living Area**

FUS	Finished Upper Story	168,476	168,476
BAS	First Floor	35,638	35,638
FLL	Finished Lower Level	2,660	2,660
PGB	Parking Garage Basement	122,000	0
		328,774	206,774

Extra Features

Extra Features				Legend
Code	**Description**	**Size**	**Value**	**Bldg #**
ELV1	Commercial	9.00 STOP	$607,500	1
SPR	Sprinklers	206774.00 S.F.	$1,023,530	1
SPR	Sprinklers	122000.00 S.F.	$768,600	1
ELV2	Freight Elevator	9.00 STOP	$222,750	1

Land

Land Use

Use Code 201V
Description Commercial Improved
Zone EO
Neighborhood C111

Land Line Valuation

Size (Acres) 3.57
Assessed Value $6,673,040
Appraised Value $9,532,910

Outbuildings

Outbuildings						Legend
Code	**Description**	**Sub Code**	**Sub Description**	**Size**	**Value**	**Bldg #**
CEL2	Cell Rooftop			1.00 UNITS	$70,130	1
PAV1	Paving Asph.			8940.00 S.F.	$20,920	1

Valuation History

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$37,380,390	$9,532,910	$46,913,300
2022	$52,356,830	$8,643,170	$61,000,000
2022	$52,356,830	$8,643,170	$61,000,000
2021	$52,356,830	$8,643,170	$61,000,000
2020	$52,356,830	$8,643,170	$61,000,000
2019	$52,356,830	$8,643,170	$61,000,000
2018	$52,356,830	$8,643,170	$61,000,000

Assessment			
Valuation Year	**Improvements**	**Land**	**Total**

2023	$26,166,270	$6,673,040	$32,839,310
2022	$36,649,780	$6,050,220	$42,700,000
2022	$36,649,780	$6,050,220	$42,700,000
2021	$36,649,780	$6,050,220	$42,700,000
2020	$36,649,780	$6,050,220	$42,700,000
2019	$36,649,780	$6,050,220	$42,700,000
2018	$36,649,780	$6,050,220	$42,700,000

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City Of Norwalk

City Of Norwalk
125 East Avenue Room 105
Norwalk, CT 06851
(203) 854-7731

Bill Information

Taxpayer Information			
Bill #	2023-1-0117806 (REAL ESTATE)	Town Benefit	
Unique ID	5-37-20-0	Elderly Benefit	
District/Flag	District: 4		
Name	MERRITT 7 VENTURE LLC	Assessment	20,446,340
Care of/DBA		Reduction due to phase in	0
Address		Net	20,446,340
Detail Information	101 MERRITT 7	Mill Rate	Town 23.59
Volume/Page			

Bill Information As of 04/08/2025

Installment	Due Date	Town	Sewer Use	
Inst #1	07/01/2024	241,178.90	7,377.00	
Inst #2	01/01/2025	241,178.90	7,377.00	
Inst #3				
Inst #4				
Total Adjustments		0.00	0.00	
Total Installment + Adjustment		482,357.80	14,754.00	
Total Payments		497,111.80		

Total Due	
Tax/ Princ/ Bond Due	0.00
Interest Due	0.00
Lien Due	0.00
Fee Due	0.00
Total Due Now	0.00
Balance Due	0.00

***** Note: This is not a tax form, please contact your financial advisor for information regarding tax reporting. *****

Payment History

Payment Date	Type	Tax/Principal/Bond	Interest	Lien	Fee	Total
01/24/2025	PAY	248,555.90	0.00	0.00	0.00	248,555.90
07/17/2024	PAY	248,555.90	0.00	0.00	0.00	248,555.90
Total		497,111.80	0.00			497,111.80

***** Total payments made to taxes in** 2024	$248,555.90

201 MERRITT 7

Location	201 MERRITT 7	**Mblu**	5/ 37/ 28/ 0/
Acct#	15774	**Owner**	MERRITT 7 VENTURE LLC
Assessment	$26,131,340	**Appraisal**	$37,330,480
PID	15774	**Building Count**	1

Current Value

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$29,447,620	$7,882,860	$37,330,480
Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$20,613,340	$5,518,000	$26,131,340

Owner of Record

Owner	MERRITT 7 VENTURE LLC	**Sale Price**	$0
Co-Owner		**Book & Page**	5485/46
Address	301 MERRITT 7 NORWALK, CT 06851	**Sale Date**	07/08/2004

Ownership History

Ownership History			
Owner	**Sale Price**	**Book & Page**	**Sale Date**
MERRITT 7 VENTURE LLC	$0	5485/46	07/08/2004
TWO HUNDRED ONE MERRITT LLC	$0	4543/321	08/16/2002
KNICKERBOCKER MERRITT PROP LP	$32,000,000	3392/69	08/29/1997
SECOND MERRITT SEVEN CORP	$0	0/0	09/08/1981
FAIRFIELD INVESTORS INC	$0	0/0	

Building Information

Building 1 : Section 1

Year Built:	1982
Living Area:	214,890

Building Attributes	
Field	**Description**
Style:	Class A Office
Model:	Commercial
Grade	C+
Stories:	7.00
Occupancy	1.00
Exterior Wall 1	Glass/Thermo.
Exterior Wall 2	
Roof Structure	Flat
Roof Cover	Rolled Compos
Interior Wall 1	Drywall
Interior Wall 2	
Interior Floor 1	Carpet
Interior Floor 2	
Heating Fuel	Gas
Heating Type	Hot Water
AC Percent	100
Heat Percent	100
Bldg Use	Commercial Improved
Total Rooms	0
Bedrooms	0
Full Baths	2
Half Baths	16
Extra Fixtures	0
FBM Area	
Heat/AC	Heat/AC Split
Frame	Steel
Plumbing	Average
Foundation	Poured Conc
Partitions	Average
Wall Height	11.00
% Sprinkler	100.00
# of Heat Systems	1
Insulation	Typical
Electric	Typical

Building Photo

(PhotoHandler.ashx?pid=15774&bid=15774)

Building Layout

(ParcelSketch.ashx?pid=15774&bid=15774)

Building Sub-Areas (sq ft)			Legend
Code	**Description**	**Gross Area**	**Living Area**
FUS	Finished Upper Story	169,640	169,640
BAS	First Floor	39,596	39,596
FLL	Finished Lower Level	5,654	5,654
PGB	Parking Garage Basement	286,520	0
		501,410	214,890

Extra Features

Extra Features				Legend
Code	**Description**	**Size**	**Value**	**Bldg #**

ELV1	Commercial	3.00 STOP	$81,000	1
SPR	Sprinklers	214890.00 S.F.	$1,276,450	1
SPR	Sprinklers	286520.00 S.F.	$2,166,090	1
ELV2	Freight Elevator	3.00 STOP	$97,200	1

Land

Land Use

Use Code	201V
Description	Commercial Improved
Zone	EO
Neighborhood	C111

Land Line Valuation

Size (Acres)	2.91
Assessed Value	$5,518,000
Appraised Value	$7,882,860

Outbuildings

Outbuildings	Legend
No Data for Outbuildings	

Valuation History

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$50,088,930	$7,882,860	$57,971,790
2022	$68,352,870	$7,147,130	$75,500,000
2022	$68,352,870	$7,147,130	$75,500,000
2021	$68,352,870	$7,147,130	$75,500,000
2020	$68,352,870	$7,147,130	$75,500,000
2019	$68,352,870	$7,147,130	$75,500,000
2018	$68,352,870	$7,147,130	$75,500,000

Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$35,062,250	$5,518,000	$40,580,250
2022	$47,847,010	$5,002,990	$52,850,000
2022	$47,847,010	$5,002,990	$52,850,000
2021	$47,847,010	$5,002,990	$52,850,000
2020	$47,847,010	$5,002,990	$52,850,000
2019	$47,847,010	$5,002,990	$52,850,000
2018	$47,847,010	$5,002,990	$52,850,000

City Of Norwalk

City Of Norwalk
125 East Avenue Room 105
Norwalk, CT 06851
(203) 854-7731

Bill Information

Taxpayer Information			
Bill #	2023-1-0117807 (REAL ESTATE)	Town Benefit	
Unique ID	5-37-28-0	Elderly Benefit	
District/Flag	District: 4		
Name	MERRITT 7 VENTURE LLC	Assessment	26,131,340
Care of/DBA		Reduction due to phase in	0
Address		Net	26,131,340
Detail Information	201 MERRITT 7	Mill Rate	Town 23.59
Volume/Page			

Bill Information As of 04/08/2025

Installment	Due Date	Town	Sewer Use	
Inst #1	07/01/2024	308,237.45	9,096.50	
Inst #2	01/01/2025	308,237.45	9,096.50	
Inst #3				
Inst #4				
Total Adjustments		0.00	0.00	
Total Installment + Adjustment		616,474.90	18,193.00	
Total Payments		634,667.90		

Total Due	
Tax/ Princ/ Bond Due	0.00
Interest Due	0.00
Lien Due	0.00
Fee Due	0.00
Total Due Now	0.00
Balance Due	0.00

***** Note: This is not a tax form, please contact your financial advisor for information regarding tax reporting. *****

Payment History

Payment Date	Type	Tax/Principal/Bond	Interest	Lien	Fee	Total
01/24/2025	PAY	317,333.95	0.00	0.00	0.00	317,333.95
07/17/2024	PAY	317,333.95	0.00	0.00	0.00	317,333.95
Total		634,667.90	0.00			634,667.90

***** Total payments made to taxes in** 2024	$317,333.95

200 GLOVER AVE

Location	200 GLOVER AVE	**Mblu**	5/ 37/ 26/ 0/
Acct#	15773	**Owner**	166 GLOVER AVENUE LLC
Assessment	$53,639,360	**Appraisal**	$76,627,660
PID	15773	**Building Count**	1

Current Value

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$63,610,170	$13,017,490	$76,627,660

Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$44,527,120	$9,112,240	$53,639,360

Owner of Record

Owner	166 GLOVER AVENUE LLC	**Sale Price**	$0
Co-Owner		**Book & Page**	9403/137
Address	PO BOX 110295	**Sale Date**	01/10/2022
	STAMFORD, CT 06911-1295		

Ownership History

Ownership History			
Owner	**Sale Price**	**Book & Page**	**Sale Date**
166 GLOVER AVENUE LLC	$0	9403/137	01/10/2022
166 GLOVER AVENUE LLC	$0	8388/178	08/11/2016
166 GLOVER AVENUE LLC	$0	8388/175	08/11/2016
166 GLOVER AVENUE LLC	$0	8388/172	08/11/2016
166 GLOVER AVENUE LLC	$6,200,000	6379/93	11/22/2006

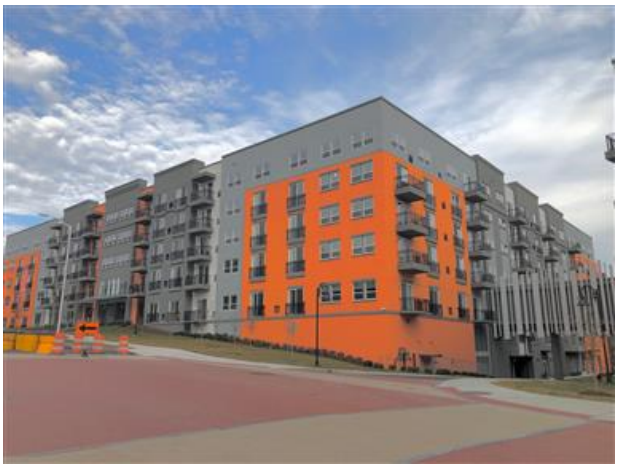
Building Information

Building 1 : Section 1

Year Built:	2019
Living Area:	254,126

Building Attributes	
Field	**Description**
Style:	Apartments
Model:	Commercial
Grade	AA
Stories:	5
Occupancy	235.00
Exterior Wall 1	Precast Panel
Exterior Wall 2	
Roof Structure	Flat
Roof Cover	Rubber
Interior Wall 1	Drywall
Interior Wall 2	
Interior Floor 1	Laminate
Interior Floor 2	
Heating Fuel	Gas
Heating Type	Forced Air
AC Percent	100
Heat Percent	100
Bldg Use	Apartments - Com
Total Rooms	
Bedrooms	
Full Baths	
Half Baths	
Extra Fixtures	
FBM Area	
Heat/AC	Heat/AC Pkg
Frame	Steel
Plumbing	Average
Foundation	Poured Conc
Partitions	Average
Wall Height	
% Sprinkler	100.00
# of Heat Systems	
Insulation	Typical
Electric	Typical

Building Photo



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Building Layout

(ParcelSketch.ashx?pid=15773&bid=15773)

Building Sub-Areas (sq ft)			Legend
Code	**Description**	**Gross Area**	**Living Area**
FUS	Finished Upper Story	203,328	203,328
BAS	First Floor	50,798	50,798
BGR	Basement Garage	139,288	0
NVS	No Value	87,644	0
PTO	Patio	15,454	0
		496,512	254,126

Extra Features

Extra Features				Legend
Code	**Description**	**Size**	**Value**	**Bldg #**

ELV1	Commercial	7.00 STOP	$189,000	1
TRB	Terrace/Balcony	12397.00 S.F.	$974,700	1
SPR	Sprinklers	405714.00 S.F.	$1,014,290	1

Land

Land Use

Use Code	108C
Description	Apartments - Com
Zone	EO
Neighborhood	C111

Land Line Valuation

Size (Acres)	3.06
Assessed Value	$9,112,240
Appraised Value	$13,017,490

Outbuildings

Outbuildings						Legend
Code	**Description**	**Sub Code**	**Sub Description**	**Size**	**Value**	**Bldg #**
SPL1	InGround Pool	CR	Concrete	966.00 S.F.	$104,330	1

Valuation History

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$63,610,170	$13,017,490	$76,627,660
2022	$60,031,199	$11,802,530	$71,833,729
2022	$60,031,199	$11,802,530	$71,833,729
2021	$60,031,199	$11,802,530	$71,833,729
2020	$60,031,200	$11,802,530	$71,833,730
2019	$57,093,050	$11,802,530	$68,895,580
2018	$4,200,000	$12,333,890	$16,533,890

Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$44,527,120	$9,112,240	$53,639,360
2022	$42,021,840	$8,261,770	$50,283,610
2022	$42,021,840	$8,261,770	$50,283,610
2021	$42,021,840	$8,261,770	$50,283,610
2020	$42,021,840	$8,261,770	$50,283,610
2019	$39,965,130	$8,261,770	$48,226,900
2018	$2,940,000	$8,633,720	$11,573,720

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City Of Norwalk

City Of Norwalk
125 East Avenue Room 105
Norwalk, CT 06851
(203) 854-7731

Bill Information

Taxpayer Information			
Bill #	2024-1-0100188 (REAL ESTATE)	Town Benefit	
Unique ID	5-37-26-0	Elderly Benefit	
District/Flag	District: 4		
Name	166 GLOVER AVENUE LLC	Assessment	53,639,360
Care of/DBA		Reduction due to phase in	1,677,875
Address		Net	51,961,485
Detail Information	200 GLOVER AVE	Mill Rate	Town 23.95
Volume/Page			

Bill Information As of 07/14/2025

Installment	Due Date	Town	Sewer Use	
Inst #1	07/01/2025	622,132.26	55,936.50	
Inst #2	01/01/2026	622,132.26	55,936.50	
Inst #3				
Inst #4				
Total Adjustments		0.00	0.00	
Total Installment + Adjustment		1,244,264.52	111,873.00	
Total Payments		0.00		

Total Due	
Tax/ Princ/ Bond Due	678,068.76
Interest Due	0.00
Lien Due	0.00
Fee Due	0.00
Total Due Now	678,068.76
Balance Due	1,356,137.52

***** Note: This is not a tax form, please contact your financial advisor for information regarding tax reporting. *****

Payment History

Payment Date	Type	Tax/Principal/Bond	Interest	Lien	Fee	Total
Total		0.00	0.00			0.00

***** Total payments made to taxes in** 2024	$0.00

10 MONROE ST

Location	10 MONROE ST	**Mblu**	2/ 57/ 11/ 0/
Acct#	5444	**Owner**	10 MONROE STREET LLC
Assessment	$26,986,200	**Appraisal**	$38,551,700
PID	5444	**Building Count**	3

Current Value

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$36,995,270	$1,556,430	$38,551,700
Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$25,896,700	$1,089,500	$26,986,200

Owner of Record

Owner	10 MONROE STREET LLC	**Sale Price**	$0
Co-Owner		**Book & Page**	9376/335
Address	1 NORTH WATER ST SUITE 100 NORWALK, CT 06854-0000	**Sale Date**	11/24/2021

Ownership History

Ownership History			
Owner	**Sale Price**	**Book & Page**	**Sale Date**
10 MONROE STREET LLC	$0	9376/335	11/24/2021
10 MONROE STREET LLC	$438,150	9361/288	10/29/2021
COASTAL LOFTS SONO LLC	$1,200,000	9361/237	10/29/2021
10 MONROE LLC	$0	7961/287	02/20/2014
DRISCOLL JOHANNA J &	$0	7242/222	09/02/2010

Building Information

Building 1 : Section 1

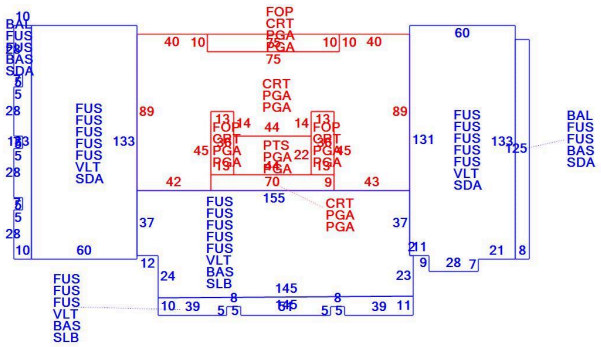
Year Built:	2024
Living Area:	166,334

Building Attributes	
Field	**Description**
Style:	Apartments
Model:	Commercial
Grade	A
Stories:	6
Occupancy	151.00
Exterior Wall 1	Brick/Masonry
Exterior Wall 2	
Roof Structure	Flat
Roof Cover	Rolled Compos
Interior Wall 1	Drywall
Interior Wall 2	
Interior Floor 1	Hardwood
Interior Floor 2	Carpet
Heating Fuel	Gas
Heating Type	Hydro Air
AC Percent	100
Heat Percent	100
Bldg Use	Commercial Improved
Total Rooms	
Bedrooms	185
Full Baths	185
Half Baths	
Extra Fixtures	
FBM Area	
Heat/AC	Heat/AC Split
Frame	Wood
Plumbing	Average
Foundation	Slab
Partitions	Average
Wall Height	10.00
% Sprinkler	100.00
# of Heat Systems	
Insulation	
Electric	

Building Photo

(PhotoHandler.ashx?pid=5444&bid=5444)

Building Layout



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Building Sub-Areas (sq ft)			Legend
Code	**Description**	**Gross Area**	**Living Area**
FUS	Finished Upper Story	135,164	135,164
SDA	Store Display Area	18,359	18,359
BAS	First Floor	12,811	12,811
BAL	Balcony	2,225	0
CRT	Court Yard	12,827	0
FOP	Framed Open Porch	1,686	0
PGA	Parking Garage above Grade	27,590	0
PTS	Patio - Stone	968	0
SLB	SLAB	10,586	0
VLT	Vaulted Ceiling	26,720	0
		248,936	166,334

Building 2 : Section 1

Year Built: 1980
Living Area: 4,728

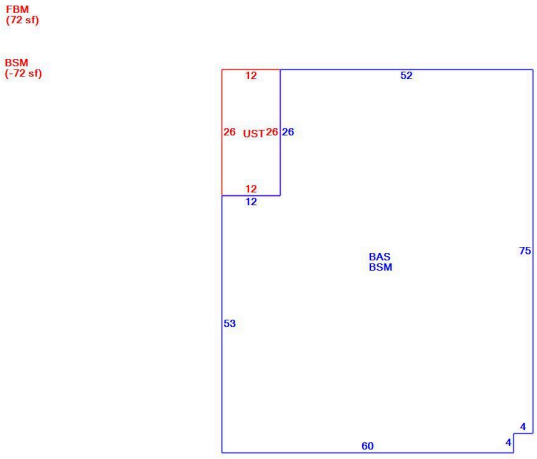
Building Attributes : Bldg 2 of 3

Field	Description
Style:	Retail/Office Strip
Model:	Commercial
Grade	C
Stories:	1
Occupancy	6.00
Exterior Wall 1	Brick/Masonry
Exterior Wall 2	
Roof Structure	Flat
Roof Cover	Tar and Gravel
Interior Wall 1	Drywall
Interior Wall 2	
Interior Floor 1	Vinyl
Interior Floor 2	Ceram Clay Til
Heating Fuel	Gas
Heating Type	Forced Air
AC Percent	100
Heat Percent	100
Bldg Use	Commercial Improved
Total Rooms	
Bedrooms	
Full Baths	
Half Baths	7
Extra Fixtures	
FBM Area	
Heat/AC	Heat/AC Pkg
Frame	Masonry
Plumbing	Average
Foundation	Poured Conc
Partitions	Average
Wall Height	10.00
% Sprinkler	100.00
# of Heat Systems	7
Insulation	Typical
Electric	Good

Building Photo

(https://images.vgsi.com/photos/NorwalkCTPhotos//default.jpg)

Building Layout



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Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
BAS	First Floor	4,728	4,728
BSM	Basement	4,656	0
FBM	Finished Basement	72	0
UST	Utility Storage	312	0
		9,768	4,728

Building 3 : Section 1

Year Built: 1905
Living Area: 6,784

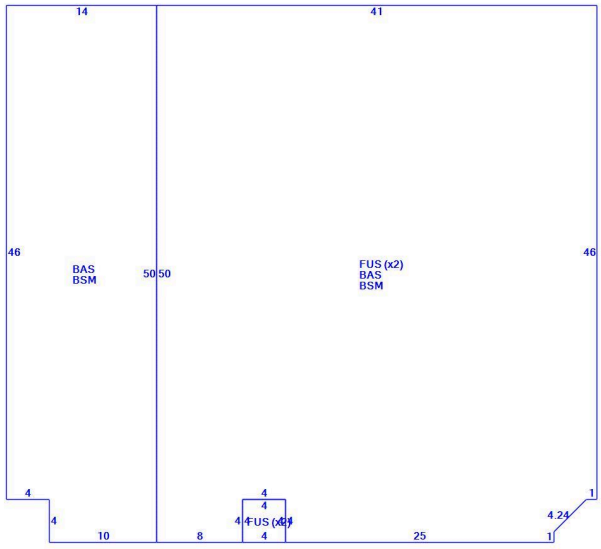
Building Attributes : Bldg 3 of 3	
Field	Description

Style:	Off/Ret/Apt
Model:	Commercial
Grade	C
Stories:	3
Occupancy	21.00
Exterior Wall 1	Brick/Masonry
Exterior Wall 2	
Roof Structure	Flat
Roof Cover	Rolled Compos
Interior Wall 1	Plastered
Interior Wall 2	
Interior Floor 1	Hardwood
Interior Floor 2	
Heating Fuel	Oil
Heating Type	Steam
AC Percent	
Heat Percent	
Bldg Use	Commercial Improved
Total Rooms	20
Bedrooms	16
Full Baths	4
Half Baths	
Extra Fixtures	
FBM Area	
Heat/AC	None
Frame	Masonry
Plumbing	Average
Foundation	Stone
Partitions	Average
Wall Height	10.00
% Sprinkler	
# of Heat Systems	1
Insulation	Typical
Electric	

Building Photo

(https://images.vgsi.com/photos/NorwalkCTPhotos//default.jpg)

Building Layout



(ParcelSketch.ashx?pid=5444&bid=58648)

Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
FUS	Finished Upper Story	4,077	4,077
BAS	First Floor	2,707	2,707
BSM	Basement	2,707	0
		9,491	6,784

Extra Features

Extra Features				Legend
Code	Description	Size	Value	Bldg #
ELV1	Commercial	6.00 STOP	$270,000	1

Land

Land Use

Use Code	201V
Description	Commercial Improved
Zone	NB
Neighborhood	C520

Land Line Valuation

Size (Acres)	1.46
Assessed Value	$1,089,500
Appraised Value	$1,556,430

Outbuildings

Outbuildings						Legend
Code	**Description**	**Sub Code**	**Sub Description**	**Size**	**Value**	**Bldg #**
PAV1	Paving Asph.			7500.00 S.F.	$4,880	3
FN6	Fence 6'			100.00 L.F.	$910	3
SPL1	InGround Pool	CRH	Heatd/Concrt	920.00 S.F.	$41,400	1

Valuation History

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$6,760	$1,556,430	$1,563,190
2022	$6,760	$1,414,930	$1,421,690
2022	$6,760	$1,414,930	$1,421,690
2021	$398,260	$158,460	$556,720
2020	$398,260	$158,460	$556,720
2019	$398,260	$158,460	$556,720
2018	$398,260	$158,460	$556,720

Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$4,740	$1,089,500	$1,094,240
2022	$4,740	$990,450	$995,190
2022	$4,740	$990,450	$995,190
2021	$278,780	$110,920	$389,700
2020	$278,780	$110,920	$389,700
2019	$278,780	$110,920	$389,700
2018	$278,780	$110,920	$389,700

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City Of Norwalk

City Of Norwalk
125 East Avenue Room 105
Norwalk, CT 06851
(203) 854-7731

Bill Information

Taxpayer Information			
Bill #	2024-1-0100030 (REAL ESTATE)	Town Benefit	
Unique ID	2-57-11-0	Elderly Benefit	
District/Flag	District: 2		
Name	10 MONROE STREET LLC	Assessment	26,986,200
Care of/DBA		Reduction due to phase in	12,995,505
Address		Net	13,990,695
Detail Information	10 MONROE ST	Mill Rate	Town 23.90
Volume/Page			

Bill Information As of 07/14/2025

Installment	Due Date	Town	Sewer Use	
Inst #1	07/01/2025	167,189.51	14,701.50	
Inst #2	01/01/2026	167,189.51	14,701.50	
Inst #3				
Inst #4				
Total Adjustments		0.00	0.00	
Total Installment + Adjustment		334,379.02	29,403.00	
Total Payments		0.00		

Total Due	
Tax/ Princ/ Bond Due	181,891.01
Interest Due	0.00
Lien Due	0.00
Fee Due	0.00
Total Due Now	181,891.01
Balance Due	363,782.02

***** Note: This is not a tax form, please contact your financial advisor for information regarding tax reporting. *****

Payment History

Payment Date	Type	Tax/Principal/Bond	Interest	Lien	Fee	Total
Total		0.00	0.00			0.00

***** Total payments made to taxes in** 2024	$0.00

230 EAST AVE

Location	230 EAST AVE	**Mblu**	3/ 33/ 17/ 0/
Acct#	7863	**Owner**	BRIM & CROWN LLC
Assessment	$34,996,470	**Appraisal**	$49,994,950
PID	7863	**Building Count**	3

Current Value

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$45,620,930	$4,374,020	$49,994,950
Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$31,934,660	$3,061,810	$34,996,470

Owner of Record

Owner	BRIM & CROWN LLC	**Sale Price**	$0
Co-Owner		**Book & Page**	9524/95
Address	1 NORTH WATER ST STE 100 NORWALK, CT 06854-2260	**Sale Date**	09/16/2022

Ownership History

Ownership History			
Owner	**Sale Price**	**Book & Page**	**Sale Date**
BRIM & CROWN LLC	$0	9524/95	09/16/2022
BRIM & CROWN LLC	$0	9524/33	09/16/2022
230 EAST AVENUE LLC	$0	8692/331	06/06/2018
230 EAST AVENUE LLC	$14,580,000	8692/328	06/06/2018
NORWALK IMPROVEMENTS LLC	$3,150,000	3032/222	01/23/1995

Building Information

Building 1 : Section 1

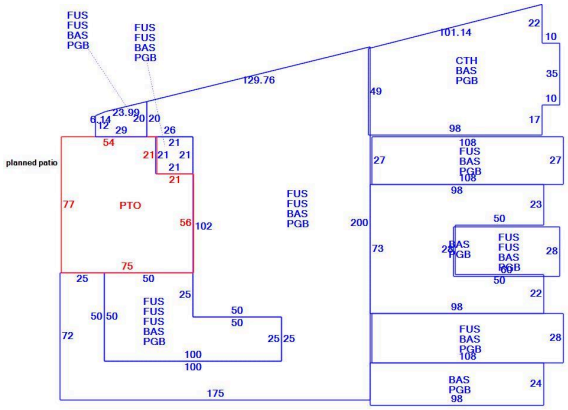
Year Built:	1927
Living Area:	112,217

Building Attributes	
Field	**Description**
Style:	Office Bldg
Model:	Commercial
Grade	B-
Stories:	4.00
Occupancy	24.00
Exterior Wall 1	Concrete
Exterior Wall 2	Glass/Thermo.
Roof Structure	Flat
Roof Cover	Rolled Compos
Interior Wall 1	Prefab Panel
Interior Wall 2	Drywall
Interior Floor 1	Carpet
Interior Floor 2	Vinyl
Heating Fuel	Gas
Heating Type	Hot Water
AC Percent	100
Heat Percent	100
Bldg Use	Commercial Improved
Total Rooms	
Bedrooms	
Full Baths	
Half Baths	24
Extra Fixtures	4
FBM Area	
Heat/AC	Heat/AC Split
Frame	Masonry
Plumbing	Average
Foundation	Poured Conc
Partitions	Average
Wall Height	14.00
% Sprinkler	100.00
# of Heat Systems	1
Insulation	None
Electric	Typical

Building Photo

(PhotoHandler.ashx?pid=7863&bid=7863)

Building Layout



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Building Sub-Areas (sq ft)			Legend
Code	**Description**	**Gross Area**	**Living Area**
FUS	Finished Upper Story	64,426	64,426
BAS	First Floor	47,791	47,791
CTH	Cathedral	6,377	0
PGB	Parking Garage Basement	47,791	0
PTO	Patio	5,334	0
		171,719	112,217

Building 2 : Section 1

Year Built: 1927
Living Area: 15,633

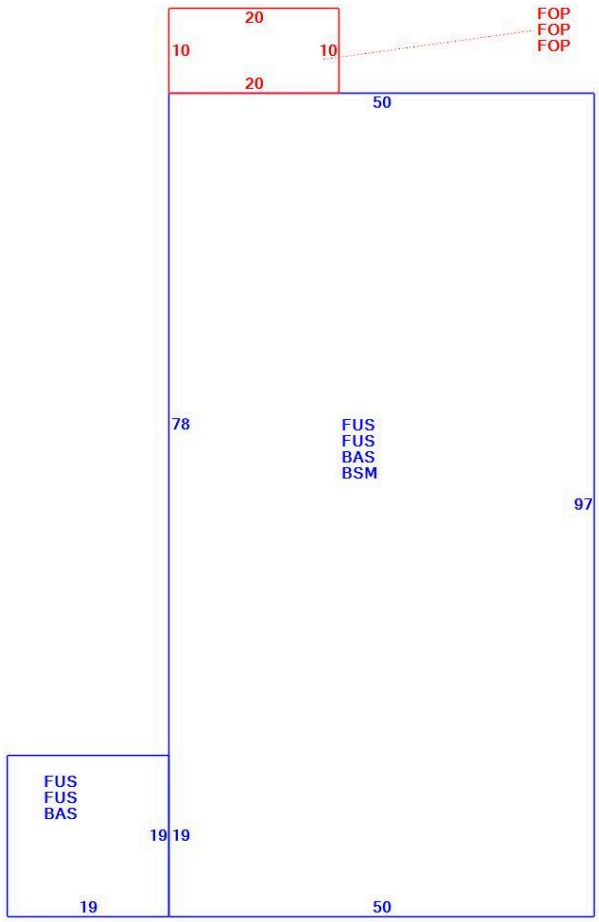
Building Attributes : Bldg 2 of 3

Field	Description
Style:	Apartment Com
Model:	Commercial
Grade	B+
Stories:	3.00
Occupancy	1.00
Exterior Wall 1	Brick/Masonry
Exterior Wall 2	Pre-finsh Metl
Roof Structure	Flat
Roof Cover	Tar and Gravel
Interior Wall 1	Drywall
Interior Wall 2	
Interior Floor 1	Concrete
Interior Floor 2	Vinyl
Heating Fuel	Gas
Heating Type	Forced Air
AC Percent	100
Heat Percent	100
Bldg Use	Commercial Improved
Total Rooms	0
Bedrooms	0
Full Baths	2
Half Baths	1
Extra Fixtures	0
FBM Area	
Heat/AC	Heat/AC Pkg
Frame	Masonry
Plumbing	Average
Foundation	Poured Conc
Partitions	Light
Wall Height	10.00
% Sprinkler	100.00
# of Heat Systems	1
Insulation	None
Electric	Typical

Building Photo

(PhotoHandler.ashx?pid=7863&bid=58305)

Building Layout



(ParcelSketch.ashx?pid=7863&bid=58305)

Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
FUS	Finished Upper Story	10,422	10,422
BAS	First Floor	5,211	5,211
BSM	Basement	4,850	0
FOP	Framed Open Porch	600	0

		21,083	15,633

Building 3 : Section 1

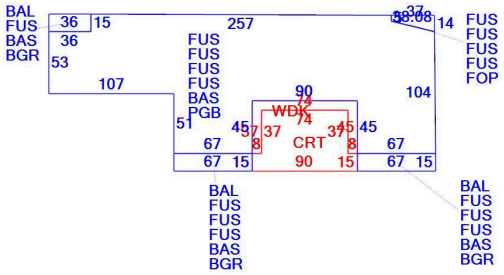
Year Built: 2021
Living Area: 154,318

Building Attributes : Bldg 3 of 3	
Field	**Description**
Style:	Apartments
Model:	Commercial
Grade	A+
Stories:	5
Occupancy	100.00
Exterior Wall 1	Brick/Masonry
Exterior Wall 2	
Roof Structure	Flat
Roof Cover	Rolled Compos
Interior Wall 1	Drywall
Interior Wall 2	
Interior Floor 1	Hardwood
Interior Floor 2	Ceram Clay Til
Heating Fuel	Gas
Heating Type	Forced Air
AC Percent	
Heat Percent	
Bldg Use	Commercial Improved
Total Rooms	
Bedrooms	
Full Baths	
Half Baths	
Extra Fixtures	
FBM Area	
Heat/AC	Heat/AC Split
Frame	Fireproof Stl
Plumbing	Average
Foundation	Poured Conc
Partitions	Average
Wall Height	
% Sprinkler	
# of Heat Systems	
Insulation	
Electric	

Building Photo

(PhotoHandler.ashx?pid=7863&bid=58640)

Building Layout



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Building Sub-Areas (sq ft)			Legend
Code	**Description**	**Gross Area**	**Living Area**
FUS	Finished Upper Story	123,010	123,010
BAS	First Floor	31,308	31,308
BAL	Balcony	2,550	0
BGR	Basement Garage	2,550	0
CRT	Court Yard	4,088	0
FOP	Framed Open Porch	352	0
PGB	Parking Garage Basement	28,758	0
WDK	Wood Deck	1,312	0
		193,928	154,318

Extra Features

Extra Features				Legend
Code	**Description**	**Size**	**Value**	**Bldg #**
ELV1	Commercial	4.00 STOP	$50,000	1
SPR	Sprinklers	108119.00 S.F.	$405,450	1
SPR	Sprinklers	53245.00 S.F.	$279,540	1
ELV1	Commercial	3.00 STOP	$37,500	2
BAL	BALCONY	96.00 S.F.	$259,200	3
GEN	Generator	1.00 UNITS	$0	1
SPR	Sprinklers	20483.00 S.F.	$51,210	2
SPR	Sprinklers	154318.00 S.F.	$385,800	3
SPR	Sprinklers	31303.00 S.F.	$109,560	3
GEN	Generator	1.00 UNITS	$0	3

Land

Land Use

Use Code	201V
Description	Commercial Improved
Zone	I1
Neighborhood	C400

Land Line Valuation

Size (Acres)	3.62
Assessed Value	$3,061,810
Appraised Value	$4,374,020

Outbuildings

Outbuildings						Legend
Code	**Description**	**Sub Code**	**Sub Description**	**Size**	**Value**	**Bldg #**
PAV1	Paving Asph.			5600.00 S.F.	$7,280	1
CNP	Canopy		Loading Dock	234.00 S.F.	$4,390	1
FN10	Fence 10'			80.00 L.F.	$920	1

Valuation History

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$48,958,500	$4,374,020	$53,332,520
2022	$42,133,440	$3,988,070	$46,121,510
2022	$42,133,440	$3,988,070	$46,121,510
2021	$35,812,770	$3,988,070	$39,800,840
2020	$25,610,484	$3,988,070	$29,598,554
2019	$11,678,650	$3,988,070	$15,666,720
2018	$9,065,490	$3,031,000	$12,096,490

Assessment

Valuation Year	Improvements	Land	Total
2023	$34,270,950	$3,061,810	$37,332,760
2022	$29,493,410	$2,791,650	$32,285,060
2022	$29,493,410	$2,791,650	$32,285,060
2021	$25,068,940	$2,791,650	$27,860,590
2020	$17,927,342	$2,791,650	$20,718,992
2019	$8,175,060	$2,791,650	$10,966,710
2018	$6,345,840	$2,121,700	$8,467,540

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City Of Norwalk

City Of Norwalk
125 East Avenue Room 105
Norwalk, CT 06851
(203) 854-7731

Bill Information

Taxpayer Information			
Bill #	2024-1-0103700 (REAL ESTATE)	Town Benefit	
Unique ID	3-33-17-0	Elderly Benefit	
District/Flag	District: 3		
Name	BRIM & CROWN LLC	Assessment	34,996,470
Care of/DBA		Reduction due to phase in	1,355,705
Address		Net	33,640,765
Detail Information	230 EAST AVE	Mill Rate	Town 23.90
Volume/Page			

Bill Information As of 07/14/2025

Installment	Due Date	Town	Sewer Use	
Inst #1	07/01/2025	402,008.83	40,415.50	
Inst #2	01/01/2026	402,008.83	40,415.50	
Inst #3				
Inst #4				
Total Adjustments		0.00	0.00	
Total Installment + Adjustment		804,017.66	80,831.00	
Total Payments		0.00		

Total Due	
Tax/ Princ/ Bond Due	442,424.33
Interest Due	0.00
Lien Due	0.00
Fee Due	0.00
Total Due Now	442,424.33
Balance Due	884,848.66

***** Note: This is not a tax form, please contact your financial advisor for information regarding tax reporting. *****

Payment History

Payment Date	Type	Tax/Principal/Bond	Interest	Lien	Fee	Total
Total		0.00	0.00			0.00

***** Total payments made to taxes in** 2024	$0.00

26 BELDEN AVE

Location	26 BELDEN AVE	**Mblu**	1/ 36/ 50/ 0/
Acct#	30249	**Owner**	RK NORWALK LLC 18% &
Assessment	$69,380,070	**Appraisal**	$99,114,380
PID	30249	**Building Count**	2

Current Value

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$92,947,110	$6,167,270	$99,114,380

Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$65,062,980	$4,317,090	$69,380,070

Owner of Record

Owner	RK NORWALK LLC 18% &	**Sale Price**	$103,000,000
Co-Owner	LIVING NORWALK LLC 82%	**Book & Page**	9243/122
Address	36 AIRPORT RD SUITE 307	**Sale Date**	05/17/2021
	LAKEWOOD , NJ 08701-0000		

Ownership History

Ownership History			
Owner	**Sale Price**	**Book & Page**	**Sale Date**
RK NORWALK LLC 18% &	$103,000,000	9243/122	05/17/2021
AVALONBAY COMMUNITIES INC	$9,840,250	6843/205	07/17/2008
RITZ REALTY CORP	$0	3583/302	09/17/1998

Building Information

Building 1 : Section 1

Year Built: 2010
Living Area: 264,106

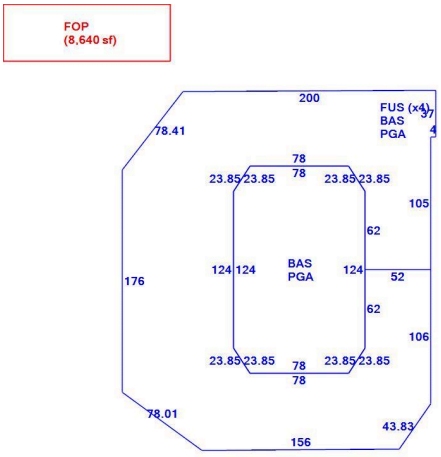
Building Attributes	
Field	**Description**

Style:	Apartments
Model:	Commercial
Grade	A+
Stories:	5.00
Occupancy	183.00
Exterior Wall 1	Brick Veneer
Exterior Wall 2	Shaker Vinyl
Roof Structure	Hip
Roof Cover	Asphalt Shingl
Interior Wall 1	Drywall
Interior Wall 2	
Interior Floor 1	Quarry Tile
Interior Floor 2	Laminate
Heating Fuel	Gas
Heating Type	Forced Air
AC Percent	100
Heat Percent	100
Bldg Use	Commercial Improved
Total Rooms	605
Bedrooms	245
Full Baths	245
Half Baths	50
Extra Fixtures	0
FBM Area	
Heat/AC	Heat/AC Pkg
Frame	Wood
Plumbing	Average
Foundation	Poured Conc
Partitions	Average
Wall Height	9.00
% Sprinkler	100.00
# of Heat Systems	185
Insulation	Typical
Electric	Good

Building Photo

(PhotoHandler.ashx?pid=30249&bid=30249)

Building Layout



(ParcelSketch.ashx?pid=30249&bid=30249)

Building Sub-Areas (sq ft)			Legend
Code	**Description**	**Gross Area**	**Living Area**
FUS	Finished Upper Story	198,056	198,056
BAS	First Floor	66,050	66,050
FOP	Framed Open Porch	8,640	0
PGA	Parking Garage above Grade	66,050	0
		338,796	264,106

Building 2 : Section 1

Year Built: 2010
Living Area: 178,230

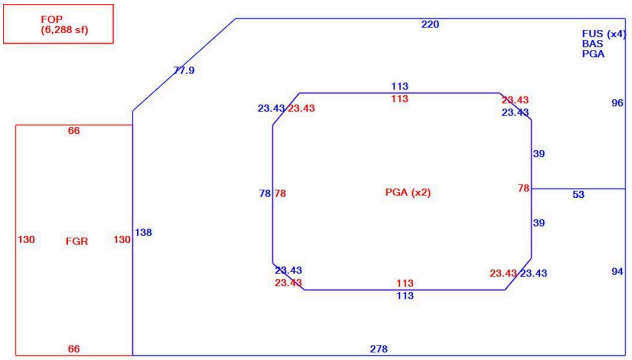
Building Attributes : Bldg 2 of 2	
Field	**Description**

Style:	Apartments
Model:	Commercial
Grade	A+
Stories:	5.00
Occupancy	131.00
Exterior Wall 1	Brick Veneer
Exterior Wall 2	Shaker Vinyl
Roof Structure	Gable
Roof Cover	Asphalt Shingl
Interior Wall 1	Drywall
Interior Wall 2	
Interior Floor 1	Carpet
Interior Floor 2	Laminate
Heating Fuel	Gas
Heating Type	Forced Air
AC Percent	100
Heat Percent	0
Bldg Use	Commercial Improved
Total Rooms	455
Bedrooms	193
Full Baths	187
Half Baths	0
Extra Fixtures	6
FBM Area	
Heat/AC	Heat/AC Pkg
Frame	Wood
Plumbing	Average
Foundation	Poured Conc
Partitions	Average
Wall Height	9.00
% Sprinkler	100.00
# of Heat Systems	
Insulation	Typical
Electric	Typical

Building Photo

(PhotoHandler.ashx?pid=30249&bid=51026)

Building Layout



(ParcelSketch.ashx?pid=30249&bid=51026)

Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
FUS	Finished Upper Story	142,584	142,584
BAS	First Floor	35,646	35,646
FGR	Garage	8,580	0
FOP	Framed Open Porch	6,288	0
PGA	Parking Garage above Grade	66,978	0
		260,076	178,230

Extra Features

Extra Features				Legend
Code	Description	Size	Value	Bldg #
SPR	Sprinklers	346893.00 S.F.	$1,561,020	1
SPR	Sprinklers	82697.00 S.F.	$520,990	1

ELV1	Commercial	6.00 STOP	$270,000	1
SPR	Sprinklers	256560.00 S.F.	$1,154,520	2
SPR	Sprinklers	90768.00 S.F.	$571,840	2
ELV1	Commercial	1.00 STOP	$45,000	2

Land

Land Use

Use Code	108C
Description	Apartments - Com
Zone	CBDB
Neighborhood	C440

Land Line Valuation

Size (Acres)	4.44
Assessed Value	$4,317,090
Appraised Value	$6,167,270

Outbuildings

Outbuildings						Legend
Code	**Description**	**Sub Code**	**Sub Description**	**Size**	**Value**	**Bldg #**
SPL1	InGround Pool	FG	Fiberglass	1200.00 S.F.	$33,000	1

Valuation History

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$92,947,110	$6,167,270	$99,114,380
2022	$71,371,220	$5,620,800	$76,992,020
2022	$71,371,220	$5,620,800	$76,992,020
2021	$71,371,220	$5,620,800	$76,992,020
2020	$71,371,220	$5,620,800	$76,992,020
2019	$71,371,220	$5,620,800	$76,992,020
2018	$71,371,220	$5,620,800	$76,992,020

Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$65,062,980	$4,317,090	$69,380,070
2022	$49,959,850	$3,934,560	$53,894,410
2022	$49,959,850	$3,934,560	$53,894,410
2021	$49,959,850	$3,934,560	$53,894,410
2020	$49,959,850	$3,934,560	$53,894,410
2019	$49,959,850	$3,934,560	$53,894,410
2018	$49,959,850	$3,934,560	$53,894,410

City Of Norwalk

City Of Norwalk
125 East Avenue Room 105
Norwalk, CT 06851
(203) 854-7731

Bill Information

Taxpayer Information			
Bill #	2024-1-0122398 (REAL ESTATE)	Town Benefit	
Unique ID	1-36-50-0	Elderly Benefit	
District/Flag	District: 1		
Name	RK NORWALK LLC 18% &	Assessment	68,329,800
Care of/DBA	LIVING NORWALK LLC 82%	Reduction due to phase in	7,217,695
Address		Net	61,112,105
Detail Information	26 BELDEN AVE	Mill Rate	Town 23.90
Volume/Page			

Bill Information As of 07/14/2025

Installment	Due Date	Town	Sewer Use	
Inst #1	07/01/2025	730,292.71	61,901.50	
Inst #2	01/01/2026	730,292.71	61,901.50	
Inst #3				
Inst #4				
Total Adjustments		0.00	0.00	
Total Installment + Adjustment		1,460,585.42	123,803.00	
Total Payments		6,182.02		

Total Due	
Tax/ Princ/ Bond Due	786,012.19
Interest Due	0.00
Lien Due	0.00
Fee Due	0.00
Total Due Now	786,012.19
Balance Due	1,578,206.40

***** Note: This is not a tax form, please contact your financial advisor for information regarding tax reporting. *****

Payment History

Payment Date	Type	Tax/Principal/Bond	Interest	Lien	Fee	Total
06/04/2025	PAY	6,182.02	0.00	0.00	0.00	6,182.02
Total		6,182.02	0.00			6,182.02

***** Total payments made to taxes in** 2024	$0.00

15 CHESTNUT ST

Location	15 CHESTNUT ST	**Mblu**	2/ 55/ 22/ 0/
Acct#	5430	**Owner**	SONO TOD II LLC
Assessment	$643,670	**Appraisal**	$919,530
PID	5430	**Building Count**	1

Current Value

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$0	$919,530	$919,530
Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$0	$643,670	$643,670

Owner of Record

Owner	SONO TOD II LLC	**Sale Price**	$0
Co-Owner	C/O SPINNAKER REAL ESTATE PARTNERS LLC	**Book & Page**	9457/153
Address	1 NORTH WATER ST STE 100 NORWALK, CT 06854-2260	**Sale Date**	04/21/2022

Ownership History

Ownership History			
Owner	**Sale Price**	**Book & Page**	**Sale Date**
SONO TOD II LLC	$0	9457/153	04/21/2022
SONO TOD II LLC	$1,575,000	8823/16	04/25/2019
SONO METRO LLC	$0	7469/173	10/21/2011
CBA REALTY LLC	$0	5159/209	10/17/2003
ARON RICHARD M	$0	1830/129	04/04/1986

Building Information

Building 1 : Section 1

Year Built:
Living Area: 0

Building Attributes	
Field	**Description**
Style	Warehouse
Model:	
Grade	
Stories	
Occupancy	
Exterior Wall 1	
Exterior Wall 2	
Roof Structure:	
Roof Cover	
Interior Wall 1	
Interior Wall 2	
Interior Floor 1	
Interior Floor 2	
Heat Fuel	
Heat Type	
AC Type	
Bedrooms	
Full Baths	
Half Baths	
Extra Fixtures	
Total Rooms	
Bath Style	
Kitchen Style	
Extra Kitchens	
Bsmt Garage	
FBM Area	
FBM Quality	
Fireplaces	
# of Heat Systems	
Central Vac	
Solar HW	
Electrical	
Int vs. Ext	
Building Lifted	

Building Photo

(https://images.vgsi.com/photos/NorwalkCTPhotos//default.jpg)

Building Layout

Building Layout (ParcelSketch.ashx?pid=5430&bid=5430)

Building Sub-Areas (sq ft)	Legend
No Data for Building Sub-Areas	

Extra Features

Extra Features	Legend

No Data for Extra Features

Land

Land Use

Use Code	300
Description	Industrial Vacant
Zone	D
Neighborhood	C520

Land Line Valuation

Size (Acres)	0.77
Assessed Value	$643,670
Appraised Value	$919,530

Outbuildings

Outbuildings	Legend
No Data for Outbuildings	

Valuation History

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$0	$919,530	$919,530
2022	$0	$835,940	$835,940
2022	$0	$835,940	$835,940
2021	$0	$570,570	$570,570
2020	$0	$570,570	$570,570
2019	$0	$570,570	$570,570
2018	$0	$495,680	$495,680

Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$0	$643,670	$643,670
2022	$0	$585,160	$585,160
2022	$0	$585,160	$585,160
2021	$0	$399,400	$399,400
2020	$0	$399,400	$399,400
2019	$0	$399,400	$399,400
2018	$0	$346,980	$346,980

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City Of Norwalk

City Of Norwalk
125 East Avenue Room 105
Norwalk, CT 06851
(203) 854-7731

Bill Information

Taxpayer Information			
Bill #	2024-1-0125001 (REAL ESTATE)	Town Benefit	
Unique ID	2-55-4-0	Elderly Benefit	
District/Flag	District: 2		
Name	SONO TOD LLC	Assessment	25,030,080
Care of/DBA		Reduction due to phase in	23,503,060
Address		Net	1,527,020
Detail Information	11 CHESTNUT ST	Mill Rate	Town 23.90
Volume/Page			

Bill Information As of 07/14/2025

Installment	Due Date	Town	Sewer Use	
Inst #1	07/01/2025	18,247.97	14,892.00	
Inst #2	01/01/2026	18,247.97	14,892.00	
Inst #3				
Inst #4				
Total Adjustments		0.00	0.00	
Total Installment + Adjustment		36,495.94	29,784.00	
Total Payments		34,834.22		

Total Due	
Tax/ Princ/ Bond Due	0.00
Interest Due	0.00
Lien Due	0.00
Fee Due	0.00
Total Due Now	0.00
Balance Due	31,445.72

***** Note: This is not a tax form, please contact your financial advisor for information regarding tax reporting. *****

Payment History

Payment Date	Type	Tax/Principal/Bond	Interest	Lien	Fee	Total
06/04/2025	PAY	34,834.22	0.00	0.00	0.00	34,834.22
Total		34,834.22	0.00			34,834.22

***** Total payments made to taxes in** 2024	$0.00

515 WEST AVE

Location	515 WEST AVE	**Mblu**	1/ 21/ 10/ 0/
Acct#	1283	**Owner**	BW WAYPOINTE LLC
Assessment	$99,726,975	**Appraisal**	$142,467,110
PID	1283	**Building Count**	2

Current Value

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$124,872,860	$17,594,250	$142,467,110

Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$87,411,000	$12,315,975	$99,726,975

Owner of Record

Owner	BW WAYPOINTE LLC	**Sale Price**	$208,420,500
Co-Owner	C/O BEACHWOLD RESIDENTIAL LLC	**Book & Page**	9472/55
Address	257 PARK AVE S FL 13	**Sale Date**	05/23/2022
	NEW YORK, NY 10010-7358		

Ownership History

Ownership History			
Owner	**Sale Price**	**Book & Page**	**Sale Date**
BW WAYPOINTE LLC	$208,420,500	9472/55	05/23/2022
WAYPOINTE I HOLDING UT LLC	$157,000,000	9049/321	08/12/2020
CP IV WAYPOINTE BP I LLC	$10,550,000	7756/256	02/01/2013
NW MFP NORWALK TOWN CENTER II LLC	$300,000	7416/147	07/01/2011
ACTION HOUSING INC	$75,000	1395/156	02/18/1982

Building Information

Building 1 : Section 1

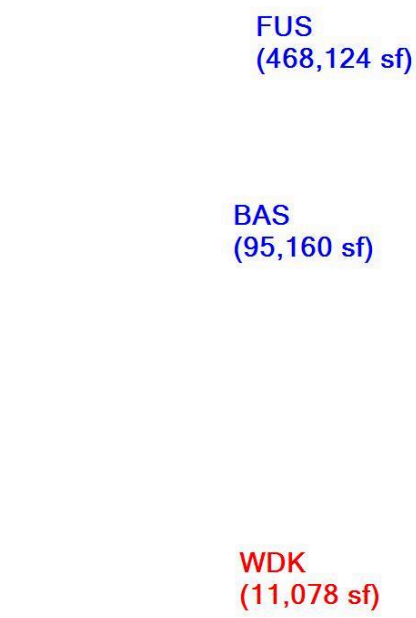
Year Built:	2015
Living Area:	563,284

Building Attributes	
Field	**Description**
Style:	Apartment Com
Model:	Commercial
Grade	B
Stories:	6
Occupancy	390.00
Exterior Wall 1	Brick Veneer
Exterior Wall 2	
Roof Structure	Flat
Roof Cover	Rolled Compos
Interior Wall 1	Drywall
Interior Wall 2	
Interior Floor 1	Hardwood
Interior Floor 2	
Heating Fuel	Gas
Heating Type	Forced Air
AC Percent	100
Heat Percent	100
Bldg Use	Commercial Improved
Total Rooms	1350
Bedrooms	566
Full Baths	605
Half Baths	15
Extra Fixtures	610
FBM Area	
Heat/AC	Heat/AC Pkg
Frame	Fireproof Stl
Plumbing	Average
Foundation	Slab
Partitions	Average
Wall Height	9.00
% Sprinkler	100.00
# of Heat Systems	390
Insulation	Typical
Electric	Typical

Building Photo

(PhotoHandler.ashx?pid=1283&bid=1283)

Building Layout



(ParcelSketch.ashx?pid=1283&bid=1283)

Building Sub-Areas (sq ft)			Legend
Code	**Description**	**Gross Area**	**Living Area**
FUS	Finished Upper Story	468,124	468,124
BAS	First Floor	95,160	95,160
WDK	Wood Deck	11,078	0
		574,362	563,284

Building 2 : Section 1

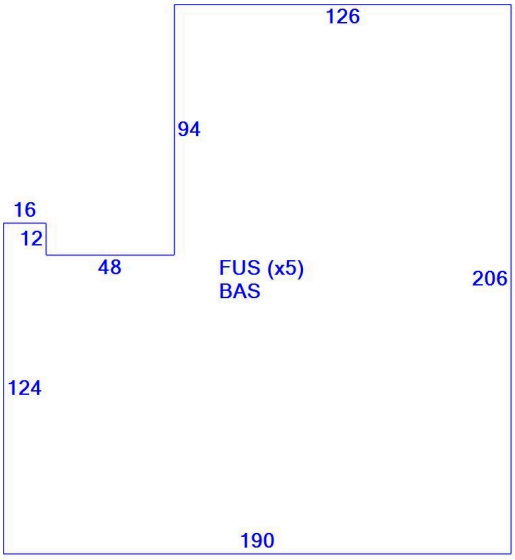
Year Built: 2013
Living Area: 199,896

Building Attributes : Bldg 2 of 2	
Field	**Description**
Style:	Parking Garage
Model:	Commercial
Grade	C
Stories:	6
Occupancy	1.00
Exterior Wall 1	Precast Panel
Exterior Wall 2	Minimum
Roof Structure	Flat
Roof Cover	Tar and Gravel
Interior Wall 1	Minimum
Interior Wall 2	
Interior Floor 1	Concrete
Interior Floor 2	
Heating Fuel	None
Heating Type	None
AC Percent	
Heat Percent	
Bldg Use	Commercial Improved
Total Rooms	
Bedrooms	
Full Baths	
Half Baths	
Extra Fixtures	
FBM Area	
Heat/AC	None
Frame	Reinf Concrete
Plumbing	None
Foundation	Slab
Partitions	Average
Wall Height	9.00
% Sprinkler	
# of Heat Systems	
Insulation	
Electric	

Building Photo

(https://images.vgsi.com/photos/NorwalkCTPhotos//default.jpg)

Building Layout



(ParcelSketch.ashx?pid=1283&bid=57122)

Building Sub-Areas (sq ft)			Legend
Code	**Description**	**Gross Area**	**Living Area**
FUS	Finished Upper Story	166,580	166,580
BAS	First Floor	33,316	33,316
		199,896	199,896

Extra Features

Extra Features				Legend
Code	**Description**	**Size**	**Value**	**Bldg #**
ELV1	Commercial	6.00 STOP	$0	1
ELV1	Commercial	6.00 STOP	$0	2
SPR	Sprinklers	563284.00 S.F.	$0	1
SPR	Sprinklers	199896.00 S.F.	$0	2

Land

Land Use

Use Code	108C
Description	Apartments - Com
Zone	CBDB
Neighborhood	C440

Land Line Valuation

Size (Acres)	4.48
Assessed Value	$12,315,975
Appraised Value	$17,594,250

Outbuildings

Outbuildings						Legend
Code	**Description**	**Sub Code**	**Sub Description**	**Size**	**Value**	**Bldg #**
SPL1	InGround Pool	CRH	Heatd/Concrt	1000.00 S.F.	$0	1

Valuation History

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$124,872,860	$17,594,250	$142,467,110
2022	$112,886,720	$17,594,250	$130,480,970
2022	$112,886,720	$17,594,250	$130,480,970
2021	$112,886,720	$17,594,250	$130,480,970
2020	$112,886,720	$17,594,250	$130,480,970
2019	$112,886,720	$17,594,250	$130,480,970
2018	$112,886,720	$17,594,250	$130,480,970

Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$87,411,000	$12,315,975	$99,726,975
2022	$79,020,704	$12,315,975	$91,336,679
2022	$79,020,704	$12,315,975	$91,336,679
2021	$79,020,704	$12,315,975	$91,336,679
2020	$79,020,704	$12,315,975	$91,336,679
2019	$79,020,704	$12,315,975	$91,336,679
2018	$79,020,704	$12,315,975	$91,336,679

City Of Norwalk

City Of Norwalk
125 East Avenue Room 105
Norwalk, CT 06851
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Bill Information

Taxpayer Information			
Bill #	2024-1-0104148 (REAL ESTATE)	Town Benefit	
Unique ID	1-21-10-0	Elderly Benefit	
District/Flag	District: 1		
Name	BW WAYPOINTE LLC	Assessment	99,726,975
Care of/DBA	C/O BEACHWOLD RESIDENTIAL LLC	Reduction due to phase in	4,195,148
Address		Net	95,531,827
Detail Information	515 WEST AVE	Mill Rate	Town 23.90
Volume/Page			

Bill Information As of 07/14/2025

Installment	Due Date	Town	Sewer Use	
Inst #1	07/01/2025	1,141,610.11	76,012.00	
Inst #2	01/01/2026	1,141,610.11	76,012.00	
Inst #3				
Inst #4				
Total Adjustments		0.00	0.00	
Total Installment + Adjustment		2,283,220.22	152,024.00	
Total Payments		0.00		

Total Due	
Tax/ Princ/ Bond Due	1,217,622.11
Interest Due	0.00
Lien Due	0.00
Fee Due	0.00
Total Due Now	1,217,622.11
Balance Due	2,435,244.22

***** Note: This is not a tax form, please contact your financial advisor for information regarding tax reporting. *****

Payment History

Payment Date	Type	Tax/Principal/Bond	Interest	Lien	Fee	Total
Total		0.00	0.00			0.00

***** Total payments made to taxes in** 2024	$0.00

City Of Norwalk

City Of Norwalk
125 East Avenue Room 105
Norwalk, CT 06851
(203) 854-7731

Bill Information

Taxpayer Information			
Bill #	2024-1-0126691 (REAL ESTATE)	Town Benefit	
Unique ID	2-60-6-0	Elderly Benefit	
District/Flag	District: 2		
Name	TREV MTK HARBOURSIDE LLC	Assessment	39,283,170
Care of/DBA		Reduction due to phase in	14,674,909
Address		Net	24,608,261
Detail Information	123 WATER ST	Mill Rate	Town 23.90
Volume/Page			

Bill Information As of 07/14/2025

Installment	Due Date	Town	Sewer Use	
Inst #1	07/01/2025	294,069.95	16,825.00	
Inst #2	01/01/2026	294,069.95	16,825.00	
Inst #3				
Inst #4				
Total Adjustments		0.00	0.00	
Total Installment + Adjustment		588,139.90	33,650.00	
Total Payments		0.00		

Total Due	
Tax/ Princ/ Bond Due	310,894.95
Interest Due	0.00
Lien Due	0.00
Fee Due	0.00
Total Due Now	310,894.95
Balance Due	621,789.90

***** Note: This is not a tax form, please contact your financial advisor for information regarding tax reporting. *****

Payment History

Payment Date	Type	Tax/Principal/Bond	Interest	Lien	Fee	Total
Total		0.00	0.00			0.00

***** Total payments made to taxes in** 2024	$0.00

8 NORDEN PL

Location	8 NORDEN PL	**Mblu**	3/ 17/ 144/ 0/
Acct#	29770	**Owner**	NORDEN PLACE OWNER LLC
Assessment	$57,527,810	**Appraisal**	$82,182,580
PID	29770	**Building Count**	1

Current Value

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$59,821,490	$22,361,090	$82,182,580
Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$41,875,050	$15,652,760	$57,527,810

Owner of Record

Owner	NORDEN PLACE OWNER LLC	**Sale Price**	$88,636,981
Co-Owner	C/O DSF ADVISORS, LLC	**Book & Page**	9445/180
Address	341 NEWBURY ST 4TH FLR	**Sale Date**	03/29/2022
	BOSTON, MA 02115-2710		

Ownership History

Ownership History			
Owner	**Sale Price**	**Book & Page**	**Sale Date**
NORDEN PLACE OWNER LLC	$88,636,981	9445/180	03/29/2022
AVALON NORDEN PLACE LLC	$9,910,000	7426/62	07/25/2011
NORDEN PLACE LLC	$0	3996/62	11/17/2000
METROPOLITAN LIFE INSURANCE CO	$0	0/0	

Building Information

Building 1 : Section 1

Year Built:	2013
Living Area:	269,100

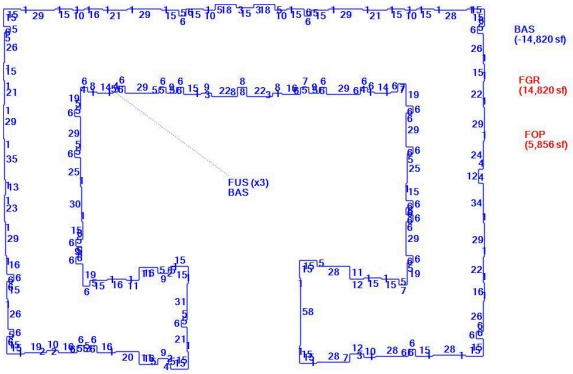
Building Attributes

Field	Description
Style:	Apartments
Model:	Commercial
Grade	A+
Stories:	4.00
Occupancy	240.00
Exterior Wall 1	Vinyl Siding
Exterior Wall 2	Brick/Masonry
Roof Structure	Gable
Roof Cover	Asphalt Shingl
Interior Wall 1	Drywall
Interior Wall 2	
Interior Floor 1	Carpet
Interior Floor 2	Hardwood
Heating Fuel	Gas
Heating Type	Forced Air
AC Percent	100
Heat Percent	100
Bldg Use	Commercial Improved
Total Rooms	0
Bedrooms	0
Full Baths	333
Half Baths	0
Extra Fixtures	0
FBM Area	
Heat/AC	Heat/AC Pkg
Frame	Fireproof Stl
Plumbing	Average
Foundation	Slab
Partitions	Average
Wall Height	9.00
% Sprinkler	100.00
# of Heat Systems	240
Insulation	Typical
Electric	Extensive

Building Photo

(PhotoHandler.ashx?pid=29770&bid=29770)

Building Layout



(ParcelSketch.ashx?pid=29770&bid=29770)

Building Sub-Areas (sq ft)			Legend
Code	Description	Gross Area	Living Area
FUS	Finished Upper Story	212,940	212,940
BAS	First Floor	56,160	56,160
FGR	Garage	14,820	0
FOP	Framed Open Porch	5,856	0
		289,776	269,100

Extra Features

Extra Features				Legend
Code	Description	Size	Value	Bldg #
SPR	Sprinklers	283920.00 S.F.	$0	1

ELV1	Commercial	4.00 STOP	$0	1
ELV1	Commercial	4.00 STOP	$50,000	1
ELV1	Commercial	4.00 STOP	$50,000	1

Land

Land Use

Use Code	108C
Description	Apartments - Com
Zone	RI
Neighborhood	C450

Land Line Valuation

Size (Acres)	38.37
Assessed Value	$15,652,760
Appraised Value	$22,361,090

Outbuildings

Outbuildings						Legend
Code	**Description**	**Sub Code**	**Sub Description**	**Size**	**Value**	**Bldg #**
SPL1	InGround Pool	CR	Concrete	1575.00 S.F.	$0	1
LT1	Light 1			55.00 UNITS	$0	1
LT2	Light 2			6.00 UNITS	$0	1
PAV1	Paving Asph.			130000.00 S.F.	$0	1
PAV2	Paving Concrt			1500.00 S.F.	$0	1

Valuation History

Appraisal			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$59,821,490	$22,361,090	$82,182,580
2022	$50,388,910	$22,361,090	$72,750,000
2022	$50,388,910	$22,361,090	$72,750,000
2021	$50,388,910	$22,361,090	$72,750,000
2020	$50,388,910	$22,361,090	$72,750,000
2019	$50,388,910	$22,361,090	$72,750,000
2018	$50,388,910	$22,361,090	$72,750,000

Assessment			
Valuation Year	**Improvements**	**Land**	**Total**
2023	$41,875,050	$15,652,760	$57,527,810
2022	$35,272,240	$15,652,760	$50,925,000
2022	$35,272,240	$15,652,760	$50,925,000
2021	$35,272,240	$15,652,760	$50,925,000
2020	$35,272,240	$15,652,760	$50,925,000
2019	$35,272,240	$15,652,760	$50,925,000
2018	$35,272,240	$15,652,760	$50,925,000

City Of Norwalk

City Of Norwalk
125 East Avenue Room 105
Norwalk, CT 06851
(203) 854-7731

Bill Information

Taxpayer Information			
Bill #	2024-1-0119320 (REAL ESTATE)	Town Benefit	
Unique ID	3-17-144-0	Elderly Benefit	
District/Flag	District: 4		
Name	NORDEN PLACE OWNER LLC	Assessment	57,190,400
Care of/DBA	C/O DSF ADVISORS LLC	Reduction due to phase in	3,132,500
Address		Net	54,057,900
Detail Information	8 NORDEN PL	Mill Rate	Town 23.95
Volume/Page			

Bill Information As of 08/23/2025

Installment	Due Date	Town	Sewer Use	
Inst #1	07/01/2025	647,232.54	44,067.00	
Inst #2	01/01/2026	647,232.54	44,067.00	
Inst #3				
Inst #4				
Total Adjustments		0.00	0.00	
Total Installment + Adjustment		1,294,465.08	88,134.00	
Total Payments		691,299.54		

Total Due	
Tax/ Princ/ Bond Due	0.00
Interest Due	0.00
Lien Due	0.00
Fee Due	0.00
Total Due Now	0.00
Balance Due	691,299.54

***** Note: This is not a tax form, please contact your financial advisor for information regarding tax reporting. *****

Payment History

Payment Date	Type	Tax/Principal/Bond	Interest	Lien	Fee	Total
06/30/2025	PAY	599,212.22	0.00	0.00	0.00	599,212.22
06/04/2025	PAY	92,087.32	0.00	0.00	0.00	92,087.32
Total		691,299.54	0.00			691,299.54

***** Total payments made to taxes in** 2024	$0.00

Appendix B
Estimated School Age Child Generation Report

Estimate of School-Aged Children in Multifamily Housing

101 & 201 Merrit 7 Multi-Family Housing

Prepared For

Granoff Architects
330 Railroad Avenue
Greenwich, CT 06830

Prepared by

Redniss & Mead, Inc.
22 First Street
Stamford, CT
(203) 327-0500

Issued on:
August 28, 2025

Table of Contents

Narrative ..... Page 3
Source Validation ..... Page 4
Excerpt from Rutger's Study ..... Appendix 1
School Age Children Source Materials ..... Appendix 2

Narrative

The applicant, Granoff Architects, is proposing to redevelop 101 & 201 Merritt 7, converting the two existing office buildings into residential apartment buildings. The proposed buildings consist of 300 units: 238 studio/one-bedroom units, and 62 two-bedroom units. Ten percent of the units are affordable as required by the Town of Norwalk Zoning Regulations.

An analysis projecting the number of school-age children potentially residing in the new development was developed using: **School-Age Children in Rental Units in New Jersey, July 2018, Davis, Frame, Ladell, & Tantleff, Rutgers Center for Real Estate.** The Rutgers study is based on robust data including 40,000+ units broken down by unit and building type and affordability. Table 1 below is excerpted from the study.

Table 1: School-Age Children per 100 Units

	Affordable All Units	Market Rate Units – Average HH Income						
		<$50K*		$50K - $100K*		>$100K*		
		High-rise or Mid-rise	Low-rise	High-rise or Mid-rise	Low-rise	High-rise	Mid-rise	Low-rise
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
studio or 1br	10.3	2.6	11.4	1.6	7.6	0.4	1.3	1.9
2br	72.1	43.6	126.4	13.4	56.7	2.2	8.9	28.2
3br and larger	108.9	100.0	137.9	17.6	63.0	4.3	23.9	61.8

* Values refer to the average household income of residents of market-rate units in the building.

Using the statistics from the chart above and accounting for the market rate and below market rate units would yield 14 school-age children in 101 & 201 Merritt 7.

Table 2: 101 & 201 Merritt 7 Anticipated School-Age Children Yield

	1 BR	1 BR BMR	2 BR	2 BR BMR	3 BR	3 BR BMR	Total
Rutgers Study School-Age Children per 100 Units[1]	0.016	0.026	0.134	0.436	0.176	1	-
101 & 201 Merrit 7 Unit Breakdown	214	24	56	6	0	0	300
Anticipated School-Age Children Yield	3.4	0.6	7.5	2.6	0	0	**14**

[1]Midrise $50k-$100k values used for standard units and Mid-Rise <$50k used for BMR units per Table 1

Source Validation

To determine the applicability and accuracy of the Rutgers Study to Fairfield County, it was tested against three occupied developments for which public school data was available.

Avalon Darien has 189 low-rise units (87 1BR, 72, 2BR, and 30 3BR) of which 30% are affordable. Using the Rutgers data, 90 school-aged children is projected for Avalon Darien. The 5-year average enrollment (15/16 to 20/21) of public-school students in Avalon Darien was 92 (Source: Enrollment Trends & Projections Update prepared for the Darien Public Schools by Milone & MacBroom. Dated November 10, 2020).

515 West Avenue in Norwalk, CT has 362 mid-rise units (173 1BR, 181 2BR, and 8 3BR) of which 10% are affordable. Using Rutgers data, 35 school-aged children are projected for 515 West Avenue. There were 26 school children in 515 West Avenue for the 20/21 school year (Source: Email from Johanna Zanvettor of the Norwalk Public School on October 3, 2020)

Darien Commons in Darien, CT has 122 mid-rise units (66 1BR, 56 2BR) of which 16 are affordable. Using the Rutgers data, 11 school-aged children are projected for Darien Commons. There were 10 school children in the Darien Commons for the 23/24 school year (Source: Email from Jeremy Ginsberg, Director of Land Use with the Town of Darien Planning and Zoning, on October 10, 2023)

Table 3: Source Validation Anticipated School-Age Children Yield

	1 BR	1 BR BMR	2 BR	2 BR BMR	3 BR	3 BR BMR	Total
Avalon, Darien: Low-Rise							
School-Age Children per 100 Units[1]	0.076	0.114	0.567	1.264	0.63	1.379	-
Unit Breakdown	61	26	50	22	21	9	189
Anticipated School-Age Children Yield	4.6	3.0	28.4	27.8	13.2	12.4	**89**
						Confirmed Students at Avalon, Darien:	**92**
Mid-Rise							
School-Age Children per 100 Units[2]	0.016	0.026	0.134	0.436	0.176	1	-
515 West Avenue, Norwalk							
Unit Breakdown	160	13	163	18	7	1	362
Anticipated School-Age Children Yield	2.6	0.3	21.8	7.8	1.2	1.0	**35**
						Confirmed Students at 515 West Ave	**26**
Darien Commons							
Unit Breakdown	57	9	49	7	0	0	122
Anticipated School-Age Children Yield	0.9	0.2	6.6	3.1	0.0	0.0	**11**
						Confirmed Students at Darien Commons	**10**

[1]Low-Rise $50k-$100k values used for standard units and Low-Rise <$50k used for BMR units per Table 1

[2]Mid-Rise $50k-$100k values used for standard units and Mid-Rise <$50k used for BMR units per Table

Appendix 1

Excerpt from School-Age Children in Rental Units in New Jersey

Executive Summary

In this paper we provide new estimates of the number of school-age children associated with new developments of market-rate and affordable rental units in New Jersey. Given our knowledge of and relationships across the industry, we designed and conducted a large-scale survey completed by developers and property managers of multi-family rental buildings. Among other questions, we asked survey respondents to provide counts of market-rate and affordable units, children aged 5-17 ("school-age children"), and average household income.

Our data and analysis show that a one-size fits all approach is inappropriate for estimating the expected number of school-age children arising from a new development. Instead, we show the following variables are essential to accurately predict the number of school-age children arising from new development: (i) the distribution of the number of bedrooms, separately for affordable and market-rate units, (ii) the product type of the development – High-rise, Mid-rise or Low-rise[1] – and (iii) the expected household income of market-rate residents. With this information, the expected number of school-age children can be determined using the information in Table 1 below:[2]

Table 1: School-Age Children per 100 Units

	Affordable All Units	Market Rate Units – Average HH Income						
		<$50K*		$50K - $100K*		>$100K*		
		High-rise or Mid-rise	Low-rise	High-rise or Mid-rise	Low-rise	High-rise	Mid-rise	Low-rise
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
studio or 1br	10.3	2.6	11.4	1.6	7.6	0.4	1.3	1.9
2br	72.1	43.6	126.4	13.4	56.7	2.2	8.9	28.2
3br and larger	108.9	100.0	137.9	17.6	63.0	4.3	23.9	61.8

* Values refer to the average household income of residents of market-rate units in the building.

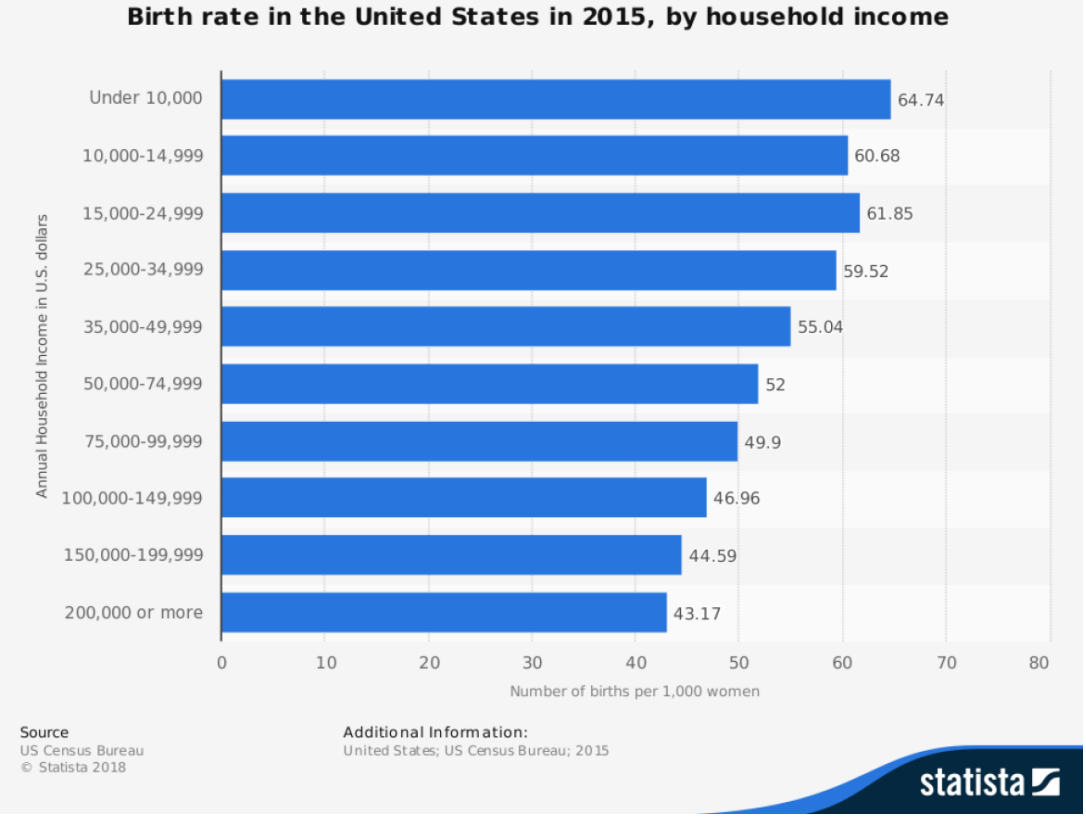
Each element of the table represents expected school-age children per 100 units for the specific characteristics listed.[3] The rows of Table 1 refer to number of bedrooms. The first column refers to school-age children for affordable units only. Columns (2) through (8) are estimates for market-rate residents. Columns (2) and (3) are for developments with average income of residents of less than $50 thousand per year, columns (4) and (5) are for developments with

[1] Low-rise is defined as a Townhome or a building with 1-3 floors, Mid-rise as 4-9 floors and High-rise as 10+ floors.
[2] The results in this data are computed using units built in any year. For the lowest-income category, columns 2 and 3, sample sizes are too small to compute this table using only data on units built after 2000. For the other income categories, columns 4-8, results are similar but not identical when we restrict the sample to units built after 2000.
[3] Our analysis covers all school-age children attending either public or private schools. Data from the 2015 (5-Year) American Community Survey as collected by the United States Census Bureau suggests 12 percent of all school-age children attend private schools in New Jersey.

average income of residents between $50 and $100 thousand per year and columns (6) through (8) are for developments with an average income of residents of over $100 thousand per year. This partition of income splits our sample roughly into thirds, although we demonstrate later the average income of the residents of more than 90% of the units built since 2000 is at least $100,000 per year. Due to sample-size limitations, we combine High-rise and Mid-rise developments when the average income of the market-rate residents is less than $100,000.

There are four fairly non-controversial results that are immediately apparent in Table 1. First, for any income level and building product type, the number of school-age children increases with the number of bedrooms. Second, for any given number of bedrooms and product type, the number of school-age children decreases as income increases. As can be seen in Figures 1 and 2 below, higher-income households have lower birthrates and are more likely to own (rather than rent) their homes. Third, holding income and number of bedrooms fixed, school-age children increases as the product type becomes less dense, i.e. there are more children in Low-rise than in High-rise developments. Finally, the results for affordable units and for market-units on buildings with average income less than $50,000 per year are quite similar, adding credibility to the accuracy of the survey as residents living in affordable units are, by definition, low income households.

Figure 1



We illustrate how to use the information in Table 1 with two examples. These examples highlight the possibility of large differences in the estimated number of school-age children associated with different types of developments and residents.

Example 1 – High income, High-rise
A 200 unit High-rise project with average income of residents of market-rate units of $125,000:

- 30 affordable units (15%): 6 one bedroom, 17 two bedroom, 7 three bedroom
- 170 market rate units: 85 one bedroom, 76 two bedroom, 9 three bedroom

The expected number of school-children is **23**, calculated as follows:

- Affordable units (use estimates in column 1): Expect 20.5 children
  - 6 one bedroom x (10.3 / 100) = 0.6
  - 17 two bedroom x (72.1 / 100) = 12.3
  - 7 three bedroom x (108.9 / 100) = 7.6
- Market units (use estimates in column 6): expect 2.4 children
  - 85 studio and one bedroom x (0.4 / 100) = 0.3
  - 76 two bedroom x (2.2 / 100) = 1.7
  - 9 three bedroom x (4.3 / 100) = 0.4

Given the building type, the income of the market-rate residents, and the distribution of bedrooms, the affordable units in this building are associated with **68.3 children per 100 units**, computed as 100*(20.5/30), and the market-rate units are associated with **1.4 children per 100 units**, computed as 100*(2.4/170).

Example 2 – Middle-income, Low-rise
A 200 unit Low-rise project with average income of residents of market-rate units of $75,000. Assume the number of units and the distribution of bedrooms is the same as with example 1

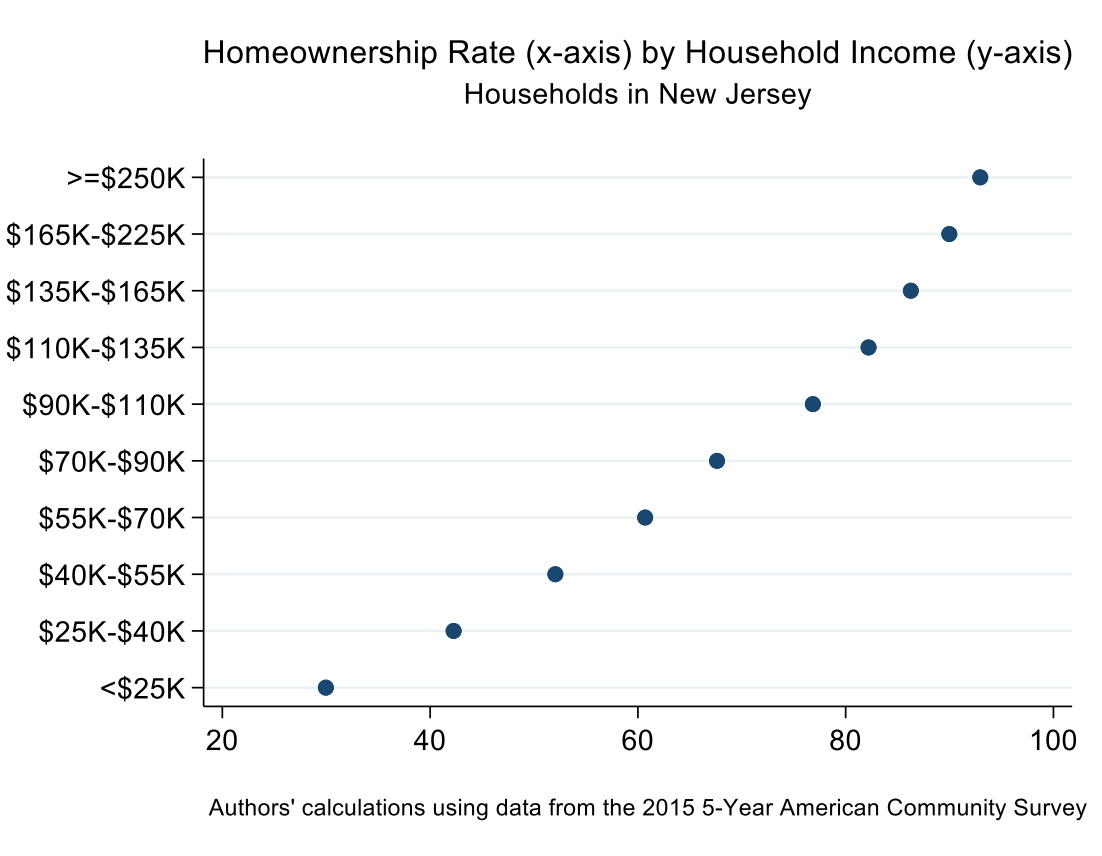
- 30 affordable units (15%): 6 one bedroom, 17 two bedroom, 7 three bedroom
- 170 market rate units: 85 one bedroom, 76 two bedroom, 9 three bedroom

The expected number of school-children is **75**, calculated as follows:

- Affordable units (use estimates in column 1): Expect 20.5 children, same as Example 1
  - 6 one bedroom x (10.3 / 100) = 0.6
  - 17 two bedroom x (72.1 / 100) = 12.3
  - 7 three bedroom x (108.9 / 100) = 7.6
- Market units (use estimates in column 5): expect 55.2 children
  - 85 studio and one bedroom x (7.6 / 100) = 6.5
  - 76 two bedroom x (56.7 / 100) = 43.0
  - 9 three bedroom x (63.0 / 100) = 5.7

Comparing examples 1 and 2 highlights the importance of controlling for product type, number of bedrooms, and income of market-rate residents when determining the expected number of school-age children. The market-rate units in example 2 are associated with **32.5 children per 100 units** (computed as 100* 55.2/170), a 23 times increase in the incidence of school-age children residing in market-rate units relative to the estimate provided in example 1.

Figure 2



Appendix 2

Data Validation Source Materials

Students Generated From Future Housing

Estimated Students Generated From Future Development					
Development Name	**Total Units**	**Total Students Generated**	**Students Grades K-5 Generated**	**Students Grades 6-8 Generated**	**Students Grades 9-12 Generated**
Noroton Heights Shopping Center (2024)	59	27	13	6	8
Federal Realty (2023)	122	56	27	12	17
Corbin District Project (2022)	116	53	26	11	16
Total	**297**	**136**	**66**	**29**	**41**

* Several smaller apartment style housing are approved. Base enrollment projections assume that housing construction will continue at the same rate as the last 4-5 years.

- Smaller developments are accounted for in the baseline projections. However, students generated from large multi-family projects need to be added to the projections
- Noroton Heights Shopping Center and Federal Realty are expected to break ground in 2021 with full completion by 2024 and 2023, respectively. Student multipliers for these projects are incorporated in the projections – assumes gradual phase in of occupancy starting in 2023-24 school year
- Corbin District Project student multipliers have also been incorporated, assuming first students generated in 2022-23 school year

Patrick Shurr

Subject: RE: Residence question

From: Johanna Zanvettor <zanvettorj@norwalkps.org>
Sent: Saturday, October 3, 2020 1:46 PM
To: Vincent Hynes <v.hynes@rednissmead.com>
Subject: RE: Residence question

Hi Vincent,

26 students are currently residing in this complex. Please let me know if you need further information. Thank you.

From: Vincent Hynes <v.hynes@rednissmead.com>
Sent: Thursday, September 24, 2020 7:55 AM
To: Johanna Zanvettor <zanvettorj@norwalkps.org>
Subject: [EXTERNAL] RE: Residence question

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Johanna,

Yes, I'm a Civil Engineer and our client is proposing to build an apartment building similar in size to the Waypointe (515 West Avenue). The reason I had reached out was to see if the Board of Ed had any data as it relates to the number of BOE students that reside at 515 West Avenue. The reason for the request is that we have a pending application before the Zoning Commission and the Zoning Commission is curious as to how many school aged children live in large apartment buildings like the one our client is proposing. We would not need any names or any other private information, just a number of students (if the data is available).

Please feel free to reach out to me if you need any information from me to move forward on this request.

Thank you,

Vincent Hynes, P.E.
Project Engineer
203-327-0500 [x5162]

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& MEAD
LAND SURVEYING | CIVIL ENGINEERING
PLANNING & ZONING CONSULTING | PERMITTING

From: Johanna Zanvettor <zanvettorj@norwalkps.org>
Sent: Wednesday, September 23, 2020 5:33 PM
To: Vincent Hynes <v.hynes@rednissmead.com>
Subject: Residence question

Patrick Shurr

Subject: RE: School Aged Children Study

From: Ginsberg, Jeremy <jginsberg@darienct.gov>
Sent: Tuesday, October 10, 2023 8:58 AM
To: Craig Flaherty <C.Flaherty@rednissmead.com>
Cc: Doneit, Fred <fdoneit@darienct.gov>
Subject: RE: School Aged Children Study

In response to your question, I have reached out to the Board of Ed folks…
The number that has been relayed to me for 102 and 140 Heights Road (Darien Commons) is 10. I have also heard the number 11 being tossed around, so we can assume somewhere in that range.
(This includes all grades PK through 12).
I have also heard that about half of those students were already going to school in Darien, but just changed addresses.

From: Craig Flaherty <C.Flaherty@rednissmead.com>
Sent: Thursday, September 14, 2023 1:14 PM
To: Ginsberg, Jeremy <jginsberg@darienct.gov>
Cc: Doneit, Fred <fdoneit@darienct.gov>
Subject: School Aged Children Study

Hi, Jeremy.

Now that Darien Commons is up and running and the school year has started, I was wondering if you would be willing to request of the Board of Education the total number of Darien Public School students listed with an address of 102 Heights Road as this may help inform future planning in Darien. No individual information is being requested, simply the number of students with Darien Commons listed as the primary address. I thought the request might be better received coming from your office.

Let me know.

Thanks!

CRAIG J FLAHERTY, P.E.
PRESIDENT & SENIOR ENGINEER
203.327.0500 X15111
We enhance properties and communities through exceptional land use services.

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LOFTS M7 LLC
DRAFT AFFORDABILITY PLAN
SEPTEMBER 2025

Lofts M7 LLC ("M7") submits this Workforce Housing Affordability Plan in conjunction with its application to the City of Norwalk Planning & Zoning Commission for approval of the adaptive reuse of the existing office buildings at 101 and 201 Merritt 7 in Norwalk, Connecticut ("Property"), in accordance with the Zoning Regulations of the City of Norwalk ("Zoning Regulations").

This plan describes how affordability will be determined, administered and maintained pursuant to the Sec. 6.12 of Norwalk Zoning Regulations.

Definitions.

"Commission." The Norwalk Planning & Zoning Commission, and its successors and assigns.

"Statewide Median Income ("SMI")." The annual income for the State of Connecticut determined using the statistics published and periodically revised by the U.S. Department of Housing and Urban Development ("HUD").

"Workforce Household." A household with an annual income which does not exceed eighty percent (80%) or, where required, sixty percent (60%) or one hundred percent (100%) of the State of Connecticut median income, as adjusted for family size, as published by the United States Census Bureau and periodically updated by the U.S. Department of Housing and Urban Development (HUD). Household eligibility determinations shall be made in accordance with the income criteria in §8-30g-8 of the regulations of Connecticut State Agencies.

"Workforce Housing Unit." A dwelling unit occupied by a workforce household where the maximum sales price or rent shall be restricted in perpetuity for the life of the unit in accordance with the maximum housing payment calculations as described in §8-30g-8 of the regulations of Connecticut State Agencies.

Project Description.

M7 proposes to convert the existing office buildings into approximately 300 apartment homes. A mixture of studio (56), one-bedroom (182) and two-bedroom (62) units is currently proposed. As required by §6.12.4.2 of the Regulations, twenty-seven (27) of these units will be designated as workforce housing in perpetuity.[1] The units will meet the criteria under the Zoning Regulations for households whose annual income does not exceed eighty (80%) percent of the SMI in accordance with §6.12.4 of the Zoning Regulations. M7 has designated the specific units that will be Workforce Housing Units on Appendix A. Designation of a particular unit may

[1] The Applicant proposes seven (6) two-bedroom workforce housing units which count as 1.5 workforce housing units for purposes of calculating the ten percent (10%) requirement.

change over time, and updated schedules will be provided to the Commission, should that occur. The units so designated shall be subject to the terms set out in this Plan and in §6.12 of the Zoning Regulations. In addition, M7 shall contribute the sum of $10.00 per $1,000.00 of construction costs of an additional workforce unit to the City of Norwalk in accordance with §6.12 of the Zoning Regulations.

Unit Standards.

The Workforce Housing Units shall be comparable in size, fit and finish to market-rate units and will be consistent with construction standards for new housing. The bedroom mix will be provided in comparable percentages to those in the market rate units.

Duration of Restrictions.

The Workforce Housing Units shall be so designated in perpetuity, beginning upon with the issuance of a certificate of occupancy for the rental units for the Property and continuing for the life of each unit in accordance with the maximum housing payment calculations set out in Section 8-30g-8 of the regulations of the Connecticut State Agencies. A deed restriction in substantially the form set forth in Appendix D attached or in such other form acceptable to the Commission, shall be recorded on the Norwalk Land Records, contemporaneously with the issuance of the certificate of occupancy or at the same time of the units' designation as set forth above, whichever is earlier, to ensure affordability. The deed restriction will outline the rental restrictions, including the maximum rental price per units, the affirmative marketing procedures, residency requirements, reporting requirements, as well as remedies for breach.

Pro Rata Construction.

The Workforce Housing Units shall be completed on a *pro rata basis* as construction proceeds.

Affirmative Fair Marketing.

M7 will market the Workforce Housing Units itself, or through the Housing Development Fund, Mutual Housing or another similar agency ("HDF or other"), which will maintain a list of income/credit-qualified persons in accordance with §6.12 of the Zoning Regulations. M7 or other agency will be retained to undertake all of the activities related to verifying the income/credit eligibility of applicants, in accordance with §6.12 of the Zoning Regulations. HDF or other will perform income/credit verifications and coordinate the applicant pool. An Affirmative Marketing Plan is attached to this document outlining selection systems and marketing strategy.

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Affordability Calculation.

The rental price of the Workforce Housing Units will be calculated based upon 80% of the SMI in accordance with the State of Connecticut's Affordable Housing Appeals Procedures as defined in Section 8-30g of the Connecticut General Statutes. The maximum rental amounts will be adjusted annually in accordance with changes in the SMI and in accordance with the Connecticut Department of Economic and Community Development's Affordable Housing Appeals Procedure.

Administration and Compliance.

This Plan will be administered by M7 or others selected by M7, or its successors and assigns ("Administrator"), who will be responsible for:

- Ensuring that households applying for a Workforce Housing Unit qualify within applicable maximum income limits;
- Assuring the accuracy of rental prices, and providing documentation where necessary to buyers, sellers and financing institutions;
- Reporting compliance to the municipality; and
- Executing the affirmative fair housing marketing plan.

The Administrator shall submit a written status report to the Commission or its designee, regarding compliance with this Plan and the above-referenced factors annually on or before January 31. The role of the Administrator may be transferred or assigned to another entity. In the event of any such transfer or assignment, M7 will provide forty-five (45) days prior written notice to the Commission or its designee. The Commission shall be given a reasonable opportunity to object but will not do so unreasonably.

Affirmative Fair Housing Marketing Plan and Notice of Initial Sale of Workforce Housing Units.

The availability of the Workforce Housing Units shall be publicized, using the provisions of Regulations of Connecticut State Agencies §8-37-ee-1 et seq. (particularly Sections 8-37-ee-301 and 302) for affirmative fair housing marketing programs as guidelines. The Administrator shall have the responsibility for compliance with this section. Notices of initial availability of the Workforce Housing Units shall be provided, at a minimum, by advertising at least two times in a newspaper of general circulation in the City of Norwalk. The Administrator shall also provide such notices to the Commission, the Norwalk Town Clerk, City of Norwalk, and the Norwalk Board of Education. Such notices shall include a description of the available Workforce Housing Unit, the eligibility criteria for potential tenants and owners, the Maximum Rental Price (as hereinafter defined), and the availability of application forms and additional information.

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Using the above-referenced State regulations as guidelines, dissemination of information about available Workforce Housing Units shall include, at a minimum:

- Analyzing census and other data to identify racial and ethnic groups least represented in the population;

- Announcements/advertisements in publications and other media that will reach minority populations;

- Announcements to social service agencies and other community contacts serving low-income minority families in the region (including churches, civil rights organizations, housing authorities, and legal services organization);

- Assistance to minority applicants in processing applications;

- Marketing efforts in geographic areas of high minority concentrations within the housing market area;

- Beginning marketing efforts prior to general marketing of units, and repeating during initial marketing, at 50% completion, and thereafter at reasonable intervals; and

- Collection of basic racial and ethnic information for all residents and persons on the wait list for the development.

All notices shall comply with the federal Fair Housing Act, 42 U.S.C. §§3601 et seq. and Connecticut General Statutes §§46a-64b and 64c.

Tenant Eligibility.

Eligibility of families or households to rent a Workforce Housing Unit shall be determined by the Administrator in accordance with this Plan and the Regulations, as amended.

Application Process.

A family or household seeking to rent a Workforce Housing Unit ("Applicant") must complete an application to determine eligibility. The application form and process shall comply with the Fair Housing Act.

A. Application Form.

The application form shall be provided by the Administrator and shall include an income certification form. In general, income for purposes of determining an Applicant's qualification shall include the Applicant family's total anticipated income from all sources for the twelve (12) month period following the date the application is submitted ("Application Date"). If the Applicant's financial disclosures indicate that the Applicant may experience a significant change

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in the Applicant's future income during the twelve (12) month period, the Administrator shall not consider this change unless there is a reasonable assurance that the change will in fact occur. In determining what is and is not to be included in the definition of family annual income, the Administrator shall use the criteria set forth by HUD and listed in Appendix B, attached hereto. 2

B. Applicant Interview.

The Administrator shall interview an Applicant upon submission of the completed application. Specifically, the Administrator shall, during the interview, undertake the following:

1. Review with the Applicant all the information provided on the application.

2. Explain to the Applicant the requirements for eligibility, verification procedures, and the penalties for supplying false information.

3. Verify that all sources of family income and family assets have been listed in the application. Make clear that the term "family" includes all individuals who are to occupy the home, and that no relationship by blood or marriage is required.

4. Request the Applicant to sign the necessary release forms to be used in verifying income. Inform the Applicant of what verification and documentation must be provided before the application is deemed complete.

5. Inform the Applicant that a decision as to eligibility cannot be made until all items on the application have been verified.

C. Verification of Applicant's Income.

Where it is evident from the income certification form provided by the Applicant that the Applicant is not eligible, additional verification procedures shall not be necessary. However, if the Applicant appears to be eligible, the Administrator shall require verification of the Applicant's reported income. In accordance with § 118-1050.C(4), the annual income of workforce households shall be reviewed and certified by the Commission or its designee, in accordance with the procedure established in advance and approved by the Commission.

If applicable, the Applicant shall provide to the Administrator the documentation listed in Appendix C attached hereto. This list is not exclusive, and the Administrator may require any other verification or documentation as the Administrator deems necessary.

[2] See 24 C.F.R. § 5.609. Federal regulations are subject to change, and it is the intent of this Plan to use as guidelines HUD regulations with respect to income certification, as such regulations may be amended from time to time.

Prioritization of Applicants for Initial Rental.

If, after publication of the Notice of Initial Rental, the number of qualified Applicants exceeds the number of Workforce Housing Units, the Administrator shall establish categories of applicants, subject to the applicant's income pre-certification eligibility and the preferences as established below.

A separate priority list shall be maintained for the Workforce Housing Unit. Each priority list shall be divided based upon the following priority categories: (1) Existing tenants displaced by the proposed new development or the immediate past tenants that previously occupied any of the properties where existing housing units are to be removed; (2) Employees of the City of Norwalk and the Norwalk Board of Education; (3) Residents of the City of Norwalk who have resided in the City of Norwalk a minimum of one (1) year prior to the issuance of a certificate of occupancy; (4) Persons employed in the City of Norwalk; and (5) all others. In the event that there are insufficient units available to satisfy the number of applicants in a particular priority category, the units shall be assigned by a lottery system approved in advance by the Commission. As specified in §6.12 of the Zoning Regulations, all qualified applicants in a given category of priority shall be exhausted prior to proceeding to a lower category of priority.

These preference categories are set forth in the Zoning Regulations but are subject to revision as may be required by the federal Office of Fair Housing and Equal Opportunity. These preference categories shall apply to the initial rental, but not to subsequent rental, of the Workforce Housing Unit.

Maximum Monthly Rental Payment.

Calculation of the Maximum Monthly Rental Payment shall be based upon the SMI. The Maximum Monthly Rental Payment shall be calculated using the following methodology, consistent with §6.12 of the Zoning Regulations and Connecticut Agencies Regulations §8-30g-8.

Calculation steps for rental of units at maximum of 80 percent of SMI, or 60% of SMI, if applicable.

1. Determine the SMI.

2. Adjust median income identified in Step 1 by family size by assuming that 1.5 persons will occupy each bedroom of a Workforce Housing Unit, except in the case of a studio or zero-bedroom unit, in which case 1.0 person shall be assumed. Family size adjustment shall be made with reference to the following percentages:

- 1 Person in family: 70%
- 2 Persons in family: 80%
- 3 Persons in family: 90%
- 4 Persons in family: 100% (BASE)

- 5 Persons in family: 108%
- 6 Persons in family: 116%
- 7 Persons in family: 124%
- 8 Persons in family: 132%

The family size adjustment that involves a half person (such as 4.5 persons) shall be calculated by taking the midpoint between the relevant figures above and below the half. For example, the adjustment for a 4.5-person household is 104 percent.

3. Calculate eighty percent (80%) [or 60% if applicable] of Step 2.

4. Calculate thirty percent (30%) of Step 3, representing that portion of household income deemed to be used for housing costs.

5. Divide Step 4 by twelve (12) months to determine the maximum monthly housing payment.

6. Determine the fair market rent for a unit with the same number of bedrooms in the subject municipality as published by the U.S. Department of Housing and Urban Development.

7. The maximum monthly housing payment for occupants of the subject rental unit shall be the lesser of the calculations on Steps 5 and 6.

8. Determine by reasonable estimate monthly expenses for heat and utility costs for which the tenant is directly responsible, excluding television, telecommunications, and information technology services, but including any other periodic fees for which the tenant is directly responsible, such as common charges in the case of a common interest ownership community.

9. Deduct the estimate of tenant-paid utilities and fees determined in Step 8 from the maximum monthly housing payment in Step 7, which will result in the maximum amount that the developer/owner may charge for this rental unit as the monthly contract rent.

Principal Residence.

The Workforce Housing Unit shall be occupied only by the selected Workforce Household. Subleasing shall be prohibited.

Requirement To Maintain Condition.

All owners and tenants of the Workforce Housing Unit are required to maintain their unit. The owners and tenants shall not destroy damage or impair the units, allow the units to deteriorate, or commit waste on the unit. When the Workforce Housing Unit is offered again for rental, the Administrator shall cause the unit to be inspected.

Standard Lease Provision.

Each lease for a Workforce Housing Unit will contain substantially the following provision:

"This apartment is being rented as a "workforce housing unit" as defined in §6.12 of the Zoning Regulations. This development has been approved by the Planning & Zoning Commission of the City of Norwalk based in part on the condition that a defined percentage of units will be rented as workforce housing units. The Property Manager is required by law to strictly enforce the Norwalk Zoning Regulations set out in §6.12 concerning workforce housing."

Change in Income or Qualifying Status.

In the event that a Workforce Household's income changes so as to exceed the qualifying maximum, or if the Workforce Household otherwise becomes disqualified, such tenant must provide notice to the Administrator within seven (7) days of the disqualification. Upon being disqualified, such tenant, following the procedures set forth below, shall have the option to vacate the unit within ninety (90) days, or to remain in the unit paying a market rate rent. Within fifteen (15) days of receiving notice of a Workforce Household's disqualification, the Administrator shall provide written notice to the tenant of the market rate rent for the unit. The tenant shall notify the Administrator within fifteen (15) days of receipt of such notice whether the tenant will accept the market rate rent or vacate. If the tenant elects to remain in the unit at the market rate, the Administrator shall offer the next available unit of the equivalent number of bedrooms as a Workforce Housing Unit, if necessary, in order for the development to comply with the minimum set aside for Workforce Housing Units. These procedures must be followed in order to ensure that the Project shall not be out of compliance with the ten percent (10%) minimum designated units.

Enforcement.

A violation of this Affordability Plan shall not result in a forfeiture of title, but the Norwalk Planning & Zoning Commission, or its designated agent, shall otherwise retain all enforcement powers granted by the General Statutes, including §8-12, which powers include, but are not limited to, the authority, at any reasonable time, to inspect the property and to examine the books and records of the Administrator to determine compliance of the Workforce Housing Unit with the Regulations.

Binding Effect.

This Plan shall be binding on M7, its successors, heirs and assigns.

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APPENDIX A

(Unit list to be provided prior to commencement of marketing)

[TO BE PROVIDED]

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APPENDIX B
DEFINITIONS AND ELEMENTS OF ANNUAL FAMILY INCOME

1. Annual income shall be calculated with reference to 24 C.F.R. § 5.609, and includes, but is not limited to, the following:

a. The full amount, before any payroll deductions, of wages and salaries, overtime pay, commissions, fees, tips, bonuses and other compensation for personal services;

b. The net income from operations of a business or profession, before any capital expenditures but including any allowance for depreciation expense;

c. Interest, dividends, and other net income of any kind from real or personal property;

d. The full amount of periodic payments received from social security, annuities, insurance policies, retirement funds, pensions, disability or death benefits, or other similar types of periodic payments;

e. Payments in lieu of earnings, such as unemployment and disability compensation, worker's compensation, and severance pay;

f. Welfare assistance. If the welfare assistance payments include an amount specifically designated for shelter and utilities that is subject to adjustment by the welfare assistance agency in accordance with the actual cost of shelter and utilities, the amount of welfare assistance to be included as income consists of the following:

(1) The amount of the allowance exclusive of the amounts designated for shelter or utilities, plus

(2) The maximum amount that the welfare assistance agency could in fact allow the family for shelter and utilities;

g. Periodic and determinable allowances, such as alimony and child support payments, and regular contributions or gifts received from persons not residing with the Applicant (e.g. periodic gifts from family members, churches, or other sponsored group, even if the gifts are designated as rental or other assistance);

h. All regular pay, special pay and allowances of a member of the armed forces;

i. Any assets not earning a verifiable income shall have an imputed interest income using a current average annual savings interest rate.

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2. Excluded from the definition of family annual income are the following:

a. Income from employment of children under the age of 18;

b. Payments received for the care of foster children;

c. Lump-sum additions to family assets, such as inheritances, insurance payments, capital gains and settlement for personal or property losses;

d. Amounts received that are specifically for, or in reimbursement of, the cost of medical expense for any family member;

e. Amounts of educational scholarships paid directly to the student or to the educational institution, and amounts paid by the government to a veteran in connection with education costs;

f. Amounts received under training programs funded by HUD;

g. Food stamps; and

h. Temporary, nonrecurring or sporadic income (including gifts that are not regular or periodic).

3. Net family assets for purposes of imputing annual income include the following:

a. Cash held in savings and checking accounts, safety deposit boxes, etc.;

b. The current market value of a trust for which any household member has an interest;

c. The current market value, less any outstanding loan balances of any rental property or other capital investment;

d. The current market value of all stocks, bonds, treasury bills, certificates of deposit and money market funds;

e. The current value of any individual retirement, 401K or Keogh account;

f. The cash value of a retirement or pension fund which the family member can withdraw without terminating employment or retiring;

g. Any lump-sum receipts not otherwise included in income (i.e., inheritances, capital gains, one-time lottery winnings, and settlement on insurance claims);

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h. The current market value of any personal property held for investment (i.e., gems, jewelry, coin collections); and

i. Assets disposed of within two (2) years before the Application Date, but only to the extent consideration received was less than the fair market value of the asset at the time it was sold.

4. Net family assets do not include the following:

a. Necessary personal property (clothing, furniture, cars, etc.);

b. Vehicles equipped for handicapped individuals;

c. Life insurance policies;

d. Assets which are part of an active business, not including rental properties; and

e. Assets that are not accessible to the Applicant and provide no income to the Applicant.

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APPENDIX C
REQUIRED DOCUMENTATION OF INCOME

The following documents shall be provided, where applicable, to the Administrator to determine income eligibility:

1. Employment Income. Verification forms must request the employer to specify the frequency of pay, the effective date of the last pay increase, and the probability and effective date of any increase during the next twelve (12) months. Acceptable forms of verification (of which at least one must be included in the Applicant file) include:

a. An employment verification form completed by the employer.

b. Check stubs or earnings statement showing Applicant's gross pay per pay period and frequency of pay.

c. W-2 forms if the Applicant has had the same job for at least two years and pay increases can be accurately projected.

d. Notarized statements, affidavits or income tax returns signed by the Applicant describing self-employment and amount of income, or income from tips and other gratuities.

2. Social Security, Pensions, Supplementary Security Income, Disability Income.

a. Benefit verification form completed by agency providing the benefits.

b. Award or benefit notification letters prepared and signed by the authorizing agency. (Since checks or bank deposit slips show only net amounts remaining after deducting SSI or Medicare, they may be used only when award letter cannot be obtained.)

c. If a local Social Security Administration ("SSA") office refuses to provide written verification, the Administrator should meet with the SSA office supervisor. If the supervisor refuses to complete the verification forms in a timely manner, the Administrator may accept a check or automatic deposit slip as interim verification of Social Security or SSI benefits as long as any Medicare or state health insurance withholdings are included in the annual income.

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3. Unemployment Compensation.

a. Verification form completed by the unemployment compensation agency.

b. Records from unemployment office stating payment dates and amounts.

4. Government Assistance.

a. All Government Assistance Programs. Agency's written statements as to type and amount of assistance Applicant is now receiving, and any changes in assistance expected during the next twelve (12) months.

b. Additional Information for "As-paid" Programs: Agency's written schedule or statement that describes how the "as-paid" system works, the maximum amount the Applicant may receive for shelter and utilities and, if applicable, any factors used to ratably reduce the Applicant's grant.

5. Alimony or Child Support Payments.

a. Copy of a separation or settlement agreement or a divorce decree stating amount and type of support and payment schedules.

b. A letter from the person paying the support.

c. Copy of latest check. The date, amount, and number of the check must be documented.

d. Applicant's notarized statement or affidavit of amount received or that support payments are not being received and the likelihood of support payments being received in the future.

6. Net Income from a Business. The following documents show income for the prior years. The Administrator must consult with Applicant and use this data to estimate income for the next twelve (12) months.

a. IRS Tax Return, Form 1040, including any:

(1) Schedule C (Small Business)

(2) Schedule E (Rental Property Income)

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(3) Schedule F (Farm Income)

b. An accountant's calculation of depreciation expense, computed using straight-line depreciation rules. (Required when accelerated depreciation was used on the tax return or financial statement.)

c. Audited or unaudited financial statement(s) of the business.

d. A copy of a recent loan application listing income derived from the business during the previous twelve (12) months.

e. Applicant's notarized statement or affidavit as to net income realized from the business during previous years.

7. Recurring Gifts.

a. Notarized statement or affidavit signed by the person providing the assistance. Must give the purpose, dates and value of gifts.

b. Applicant's notarized statement or affidavit that provides the information above.

8. Scholarships, Grants, and Veterans Administration Benefits for Education.

a. Benefactor's written confirmation of amount of assistance, and educational institution's written confirmation of expected cost of the student's tuition, fees, books and equipment for the next twelve (12) months. To the extent the amount of assistance received is less than or equal to actual educational costs, the assistance payments will be excluded from the Applicant's gross income. Any excess will be included in income.

b. Copies of latest benefit checks, if benefits are paid directly to student. Copies of canceled checks or receipts for tuition, fees, books, and equipment, if such income and expenses are not expected to change for the next twelve (12) months.

c. Lease and receipts or bills for rent and utility costs paid by students living away from home.

9. Family Assets Currently Held. For non-liquid assets, collect enough information to determine the current cash value (i.e., the net amount the Applicant would receive if the asset were converted to cash).

a. Verification forms, letters, or documents from a financial institution, broker, etc.

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b. Passbooks, checking account statements, certificates of deposit, bonds, or financial statements completed by a financial institution or broker.

c. Quotes from a stockbroker or realty agent as to net amount Applicant would receive if Applicant liquidated securities or real estate.

d. Real estate tax statements if tax authority uses approximate market value.

e. Copies of closing documents showing the selling price, the distribution of the sales proceeds and the net amount to the borrower.

f. Appraisals of personal property held as an investment.

g. Applicant's notarized statements or signed affidavits describing assets or verifying the amount of cash held at the Applicant's home or in safe deposit boxes.

10. Assets Disposed of for Less Than Fair Market Value ("FMV") During Two Years Preceding Application Date.

a. Applicant's certification as to whether it has disposed of assets for less than FMV during the two (2) years preceding the Application Date.

b. If the Applicant states that it did dispose of assets for less than FMV, then a written statement by the Applicant must include the following:

(1) A list of all assets disposed of for less than FMV;

(2) The date Applicant disposed of the assets;

(3) The amount the Applicant received; and

(4) The market value to the asset(s) at the time of disposition.

11. Savings Account Interest Income and Dividends.

a. Account statements, passbooks, certificates of deposit, etc., if they show enough information and are signed by the financial institution.

b. Broker's quarterly statements showing value of stocks or bonds and the earnings credited the Applicant.

c. If an IRS Form 1099 is accepted from the financial institution for prior year earnings, the Affordable Housing Manager must adjust the information to project earnings expected for the next twelve (12) months.

12. Rental Income from Property Owned by Applicant. The following, adjusted for changes expected during the next twelve (12) months, may be used:

a. IRS Form 1040 with Schedule E (Rental Income).

b. Copies of latest rent checks, leases, or utility bills.

c. Documentation of Applicant's income and expenses in renting the property (tax statements, insurance premiums, receipts for reasonable maintenance and utilities, bank statements or amortization schedule showing monthly interest expense).

d. Lessee's written statement identifying monthly payments due the Applicant and Applicant's affidavit as to net income realized.

13. Full-Time Student Status.

a. Written verification from the registrar's office or appropriate school official.

b. School records indicating enrollment for sufficient number of credits to be considered a full-time student by the school.

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APPENDIX D
DEED RESTRICTION

The following document shall be executed and recorded in the office of the Town Clerk of the City of Norwalk in accordance with Conn. Agencies Regs. §8-30g-9 (a)(1) and the Norwalk Zoning Regulations Sec. 6.12:

DECLARATION OF RESTRICTIONS

DECLARATION MADE this _____ day of _____, 202__ by Lofts M7 LLC, a liability company with an office located in _____ (the "**Declarant**").

RECITALS:

A. Declarant is the owner of a certain property known as Merritt 7 Buildings 101 (District 5, Block 37, Lot 20) and 201 (District 5, Block 37, Lot 28) in Norwalk, Connecticut and more particularly described in Schedule A attached hereto (the "**Property**").

B. Declarant obtained approval from the Norwalk Planning & Zoning Commission (the "**Commission**" and the "**Approval**"), which Approval permits, *inter alia*, construction and occupancy of a total of 300 residential units on the Property.

C. Pursuant to the Approvals and to Norwalk Code §6.12, twenty-seven (27) of the residential units is to be designated as a "workforce housing unit" as said term is defined in the Norwalk Zoning Regulations in effect on _____, 2025. The workforce unit will be located on site and dispersed throughout the buildings on the Property.

D. Declarant executes this Declaration of Restrictions and a Workforce Housing Affordability Plan with the intent to satisfy Condition of the Approval and Norwalk Zoning Regulations Sec. 6.12.

NOW, THEREFORE, in consideration of $1.00, the aforementioned Approval and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged by Declarant, Declarant hereby declares as follows:

1. This development contains twenty-seven (27) "workforce housing units" as that term is defined in City of Norwalk Building Zone Regulations ("Zoning Regulations") §6.12 in effect on _____, 2025 and is therefore subject to limitations on the maximum annual income of the household that may rent the designated workforce housing unit, and on the maximum rental that may be charged for such workforce housing unit. These limitations shall be strictly enforced and may be enforced by the zoning enforcement authority of the City of Norwalk against the record owner of the development, or the person identified in the affordability plan as responsible for the administration of these limitations.

For the duration of this covenant or restriction, no less than ten (10%) percent of the dwelling units in this development, and no less than __ studio units, ___ one-bedroom units and six (6) two-bedroom units shall be rented to persons and families whose annual income is less than or equal to eighty (80%) percent of the median income as defined in subsection 8-30g-1(10) of the Regulations of Connecticut State Agencies, and such unit may be rented only at a rental equal to or less than the rental determined using the formula for maximum monthly rental amounted stated in §8-30g-8(d) of the Regulations of Connecticut State Agencies.

2. A violation of this Declaration of Restrictions or of the Workforce Housing Affordability Plan shall not result in a forfeiture of title, but the Commission or its designated agent shall otherwise retain all enforcement powers granted by the Connecticut General Statutes, including §8-12, which powers include, but are not limited to, the authority, at any reasonable time, to inspect the workforce housing units and to examine the books and records of the Administrator to determine compliance of the workforce housing unit with the applicable affordable housing statutes and regulations.

3. A copy of the Workforce Housing Affordability Plan of this development is on file and available for inspection in the office of the Planning and Zoning Department of the City of Norwalk, 125 East Avenue, Norwalk, Connecticut.

4. This Declaration of Restrictions is perpetual for the life of the residential development on the Property and shall run with the land and be binding upon Declarant and its successors and assigns.

5. This Declaration of Restrictions shall not be modified or terminated without the express written permission of the Norwalk Planning & Zoning Commission, which shall be set out in an amendment to this Declaration, signed by authorized representatives of the parties hereto and filed on the Land Records, all in the same manner as is this document.

[SIGNATURES ON FOLLOWING PAGE]

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IN WITNESS WHEREOF, Declarant has set its hand and seal as of the date first above written.

Lofts M7 LLC

_____

By: _____
_____ Its _____, duly authorized

STATE OF CONNECTICUT:
: ss: Norwalk _____, 202__
COUNTY OF FAIRFIELD :

Personally appeared, Lofts M7 LLC, a Connecticut limited liability company, acting herein by _____, its _____, duly authorized, signer and sealer of the foregoing instrument, who acknowledged the same to be his and its free act and deed and the free act and deed of Lofts M7 LLC, before me.

_____
Notary Public
Commissioner of the Superior Court

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EXHBIT A
LOCATION OF WORKFORCE HOUSING UNIT

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SCHEDULE A
PROPERTY DESCRIPTION

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CERTIFICATION OF FLOOD ELEVATIONS

Proposed Residential Structures

Special Flood Hazard Area
Zones A and AE

(NOTE: This Certification must be written verbatim on Connecticut Architect's or Engineer's Letterhead with original seal over original signature.)

I, RICHARD GRANOFF of GRANOFF ARCHITECTS LLC hereby certify that the *proposal* by LOFTS M7 LLC for M7 LOFTS OFFICE TO RESIDENTIAL CONVERSION which will be located at 101 MERRITT 7, NORWALK CT within the AE Special Flood Hazard Zone as designated by the Federal Emergency Management Agency (FEMA) as shown on the Flood Insurance Rate Map (FIRM) PANEL NO. 393 OF 626, MAP NO. 09001C0393G dated OCTOBER 16, 2013, will have the bottom of the lowest floor, including Basement, elevated to at least two (2.0) feet above the Base Flood Elevation (BFE) (92.7 FEET) as designated on the above referenced map. The bottom of all electrical, plumbing, machinery or other utility equipment (including ductwork) that service the structure will be elevated two (2.0) feet above the BFE and not located below the structure.

Furthermore, I hereby certify that the flood-proofing methods that will be utilized are adequate to withstand the flood depths, pressures, velocities, impact and uplift forces and other factors associated with the base flood.

Additionally, I hereby certify that the building, as constructed, will be adequately anchored to prevent floatation, collapse or lateral movement of the structure and was constructed with materials and utility equipment resistant to flood damage.

Signature _____

Conn. License No. ARI.9520

(REQUIRED SEAL OVER SIGNATURE)

(Refer to Section 6.9 Flood Hazard Zone Overlay)
Revised 2/16/2024

National Flood Insurance Program

Elevation Certificate

and Instructions

2023 EDITION

FEMA

U.S. DEPARTMENT OF HOMELAND SECURITY
Federal Emergency Management Agency
National Flood Insurance Program

OMB Control No. 1660-0008
Expiration Date: 06/30/2026

ELEVATION CERTIFICATE AND INSTRUCTIONS

PAPERWORK REDUCTION ACT NOTICE

Public reporting burden for this data collection is estimated to average 3.75 hours per response. The burden estimate includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and submitting this form. You are not required to respond to this collection of information unless a valid OMB control number is displayed on this form. Send comments regarding the accuracy of the burden estimate and any suggestions for reducing the burden to: Information Collections Management, Department of Homeland Security, Federal Emergency Management Agency, 500 C Street SW, Washington, DC 20742, Paperwork Reduction Project (1660-0008). **NOTE: Do not send your completed form to this address.**

PRIVACY ACT STATEMENT

Authority: Title 44 CFR § 61.7 and 61.8.

Principal Purpose(s): This information is being collected for the primary purpose of documenting compliance with National Flood Insurance Program (NFIP) floodplain management ordinances for new or substantially improved structures in designated Special Flood Hazard Areas. This form may also be used as an optional tool for a Letter of Map Amendment (LOMA), Conditional LOMA (CLOMA), Letter of Map Revision Based on Fill (LOMR-F), or Conditional LOMR-F (CLOMR-F), or for flood insurance rating purposes in any flood zone.

Routine Use(s): The information on this form may be disclosed as generally permitted under 5 U.S.C. § 552a(b) of the Privacy Act of 1974, as amended. This includes using this information as necessary and authorized by the routine uses published in DHS/ FEMA-003 – *National Flood Insurance Program Files System of Records Notice* 79 Fed. Reg. 28747 (May 19, 2014) and upon written request, written consent, by agreement, or as required by law.

Disclosure: The disclosure of information on this form is voluntary; however, failure to provide the information requested may impact the flood insurance premium through the NFIP. Information will only be released as permitted by law.

PURPOSE OF THE ELEVATION CERTIFICATE

The Elevation Certificate is an important administrative tool of the NFIP. It can be used to provide elevation information necessary to ensure compliance with community floodplain management ordinances, to inform the proper insurance premium, and to support a request for a LOMA, CLOMA, LOMR-F, or CLOMR-F.

The Elevation Certificate is used to document floodplain management compliance for Post-Flood Insurance Rate Map (FIRM) buildings, which are buildings constructed after publication of the FIRM, located in flood Zones A1–A30, AE, AH, AO, A (with Base Flood Elevation (BFE)), VE, V1–V30, V (with BFE), AR, AR/A, AR/AE, AR/A1–A30, AR/AH, AR/AO, and A99. It may also be used to provide elevation information for Pre-FIRM buildings or buildings in any flood zone.

As part of the agreement for making flood insurance available in a community, the NFIP requires the community to adopt floodplain management regulations that specify minimum requirements for reducing flood losses. One such requirement is for the community to obtain the elevation of the lowest floor (including basement) of all new and substantially improved buildings, and maintain a record of such information. The Elevation Certificate provides a way for a community to document compliance with the community's floodplain management ordinance.

Use of this certificate does not provide a waiver of the flood insurance purchase requirement. Only a LOMA or LOMR-F from the Federal Emergency Management Agency (FEMA) can amend the FIRM and remove the federal mandate for a lending institution to require the purchase of flood insurance. However, the lending institution has the option of requiring flood insurance even if a LOMA/LOMR-F has been issued by FEMA. The Elevation Certificate may be used to support a LOMA, CLOMA, LOMR-F, or CLOMR-F request. Lowest Adjacent Grade (LAG) elevations certified by a land surveyor, engineer, or architect, as authorized by state law, will be required if the certificate is used to support a LOMA, CLOMA, LOMR-F, or CLOMR-F request. A LOMA, CLOMA, LOMR-F, or CLOMR-F request must be submitted with either a completed FEMA MT-EZ or MT-1 application package, whichever is appropriate. If the certificate will only be completed to support a LOMA, CLOMA, LOMR-F, or CLOMR-F request, there is an option to document the certified LAG elevation on the Elevation Form included in the MT-EZ and MT-1 application.

This certificate is used only to certify building elevations. A separate certificate is required for floodproofing. Under the NFIP, non-residential buildings can be floodproofed up to or above the BFE. A floodproofed building is a building that has been designed and constructed to be watertight (substantially impermeable to floodwaters) below the BFE. Floodproofing of residential buildings is not permitted under the NFIP unless FEMA has granted the community an exception for residential floodproofed basements. The community must adopt standards for design and construction of floodproofed basements before FEMA will grant a basement exception. For both floodproofed non-residential buildings and residential floodproofed basements in communities that have been granted an exception by FEMA, a floodproofing certificate is required.

The expiration date on the form herein does not apply to certified and completed Elevation Certificates, as a completed Elevation Certificate does not expire, unless there is a physical change to the building that invalidates information in Section A Items A8 or A9, Section C, Section E, or Section H. In addition, this form is intended for the specific building referenced in Section A and is not invalidated by the transfer of building ownership.

Additional guidance can be found in FEMA Publication 467-1, *Floodplain Management Bulletin: Elevation Certificate*.

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Copy all pages of this Elevation Certificate and all attachments for (1) community official, (2) insurance agent/company, and (3) building owner.

SECTION A – PROPERTY INFORMATION

FOR INSURANCE COMPANY USE

Policy Number:

Company NAIC Number:

A1. Building Owner's Name: Merrit 7 Venture LLC

A2. Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 101 Merritt 7 (Main Avenue)

City: Norwalk State: CT ZIP Code: 06851

A3. Property Description (e.g., Lot and Block Numbers or Legal Description) and/or Tax Parcel Number: Tax Map: 5, Block: 37, Lot: 20

A4. Building Use (e.g., Residential, Non-Residential, Addition, Accessory, etc.): Non-Residential

A5. Latitude/Longitude: Lat. 41.15129 Long. -73.42572 Horiz. Datum: ☐ NAD 1927 ☒ NAD 1983 ☐ WGS 84

A6. Attach at least two and when possible four clear color photographs (one for each side) of the building (see Form pages 7 and 8).

A7. Building Diagram Number: 6

A8. For a building with a crawlspace or enclosure(s):

a) Square footage of crawlspace or enclosure(s): 7,000 sq. ft.

b) Is there at least one permanent flood opening on two different sides of each enclosed area? ☐ Yes ☒ No ☐ N/A

c) Enter number of permanent flood openings in the crawlspace or enclosure(s) within 1.0 foot above adjacent grade:
Non-engineered flood openings: N/A Engineered flood openings: N/A

d) Total net open area of non-engineered flood openings in A8.c: N/A sq. in.

e) Total rated area of engineered flood openings in A8.c (attach documentation – see Instructions): N/A sq. ft.

f) Sum of A8.d and A8.e rated area (if applicable – see Instructions): N/A sq. ft.

A9. For a building with an attached garage:

a) Square footage of attached garage: N/A sq. ft.

b) Is there at least one permanent flood opening on two different sides of the attached garage? ☐ Yes ☐ No ☒ N/A

c) Enter number of permanent flood openings in the attached garage within 1.0 foot above adjacent grade:
Non-engineered flood openings: N/A Engineered flood openings: N/A

d) Total net open area of non-engineered flood openings in A9.c: N/A sq. in.

e) Total rated area of engineered flood openings in A9.c (attach documentation – see Instructions): N/A sq. ft.

f) Sum of A9.d and A9.e rated area (if applicable – see Instructions): N/A sq. ft.

SECTION B – FLOOD INSURANCE RATE MAP (FIRM) INFORMATION

B1.a. NFIP Community Name: Norwalk, City of B1.b. NFIP Community Identification Number: 090012

B2. County Name: Fairfield B3. State: CT B4. Map/Panel No.: 0393 B5. Suffix: G

B6. FIRM Index Date: 10/16/2013 B7. FIRM Panel Effective/Revised Date: 10/16/2013

B8. Flood Zone(s): AE B9. Base Flood Elevation(s) (BFE) (Zone AO, use Base Flood Depth): 92.7-96.4

B10. Indicate the source of the BFE data or Base Flood Depth entered in Item B9:
☒ FIS ☐ FIRM ☐ Community Determined ☐ Other:

B11. Indicate elevation datum used for BFE in Item B9: ☐ NGVD 1929 ☒ NAVD 1988 ☐ Other/Source:

B12. Is the building located in a Coastal Barrier Resources System (CBRS) area or Otherwise Protected Area (OPA)? ☐ Yes ☒ No
Designation Date: ☐ CBRS ☐ OPA

B13. Is the building located seaward of the Limit of Moderate Wave Action (LiMWA)? ☐ Yes ☒ No

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 101 Merritt 7 (Main Avenue)

City: Norwalk State: CT ZIP Code: 06851

FOR INSURANCE COMPANY USE

Policy Number:

Company NAIC Number:

SECTION C – BUILDING ELEVATION INFORMATION (SURVEY REQUIRED)

C1. Building elevations are based on: ☐ Construction Drawings* ☐ Building Under Construction* ☐ Finished Construction
*A new Elevation Certificate will be required when construction of the building is complete.

C2. Elevations – Zones A1–A30, AE, AH, AO, A (with BFE), VE, V1–V30, V (with BFE), AR, AR/A, AR/AE, AR/A1–A30, AR/AH, AR/AO, A99. Complete Items C2.a–h below according to the Building Diagram specified in Item A7. In Puerto Rico only, enter meters.
Benchmark Utilized: RM-12 Vertical Datum: NAVD-88

Indicate elevation datum used for the elevations in items a) through h) below.
☐ NGVD 1929 ☒ NAVD 1988 ☐ Other:

Datum used for building elevations must be the same as that used for the BFE. Conversion factor used? ☐ Yes ☒ No
If Yes, describe the source of the conversion factor in the Section D Comments area.

		Check the measurement used:	
a) Top of bottom floor (including basement, crawlspace, or enclosure floor):	94.9	☒ feet	☐ meters
b) Top of the next higher floor (see Instructions):	105.5	☒ feet	☐ meters
c) Bottom of the lowest horizontal structural member (see Instructions):	N/A	☐ feet	☐ meters
d) Attached garage (top of slab):	94.9	☒ feet	☐ meters
e) Lowest elevation of Machinery and Equipment (M&E) servicing the building (describe type of M&E and location in Section D Comments area):	94.9	☒ feet	☐ meters
f) Lowest Adjacent Grade (LAG) next to building: ☐ Natural ☒ Finished	94.0	☒ feet	☐ meters
g) Highest Adjacent Grade (HAG) next to building: ☐ Natural ☒ Finished	106.0	☒ feet	☐ meters
h) Finished LAG at lowest elevation of attached deck or stairs, including structural support:	N/A	☐ feet	☐ meters

SECTION D – SURVEYOR, ENGINEER, OR ARCHITECT CERTIFICATION

This certification is to be signed and sealed by a land surveyor, engineer, or architect authorized by state law to certify elevation information. *I certify that the information on this Certificate represents my best efforts to interpret the data available. I understand that any false statement may be punishable by fine or imprisonment under 18 U.S. Code, Section 1001.*

Were latitude and longitude in Section A provided by a licensed land surveyor? ☒ Yes ☐ No

☒ Check here if attachments and describe in the Comments area.

Certifier's Name: Jorge P. Pereira License Number: #70179

Title: Senior Surveyor / Certified Floodplain Surveyor

Company Name: Redniss & Mead, Inc.

Address: 22 First Street

City: Stamford State: CT ZIP Code: 06905

Telephone: (203) 327-0500 Ext.: 5128 Email: j.pereira@rednissmead.com

Signature: Date: 07/31/2025

STATE OF CONNECTICUT
JORGE P. PEREIRA
No. LSX.70179
PROFESSIONAL LAND SURVEYOR

Place Seal Here

Copy all pages of this Elevation Certificate and all attachments for (1) community official, (2) insurance agent/company, and (3) building owner.

Comments (including source of conversion factor in C2; type of equipment and location per C2.e; and description of any attachments):
"Enclosure" per C2(a) is the Building Core (EL=94.9). Building Core within Garage Structure.
Lowest elevation per C2(e) is a Trash Compactor on "Enclosure" Slab (EL=94.9).
Mechanical Room, Generator Room & Trash Compactor Room Located within Enclosure. Equipment all above slab.
Additional Exterior Equipment: Generators (EL=97.4 & 98.9) A/C unit (EL=95.3)
Next higher floor per C2(b) is a parking level (EL=105.5) Finished floor of the Office Building is (EL=115.9)

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 101 Merritt 7 (Main Avenue)

City: Norwalk State: CT ZIP Code: 06851

FOR INSURANCE COMPANY USE

Policy Number: _____

Company NAIC Number: _____

SECTION E – BUILDING MEASUREMENT INFORMATION (SURVEY NOT REQUIRED) FOR ZONE AO, ZONE AR/AO, AND ZONE A (WITHOUT BFE)

For Zones AO, AR/AO, and A (without BFE), complete Items E1–E5. For Items E1–E4, use natural grade, if available. If the Certificate is intended to support a Letter of Map Change request, complete Sections A, B, and C. Check the measurement used. In Puerto Rico only, enter meters.

Building measurements are based on: ☐ Construction Drawings* ☐ Building Under Construction* ☐ Finished Construction

*A new Elevation Certificate will be required when construction of the building is complete.

E1. Provide measurements (C.2.a in applicable Building Diagram) for the following and check the appropriate boxes to show whether the measurement is above or below the natural HAG and the LAG.

a) Top of bottom floor (including basement, crawlspace, or enclosure) is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

b) Top of bottom floor (including basement, crawlspace, or enclosure) is: _____ ☐ feet ☐ meters ☐ above or ☐ below the LAG.

E2. For Building Diagrams 6–9 with permanent flood openings provided in Section A Items 8 and/or 9 (see pages 1–2 of Instructions), the next higher floor (C2.b in applicable Building Diagram) of the building is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E3. Attached garage (top of slab) is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E4. Top of platform of machinery and/or equipment servicing the building is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E5. Zone AO only: If no flood depth number is available, is the top of the bottom floor elevated in accordance with the community's floodplain management ordinance? ☐ Yes ☐ No ☐ Unknown The local official must certify this information in Section G.

SECTION F – PROPERTY OWNER (OR OWNER'S AUTHORIZED REPRESENTATIVE) CERTIFICATION

The property owner or owner's authorized representative who completes Sections A, B, and E for Zone A (without BFE) or Zone AO must sign here. *The statements in Sections A, B, and E are correct to the best of my knowledge*

☐ Check here if attachments and describe in the Comments area.

Property Owner or Owner's Authorized Representative Name: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Telephone: _____ Ext.: _____ Email: _____

Signature: _____ Date: _____

Comments:

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 101 Merritt 7 (Main Avenue)

City: Norwalk State: CT ZIP Code: 06851

FOR INSURANCE COMPANY USE

Policy Number: _____

Company NAIC Number: _____

SECTION G – COMMUNITY INFORMATION (RECOMMENDED FOR COMMUNITY OFFICIAL COMPLETION)

The local official who is authorized by law or ordinance to administer the community's floodplain management ordinance can complete Section A, B, C, E, G, or H of this Elevation Certificate. Complete the applicable item(s) and sign below when:

G1. ☐ The information in Section C was taken from other documentation that has been signed and sealed by a licensed surveyor, engineer, or architect who is authorized by state law to certify elevation information. (Indicate the source and date of the elevation data in the Comments area below.)

G2.a. ☐ A local official completed Section E for a building located in Zone A (without a BFE), Zone AO, or Zone AR/AO, or when item E5 is completed for a building located in Zone AO.

G2.b. ☐ A local official completed Section H for insurance purposes.

G3. ☐ In the Comments area of Section G, the local official describes specific corrections to the information in Sections A, B, E and H.

G4. ☐ The following information (Items G5–G11) is provided for community floodplain management purposes.

G5. Permit Number: _____ G6. Date Permit Issued: _____

G7. Date Certificate of Compliance/Occupancy Issued: _____

G8. This permit has been issued for: ☐ New Construction ☐ Substantial Improvement

G9.a. Elevation of as-built lowest floor (including basement) of the building: _____ ☐ feet ☐ meters Datum: _____

G9.b. Elevation of bottom of as-built lowest horizontal structural member: _____ ☐ feet ☐ meters Datum: _____

G10.a. BFE (or depth in Zone AO) of flooding at the building site: _____ ☐ feet ☐ meters Datum: _____

G10.b. Community's minimum elevation (or depth in Zone AO) requirement for the lowest floor or lowest horizontal structural member: _____ ☐ feet ☐ meters Datum: _____

G11. Variance issued? ☐ Yes ☐ No If yes, attach documentation and describe in the Comments area.

The local official who provides information in Section G must sign here. *I have completed the information in Section G and certify that it is correct to the best of my knowledge. If applicable, I have also provided specific corrections in the Comments area of this section.*

Local Official's Name: _____ Title: _____

NFIP Community Name: _____

Telephone: Ext.: _____ Email: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Signature: _____ Date: _____

Comments (including type of equipment and location, per C2.e; description of any attachments; and corrections to specific information in Sections A, B, D, E, or H):

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 101 Merritt 7 (Main Avenue)	**FOR INSURANCE COMPANY USE**
City: Norwalk State: CT ZIP Code: 06851	Policy Number: _____
	Company NAIC Number: _____

SECTION H – BUILDING'S FIRST FLOOR HEIGHT INFORMATION FOR ALL ZONES (SURVEY NOT REQUIRED) (FOR INSURANCE PURPOSES ONLY)

The property owner, owner's authorized representative, or local floodplain management official may complete Section H for all flood zones to determine the building's first floor height for insurance purposes. Sections A, B, and I must also be completed. Enter heights to the nearest tenth of a foot (nearest tenth of a meter in Puerto Rico). ***Reference the Foundation Type Diagrams (at the end of Section H Instructions) and the appropriate Building Diagrams (at the end of Section I Instructions) to complete this section.***

H1. Provide the height of the top of the floor (as indicated in Foundation Type Diagrams) above the Lowest Adjacent Grade (LAG):

a) **For Building Diagrams 1A, 1B, 3, and 5–8.** Top of bottom floor (include above-grade floors only for buildings with crawlspaces or enclosure floors) is: _____ ☐ feet ☐ meters ☐ above the LAG

b) **For Building Diagrams 2A, 2B, 4, and 6–9.** Top of next higher floor (i.e., the floor above basement, crawlspace, or enclosure floor) is: _____ ☐ feet ☐ meters ☐ above the LAG

H2. Is **all** Machinery and Equipment servicing the building (as listed in Item H2 instructions) elevated to or above the floor indicated by the H2 arrow (shown in the Foundation Type Diagrams at end of Section H instructions) for the appropriate Building Diagram?

☐ Yes ☐ No

SECTION I – PROPERTY OWNER (OR OWNER'S AUTHORIZED REPRESENTATIVE) CERTIFICATION

The property owner or owner's authorized representative who completes Sections A, B, and H must sign here. *The statements in Sections A, B, and H are correct to the best of my knowledge.* **Note:** If the local floodplain management official completed Section H, they should indicate in Item G2.b and sign Section G.

☐ Check here if attachments are provided (including required photos) and describe each attachment in the Comments area.

Property Owner or Owner's Authorized Representative Name: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Telephone: Ext.: _____ Email: _____

Signature: _____ Date: _____

Comments:

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

BUILDING PHOTOGRAPHS

See Instructions for Item A6.

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 101 Merritt 7 (Main Avenue)

City: Norwalk State: CT ZIP Code: 06851

FOR INSURANCE COMPANY USE

Policy Number: _____

Company NAIC Number: _____

Instructions: Insert below at least two and when possible four photographs showing each side of the building (for example, may only be able to take front and back pictures of townhouses/rowhouses). Identify all photographs with the date taken and "Front View," "Rear View," "Right Side View," or "Left Side View." Photographs must show the foundation. When flood openings are present, include at least one close-up photograph of representative flood openings or vents, as indicated in Sections A8 and A9.

Photo One

Photo One Caption: Front View (7/18/2025)

Clear Photo One

Photo Two

Photo Two Caption: Rear View (7/18/2025)

Clear Photo Two

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

BUILDING PHOTOGRAPHS

Continuation Page

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 101 Merritt 7 (Main Avenue)

City: Norwalk State: CT ZIP Code: 06851

FOR INSURANCE COMPANY USE

Policy Number:

Company NAIC Number:

Insert the third and fourth photographs below. Identify all photographs with the date taken and "Front View," "Rear View," "Right Side View," or "Left Side View." When flood openings are present, include at least one close-up photograph of representative flood openings or vents, as indicated in Sections A8 and A9.

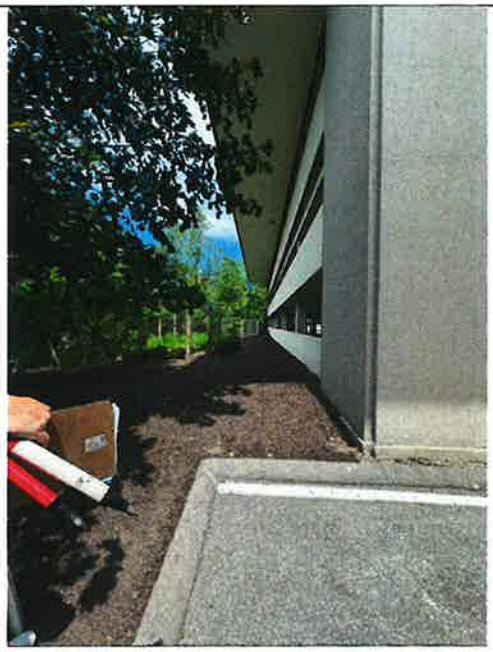


Photo Three

Photo Three Caption: Left Side View (7/18/2025)

Clear Photo Three

Photo Four

Photo Four Caption: Right Side View (7/18/2025)

Clear Photo Four

National Flood Insurance Program

Elevation Certificate

and Instructions

2023 EDITION

FEMA

U.S. DEPARTMENT OF HOMELAND SECURITY
Federal Emergency Management Agency
National Flood Insurance Program

OMB Control No. 1660-0008
Expiration Date: 06/30/2026

ELEVATION CERTIFICATE AND INSTRUCTIONS

PAPERWORK REDUCTION ACT NOTICE

Public reporting burden for this data collection is estimated to average 3.75 hours per response. The burden estimate includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and submitting this form. You are not required to respond to this collection of information unless a valid OMB control number is displayed on this form. Send comments regarding the accuracy of the burden estimate and any suggestions for reducing the burden to: Information Collections Management, Department of Homeland Security, Federal Emergency Management Agency, 500 C Street SW, Washington, DC 20742, Paperwork Reduction Project (1660-0008). **NOTE: Do not send your completed form to this address.**

PRIVACY ACT STATEMENT

Authority: Title 44 CFR § 61.7 and 61.8.

Principal Purpose(s): This information is being collected for the primary purpose of documenting compliance with National Flood Insurance Program (NFIP) floodplain management ordinances for new or substantially improved structures in designated Special Flood Hazard Areas. This form may also be used as an optional tool for a Letter of Map Amendment (LOMA), Conditional LOMA (CLOMA), Letter of Map Revision Based on Fill (LOMR-F), or Conditional LOMR-F (CLOMR-F), or for flood insurance rating purposes in any flood zone.

Routine Use(s): The information on this form may be disclosed as generally permitted under 5 U.S.C. § 552a(b) of the Privacy Act of 1974, as amended. This includes using this information as necessary and authorized by the routine uses published in DHS/ FEMA-003 – *National Flood Insurance Program Files System of Records Notice* 79 Fed. Reg. 28747 (May 19, 2014) and upon written request, written consent, by agreement, or as required by law.

Disclosure: The disclosure of information on this form is voluntary; however, failure to provide the information requested may impact the flood insurance premium through the NFIP. Information will only be released as permitted by law.

PURPOSE OF THE ELEVATION CERTIFICATE

The Elevation Certificate is an important administrative tool of the NFIP. It can be used to provide elevation information necessary to ensure compliance with community floodplain management ordinances, to inform the proper insurance premium, and to support a request for a LOMA, CLOMA, LOMR-F, or CLOMR-F.

The Elevation Certificate is used to document floodplain management compliance for Post-Flood Insurance Rate Map (FIRM) buildings, which are buildings constructed after publication of the FIRM, located in flood Zones A1–A30, AE, AH, AO, A (with Base Flood Elevation (BFE)), VE, V1–V30, V (with BFE), AR, AR/A, AR/AE, AR/A1–A30, AR/AH, AR/AO, and A99. It may also be used to provide elevation information for Pre-FIRM buildings or buildings in any flood zone.

As part of the agreement for making flood insurance available in a community, the NFIP requires the community to adopt floodplain management regulations that specify minimum requirements for reducing flood losses. One such requirement is for the community to obtain the elevation of the lowest floor (including basement) of all new and substantially improved buildings, and maintain a record of such information. The Elevation Certificate provides a way for a community to document compliance with the community's floodplain management ordinance.

Use of this certificate does not provide a waiver of the flood insurance purchase requirement. Only a LOMA or LOMR-F from the Federal Emergency Management Agency (FEMA) can amend the FIRM and remove the federal mandate for a lending institution to require the purchase of flood insurance. However, the lending institution has the option of requiring flood insurance even if a LOMA/LOMR-F has been issued by FEMA. The Elevation Certificate may be used to support a LOMA, CLOMA, LOMR-F, or CLOMR-F request. Lowest Adjacent Grade (LAG) elevations certified by a land surveyor, engineer, or architect, as authorized by state law, will be required if the certificate is used to support a LOMA, CLOMA, LOMR-F, or CLOMR-F request. A LOMA, CLOMA, LOMR-F, or CLOMR-F request must be submitted with either a completed FEMA MT-EZ or MT-1 application package, whichever is appropriate. If the certificate will only be completed to support a LOMA, CLOMA, LOMR-F, or CLOMR-F request, there is an option to document the certified LAG elevation on the Elevation Form included in the MT-EZ and MT-1 application.

This certificate is used only to certify building elevations. A separate certificate is required for floodproofing. Under the NFIP, non-residential buildings can be floodproofed up to or above the BFE. A floodproofed building is a building that has been designed and constructed to be watertight (substantially impermeable to floodwaters) below the BFE. Floodproofing of residential buildings is not permitted under the NFIP unless FEMA has granted the community an exception for residential floodproofed basements. The community must adopt standards for design and construction of floodproofed basements before FEMA will grant a basement exception. For both floodproofed non-residential buildings and residential floodproofed basements in communities that have been granted an exception by FEMA, a floodproofing certificate is required.

The expiration date on the form herein does not apply to certified and completed Elevation Certificates, as a completed Elevation Certificate does not expire, unless there is a physical change to the building that invalidates information in Section A Items A8 or A9, Section C, Section E, or Section H. In addition, this form is intended for the specific building referenced in Section A and is not invalidated by the transfer of building ownership.

Additional guidance can be found in FEMA Publication 467-1, *Floodplain Management Bulletin: Elevation Certificate*.

U.S. DEPARTMENT OF HOMELAND SECURITY
Federal Emergency Management Agency
National Flood Insurance Program

OMB Control No. 1660-0008
Expiration Date: 06/30/2026

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Copy all pages of this Elevation Certificate and all attachments for (1) community official, (2) insurance agent/company, and (3) building owner.

SECTION A – PROPERTY INFORMATION

FOR INSURANCE COMPANY USE

Policy Number:

Company NAIC Number:

A1. Building Owner's Name: Merrit 7 Venture LLC

A2. Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 201 Merritt 7 (Main Avenue)

City: Norwalk State: CT ZIP Code: 06851

A3. Property Description (e.g., Lot and Block Numbers or Legal Description) and/or Tax Parcel Number: Tax Map: 5, Block: 37, Lot: 28

A4. Building Use (e.g., Residential, Non-Residential, Addition, Accessory, etc.): Non-Residential

A5. Latitude/Longitude: Lat. 41.15025 Long. -73.42615 Horiz. Datum: ☐ NAD 1927 ☒ NAD 1983 ☐ WGS 84

A6. Attach at least two and when possible four clear color photographs (one for each side) of the building (see Form pages 7 and 8).

A7. Building Diagram Number: 6

A8. For a building with a crawlspace or enclosure(s):

a) Square footage of crawlspace or enclosure(s): 3,858 sq. ft.

b) Is there at least one permanent flood opening on two different sides of each enclosed area? ☐ Yes ☒ No ☐ N/A

c) Enter number of permanent flood openings in the crawlspace or enclosure(s) within 1.0 foot above adjacent grade:
Non-engineered flood openings: N/A Engineered flood openings: N/A

d) Total net open area of non-engineered flood openings in A8.c: N/A sq. in.

e) Total rated area of engineered flood openings in A8.c (attach documentation – see Instructions): N/A sq. ft.

f) Sum of A8.d and A8.e rated area (if applicable – see Instructions): N/A sq. ft.

A9. For a building with an attached garage:

a) Square footage of attached garage: N/A sq. ft.

b) Is there at least one permanent flood opening on two different sides of the attached garage? ☐ Yes ☐ No ☒ N/A

c) Enter number of permanent flood openings in the attached garage within 1.0 foot above adjacent grade:
Non-engineered flood openings: N/A Engineered flood openings: N/A

d) Total net open area of non-engineered flood openings in A9.c: N/A sq. in.

e) Total rated area of engineered flood openings in A9.c (attach documentation – see Instructions): N/A sq. ft.

f) Sum of A9.d and A9.e rated area (if applicable – see Instructions): N/A sq. ft.

SECTION B – FLOOD INSURANCE RATE MAP (FIRM) INFORMATION

B1.a. NFIP Community Name: Norwalk, City of B1.b. NFIP Community Identification Number: 090012

B2. County Name: Fairfield B3. State: CT B4. Map/Panel No.: 0393 B5. Suffix: G

B6. FIRM Index Date: 10/16/2013 B7. FIRM Panel Effective/Revised Date: 10/16/2013

B8. Flood Zone(s): AE B9. Base Flood Elevation(s) (BFE) (Zone AO, use Base Flood Depth): 91.7-92.7

B10. Indicate the source of the BFE data or Base Flood Depth entered in Item B9:
☒ FIS ☐ FIRM ☐ Community Determined ☐ Other:

B11. Indicate elevation datum used for BFE in Item B9: ☐ NGVD 1929 ☒ NAVD 1988 ☐ Other/Source:

B12. Is the building located in a Coastal Barrier Resources System (CBRS) area or Otherwise Protected Area (OPA)? ☐ Yes ☒ No
Designation Date: ☐ CBRS ☐ OPA

B13. Is the building located seaward of the Limit of Moderate Wave Action (LiMWA)? ☐ Yes ☒ No

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 201 Merritt 7 (Main Avenue)

City: Norwalk State: CT ZIP Code: 06851

FOR INSURANCE COMPANY USE

Policy Number:

Company NAIC Number:

SECTION C – BUILDING ELEVATION INFORMATION (SURVEY REQUIRED)

C1. Building elevations are based on: ☐ Construction Drawings* ☐ Building Under Construction* ☐ Finished Construction
*A new Elevation Certificate will be required when construction of the building is complete.

C2. Elevations – Zones A1–A30, AE, AH, AO, A (with BFE), VE, V1–V30, V (with BFE), AR, AR/A, AR/AE, AR/A1–A30, AR/AH, AR/AO, A99. Complete Items C2.a–h below according to the Building Diagram specified in Item A7. In Puerto Rico only, enter meters.
Benchmark Utilized: RM-12 Vertical Datum: NAVD-88

Indicate elevation datum used for the elevations in items a) through h) below.
☐ NGVD 1929 ☒ NAVD 1988 ☐ Other:

Datum used for building elevations must be the same as that used for the BFE. Conversion factor used? ☐ Yes ☒ No
If Yes, describe the source of the conversion factor in the Section D Comments area.

		Check the measurement used:
a) Top of bottom floor (including basement, crawlspace, or enclosure floor):	94.6	☒ feet ☐ meters
b) Top of the next higher floor (see Instructions):	105.5	☒ feet ☐ meters
c) Bottom of the lowest horizontal structural member (see Instructions):	N/A	☐ feet ☐ meters
d) Attached garage (top of slab):	94.6	☒ feet ☐ meters
e) Lowest elevation of Machinery and Equipment (M&E) servicing the building (describe type of M&E and location in Section D Comments area):	94.4	☒ feet ☐ meters
f) Lowest Adjacent Grade (LAG) next to building: ☐ Natural ☒ Finished	93.9	☒ feet ☐ meters
g) Highest Adjacent Grade (HAG) next to building: ☐ Natural ☒ Finished	110.9	☒ feet ☐ meters
h) Finished LAG at lowest elevation of attached deck or stairs, including structural support:	N/A	☐ feet ☐ meters

SECTION D – SURVEYOR, ENGINEER, OR ARCHITECT CERTIFICATION

This certification is to be signed and sealed by a land surveyor, engineer, or architect authorized by state law to certify elevation information. *I certify that the information on this Certificate represents my best efforts to interpret the data available. I understand that any false statement may be punishable by fine or imprisonment under 18 U.S. Code, Section 1001.*

Were latitude and longitude in Section A provided by a licensed land surveyor? ☒ Yes ☐ No

☒ Check here if attachments and describe in the Comments area.

Certifier's Name: Jorge P. Pereira License Number: #70179

Title: Senior Surveyor / Certified Floodplain Surveyor

Company Name: Redniss & Mead, Inc.

Address: 22 First Street

City: Stamford State: CT ZIP Code: 06905

Telephone: (203) 327-0500 Ext.: 5128 Email: j.pereira@rednissmead.com

Signature: Date: 07/31/2025

Place Seal Here

Copy all pages of this Elevation Certificate and all attachments for (1) community official, (2) insurance agent/company, and (3) building owner.

Comments (including source of conversion factor in C2; type of equipment and location per C2.e; and description of any attachments):
"Enclosure" per C2(a) is the Building Core (EL=94.9). Building Core within Garage Structure.
Lowest elevation per C2(e) are Elec. Panels located outside (EL=94.4).
Additional Exterior Equipment: Generator (EL=97.4) Transformer (EL=94.8)
Mechanical Room, Generator Room & Fire Pump Room Located within Enclosure. Equipment all above slab.
Next higher floor per C2(b) is another parking level (EL=105.5) Finished floor of the Office Building is (EL=115.9)

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 201 Merritt 7 (Main Avenue)	**FOR INSURANCE COMPANY USE**
City: Norwalk State: CT ZIP Code: 06851	Policy Number: _____
	Company NAIC Number: _____

SECTION E – BUILDING MEASUREMENT INFORMATION (SURVEY NOT REQUIRED) FOR ZONE AO, ZONE AR/AO, AND ZONE A (WITHOUT BFE)

For Zones AO, AR/AO, and A (without BFE), complete Items E1–E5. For Items E1–E4, use natural grade, if available. If the Certificate is intended to support a Letter of Map Change request, complete Sections A, B, and C. Check the measurement used. In Puerto Rico only, enter meters.

Building measurements are based on: ☐ Construction Drawings* ☐ Building Under Construction* ☐ Finished Construction
*A new Elevation Certificate will be required when construction of the building is complete.

E1. Provide measurements (C.2.a in applicable Building Diagram) for the following and check the appropriate boxes to show whether the measurement is above or below the natural HAG and the LAG.

a) Top of bottom floor (including basement, crawlspace, or enclosure) is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

b) Top of bottom floor (including basement, crawlspace, or enclosure) is: _____ ☐ feet ☐ meters ☐ above or ☐ below the LAG.

E2. For Building Diagrams 6–9 with permanent flood openings provided in Section A Items 8 and/or 9 (see pages 1–2 of Instructions), the next higher floor (C2.b in applicable Building Diagram) of the building is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E3. Attached garage (top of slab) is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E4. Top of platform of machinery and/or equipment servicing the building is: _____ ☐ feet ☐ meters ☐ above or ☐ below the HAG.

E5. Zone AO only: If no flood depth number is available, is the top of the bottom floor elevated in accordance with the community's floodplain management ordinance? ☐ Yes ☐ No ☐ Unknown The local official must certify this information in Section G.

SECTION F – PROPERTY OWNER (OR OWNER'S AUTHORIZED REPRESENTATIVE) CERTIFICATION

The property owner or owner's authorized representative who completes Sections A, B, and E for Zone A (without BFE) or Zone AO must sign here. *The statements in Sections A, B, and E are correct to the best of my knowledge*

☐ Check here if attachments and describe in the Comments area.

Property Owner or Owner's Authorized Representative Name: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Telephone: Ext.: _____ Email: _____

Signature: _____ Date: _____

Comments:

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 201 Merritt 7 (Main Avenue)	**FOR INSURANCE COMPANY USE**
City: Norwalk State: CT ZIP Code: 06851	Policy Number: _____
	Company NAIC Number: _____

SECTION G – COMMUNITY INFORMATION (RECOMMENDED FOR COMMUNITY OFFICIAL COMPLETION)

The local official who is authorized by law or ordinance to administer the community's floodplain management ordinance can complete Section A, B, C, E, G, or H of this Elevation Certificate. Complete the applicable item(s) and sign below when:

G1. ☐ The information in Section C was taken from other documentation that has been signed and sealed by a licensed surveyor, engineer, or architect who is authorized by state law to certify elevation information. (Indicate the source and date of the elevation data in the Comments area below.)

G2.a. ☐ A local official completed Section E for a building located in Zone A (without a BFE), Zone AO, or Zone AR/AO, or when item E5 is completed for a building located in Zone AO.

G2.b. ☐ A local official completed Section H for insurance purposes.

G3. ☐ In the Comments area of Section G, the local official describes specific corrections to the information in Sections A, B, E and H.

G4. ☐ The following information (Items G5–G11) is provided for community floodplain management purposes.

G5. Permit Number: _____ G6. Date Permit Issued: _____

G7. Date Certificate of Compliance/Occupancy Issued: _____

G8. This permit has been issued for: ☐ New Construction ☐ Substantial Improvement

G9.a. Elevation of as-built lowest floor (including basement) of the building: _____ ☐ feet ☐ meters Datum: _____

G9.b. Elevation of bottom of as-built lowest horizontal structural member: _____ ☐ feet ☐ meters Datum: _____

G10.a. BFE (or depth in Zone AO) of flooding at the building site: _____ ☐ feet ☐ meters Datum: _____

G10.b. Community's minimum elevation (or depth in Zone AO) requirement for the lowest floor or lowest horizontal structural member: _____ ☐ feet ☐ meters Datum: _____

G11. Variance issued? ☐ Yes ☐ No If yes, attach documentation and describe in the Comments area.

The local official who provides information in Section G must sign here. *I have completed the information in Section G and certify that it is correct to the best of my knowledge. If applicable, I have also provided specific corrections in the Comments area of this section.*

Local Official's Name: _____ Title: _____

NFIP Community Name: _____

Telephone: Ext.: _____ Email: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Signature: _____ Date: _____

Comments (including type of equipment and location, per C2.e; description of any attachments; and corrections to specific information in Sections A, B, D, E, or H):

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 201 Merritt 7 (Main Avenue)	**FOR INSURANCE COMPANY USE**
City: Norwalk State: CT ZIP Code: 06851	Policy Number: _____
	Company NAIC Number: _____

SECTION H – BUILDING'S FIRST FLOOR HEIGHT INFORMATION FOR ALL ZONES (SURVEY NOT REQUIRED) (FOR INSURANCE PURPOSES ONLY)

The property owner, owner's authorized representative, or local floodplain management official may complete Section H for all flood zones to determine the building's first floor height for insurance purposes. Sections A, B, and I must also be completed. Enter heights to the nearest tenth of a foot (nearest tenth of a meter in Puerto Rico). ***Reference the Foundation Type Diagrams (at the end of Section H Instructions) and the appropriate Building Diagrams (at the end of Section I Instructions) to complete this section.***

H1. Provide the height of the top of the floor (as indicated in Foundation Type Diagrams) above the Lowest Adjacent Grade (LAG):

a) **For Building Diagrams 1A, 1B, 3, and 5–8.** Top of bottom floor (include above-grade floors only for buildings with crawlspaces or enclosure floors) is: _____ ☐ feet ☐ meters ☐ above the LAG

b) **For Building Diagrams 2A, 2B, 4, and 6–9.** Top of next higher floor (i.e., the floor above basement, crawlspace, or enclosure floor) is: _____ ☐ feet ☐ meters ☐ above the LAG

H2. Is **all** Machinery and Equipment servicing the building (as listed in Item H2 instructions) elevated to or above the floor indicated by the H2 arrow (shown in the Foundation Type Diagrams at end of Section H instructions) for the appropriate Building Diagram?

☐ Yes ☐ No

SECTION I – PROPERTY OWNER (OR OWNER'S AUTHORIZED REPRESENTATIVE) CERTIFICATION

The property owner or owner's authorized representative who completes Sections A, B, and H must sign here. *The statements in Sections A, B, and H are correct to the best of my knowledge.* **Note:** If the local floodplain management official completed Section H, they should indicate in Item G2.b and sign Section G.

☐ Check here if attachments are provided (including required photos) and describe each attachment in the Comments area.

Property Owner or Owner's Authorized Representative Name: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

Telephone: _____ Ext.: _____ Email: _____

Signature: _____ Date: _____

Comments:

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

BUILDING PHOTOGRAPHS

See Instructions for Item A6.

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 201 Merritt 7 (Main Avenue)

City: Norwalk State: CT ZIP Code: 06851

FOR INSURANCE COMPANY USE

Policy Number: _____

Company NAIC Number: _____

Instructions: Insert below at least two and when possible four photographs showing each side of the building (for example, may only be able to take front and back pictures of townhouses/rowhouses). Identify all photographs with the date taken and "Front View," "Rear View," "Right Side View," or "Left Side View." Photographs must show the foundation. When flood openings are present, include at least one close-up photograph of representative flood openings or vents, as indicated in Sections A8 and A9.

Photo One

Photo One Caption: Front View (7/18/2025)

Clear Photo One

Photo Two

Photo Two Caption: Rear View (7/18/2025)

Clear Photo Two

ELEVATION CERTIFICATE

IMPORTANT: MUST FOLLOW THE INSTRUCTIONS ON INSTRUCTION PAGES 1-11

BUILDING PHOTOGRAPHS

Continuation Page

Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No.: 201 Merritt 7 (Main Avenue)

City: Norwalk State: CT ZIP Code: 06851

FOR INSURANCE COMPANY USE

Policy Number:

Company NAIC Number:

Insert the third and fourth photographs below. Identify all photographs with the date taken and "Front View," "Rear View," "Right Side View," or "Left Side View." When flood openings are present, include at least one close-up photograph of representative flood openings or vents, as indicated in Sections A8 and A9.

Photo Three

Photo Three Caption: Left Side View (7/18/2025)

Clear Photo Three

Photo Four

Photo Four Caption: Right Side View (7/18/2025)

Clear Photo Four

SYNLAWN®
Plant-Based Artificial Grass

PRODUCT SPECIFICATIONS

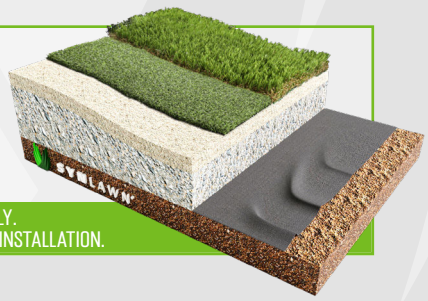
PRECISION PUTT™

Tour-pro tested and TGL-approved, Precision Putt™ sets the gold standard for performance and durability. This nylon turf delivers true ball roll, consistent speed, and a natural appearance. With its durable fibers and embossed rubber backing, it excels in putting, receiving approach shots, and handling high-traffic areas like golf courses and TrampleZones™.

SKU	SG326
Grass Zone Yarn/Color	Nylon / Verde
Grass Zone Denier	4,200 / 8
Thatch Zone Yarn/Color	-
Thatch Zone Denier	-
Grass Zone Yarn Shape	Textured Diamond
Finished Pile Height	3/8"
FInished Pile / Total Weight	47 oz. / 84 oz.
Backing	13PP/18PET 2pt / 20oz. Embossed Rubber
Tuft Gauge	3/16"
Tuft Bind	> 8 lbs.
Permeability	-
Features	HeatBlock UV Stabilizers
Test Data	CAL 1350, ASTM D2859, ASTM E-108, ASTM E1908, ASTM E648, ASTM E84, EN-71, ASTM F1551, ASTM F2765

- LIMITED LIFETIME WARRANTY
- 100% NYLON W/HEATBLOCK TECHNOLOGY
- REALISTIC BALL CHECK AND ROLL WITH CHIP AND PITCH SHOTS
- STIMP METER SPEED: 10-12

INSTALLATION DETAILS AVAILABLE AT
CADdetails
MasterSpec



NOT TO SCALE. FOR ILLUSTRATION ONLY.
CONTACT YOUR LOCAL SYNLAWN FOR INSTALLATION.

GOLF

SYNLAWN® | TGL SoFi

Official Synthetic Surface

MADE IN U. S. A.

SYNLAWN®

TGL SoFi

Official Synthetic Surface

PRECISION PUTT

Primary Yarn Polymer	Nylon
Yarn Cross Section	Textured Diamond
Standard Color	Verde
Fabric Construction	Tufted
Second Yarn Polymer Thatch	-
Secondary Yarn Color	-

Primary Backing	13PP/18PET 2pt
Coating Type	20 oz. Embossed Rubber
PE Yarn Denier / Ends	4,200 / 8
Texturized Thatch Denier / Ends	-
Warranty Period	Limited Lifetime

FINISH FABRIC	ENGLISH SYSTEM		ASTM TEST
Nominal Specification	*Value*	*Units*	*Method*
Pile Height (Nominal)	3/8	inches	D-5823
Face Weight	47	oz/yd²	D-5848
Total Fabric Weight	84	oz/yd²	D-5848
Primary Backing Weight	6	oz/yd²	D-5848
Secondary Coating Weight	20	oz/yd²	D-5848
Tuft Bind	> 8	lbs.	D-1335
Grab Tear Strength (Average)	> 200	lbs.	D-5034
Total Yarn Linear Density	4,200	Denier	D-1577
Elongation to Break	> 30	%	D-2256
Yarn Breaking Strength	> 20	lbs.	D-5793
Machine Gauge	3/16	inches	D-5793
Flammability	Passed	-	D-2859
Water Permeability	-	-	-
Fabric Width	15	ft	-

SYNLAWN®

Plant-Based Artificial Grass

BIOMIMETIC™

PRODUCT SPECIFICATIONS

ROOFDECK PREMIUM

With an ASTM E-108 CLASS A FIRE RATING, this is the ideal turf for even the most demanding roof applications. Featuring the safety and benefits of Super Yarn™ Technology, this grass style will beautify any space while meeting the strictest safety code.

SKU	RFPRB
Grass Zone Yarn/Color	PE / Sport Green / Apple / Olive
Grass Zone Denier	9,900/9
Thatch Zone Yarn/Color	PE / Field Green/Beige
Thatch Zone Denier	5,000/8
Grass Zone Yarn Shape	Biomimetic™ U
Finished Pile Height	1 5/8"
Finished Pile / Total Weight	100 oz./128 oz.
Backing	13PP/18PET 2pt / 22oz. EnviroLoc+™
Tuft Gauge	3/8"
Tuft Bind	> 8 lbs.
Permeability	> 1,000 inches p/hr
Features	Sanitized®, EnviroLoc+™, StatBlock™ Anti-Static, DualChill™ IR Reflective, Deluster, UV Stabilizers, Biomimetic™
Test Data	EN 12616, ASTM C518, CAL1350, ASTM D2859, ASTM D7138, ASTM E108, ASTM E648, ASTM E903, ASTM F1292, ASTM F1951, ASTM D2765, EN71, RCRA 8 TCLP, BS EN 13746

SUPER YARN™ TECHNOLOGY

SANITIZED® ANTIMICROBIAL

DUALCHILL™ IR REFLECTIVE

STATBLOCK™ ANTI-STATIC

- ASTM E108 CLASS A FIRE RATING
- LIMITED LIFETIME WARRANTY
- BIOMIMETIC™ TECHNOLOGY
- SAFE FOR COMMERCIAL USE

ASK ABOUT OUR...

USDA CERTIFIED ORGANIC INFILL SYSTEM

USDA CERTIFIED BIOBASED PRODUCT
PRODUCT 67%

Roofdeck Premium is a USDA Certified Bio-Based artificial grass system in combination with organic infill, able to display a unique USDA label highlighting its percentage of biobased content.

ROOF

SYNLAWN® | TGL SoFi

Official Synthetic Surface

MADE IN U. S. A.

IPEMA CERTIFIED ASTM F1292

Sanitized Actifresh

SPECIFICATIONS SUBJECT TO CHANGE

02.05.2025

SYNLAWN®

ROOFDECK PREMIUM

Primary Yarn Polymer	Polyethylene
Yarn Cross Section	Biomimetic™ U
Standard Color	Sport Green/Apple/Olive
Fabric Construction	Tufted
Second Yarn Polymer Thatch	Polyethylene
Secondary Yarn Color	Field Green/Beige

Primary Backing	13 PP/18 PET 2pt
Coating Type	22 oz. EnviroLoc+
PE Yarn Denier / Ends	9,900/9
Texturized Thatch Denier / Ends	5,000/8
Warranty Period	Limited Lifetime

FINISH FABRIC	ENGLISH SYSTEM		ASTM TEST
Nominal Specification	*Value*	*Units*	*Method*
Pile Height (Nominal)	1 5/8	inches	D-5823
Face Weight	100	oz/yd^2	D-5848
Total Fabric Weight	128	oz/yd^2	D-5848
Primary Backing Weight	6	oz/yd^2	D-5848
Secondary Coating Weight	22	oz/yd^2	D-5848
Tuft Bind	> 8	lbs.	D-1335
Grab Tear Strength (Average)	> 200	lbs.	D-5034
Total Yarn Linear Density	14,900	Denier	D-1577
Elongation to Break	> 30	%	D-2256
Yarn Breaking Strength	> 20	lbs.	D-5793
Machine Gauge	3/8	inches	D-5793
Flammability	Passed	-	D-2859
Water Permeability	> 1,000	in/hr	D-1551
Fabric Width	15	ft	-

Sustainability Narrative - M7 Lofts

Granoff Real Estate and Saber Hightower are committed to advancing sustainable development practices across their portfolios. At M7 Lofts, a transformative office-to-residential conversion project in Norwalk, CT, the development team is prioritizing environmental stewardship, community well-being, and long-term building performance. By reimagining an underutilized office complex into vibrant, energy-efficient housing, the project demonstrates how adaptive reuse can serve as one of the most impactful pathways toward sustainability.

Sustainability Measures

Sustainable Sites & Building Reuse

- **Conversion as Sustainability**: Repurposing existing office buildings rather than constructing new reduces demolition debris, limits the need for trucking, and minimizes material sent to landfills. The reuse of structural steel and concrete significantly cuts embodied carbon compared to new ground-up construction.
- **Landscaping & Stormwater**: The project will decrease impervious surface coverage by adding new vegetation and stormwater infiltration areas, reducing runoff and improving site resilience. Existing trees and significant landscape features will be preserved wherever possible. All new plantings will be native, non-invasive species adapted to the local climate.
- **Resident Amenities**: Outdoor features will include a community garden, composting area, and bicycle racks with dedicated bike storage rooms to encourage sustainable transportation and neighborhood connectivity.
- **Canopy Shading:** New architectural canopies at each building entry will provide shading to reduce solar heat gain at glass façades, lowering cooling loads and improving energy efficiency. These canopies also create comfortable, shaded areas for residents and their guests offering respite during hot weather and coverage during rain or snow. By enhancing thermal comfort and extending the usability of outdoor space, the canopy system contributes to both resident well-being and overall site sustainability.

Water Conservation

- **Efficient Fixtures**: All residential units will be equipped with low-flow faucets, showerheads, and dual-flush toilets to reduce potable water consumption.
- **Landscape Design**: Water demand will be minimized through the use of native plants, which require little to no irrigation once established.

Energy & Carbon Reduction

- **Energy Codes**: The project will comply with all applicable state and local energy codes, ensuring high performance standards.
- **Efficient Systems**: Heating and cooling will be provided by all-electric, high-efficiency heat pump systems. Energy Star–rated appliances will be installed throughout all residences.
- **Lighting**: All lighting will utilize LED fixtures with advanced controls. Exterior fixtures will meet Dark Sky compliance standards, reducing light pollution.
- **Renewable Readiness**: Rooftops will be designed to accommodate photovoltaic solar panels, allowing for future onsite renewable energy generation depending on financial and policy considerations.
- **Resiliency**: All building system upgrades will include flood-proofing measures to safeguard operations and extend equipment lifespan.

Materials & Waste

- **Recycled Materials**: Construction will emphasize the use of recycled and sustainably sourced materials.
- **Waste Diversion**: Separate recycling and trash chutes will be provided to residents, simplifying waste sorting and increasing diversion from landfill.

Transportation & Connectivity

- **Transit-Oriented Development**: M7 Lofts is repositioned as a transit-oriented community, offering easy access to nearby public transportation options, reducing reliance on cars and encouraging sustainable commuting.
- **EV Infrastructure**: Electric vehicle charging stations will be installed onsite to support the growing adoption of EVs.

Conclusion

Through adaptive reuse, efficient systems, water conservation, resilient design, and integration of green infrastructure, M7 Lofts represents a holistic approach to sustainability. The development team's commitment to reusing existing structures while implementing modern high-performance systems ensures that M7 Lofts will serve as a model for environmentally responsible urban living in Norwalk.

CITY OF NORWALK

ASSESSOR'S PARCEL VERIFICATION & TAX CLEARANCE FORM

To verify payment of taxes, please bring the form to the tax collector's office.

Ownership and Mailing Address:

MERRITT 7 VENTURE LLC
301 MERRITT 7
NORWALK CT 06851

Property Location: 101 MERRITT 7

District: 4

Map/Block/Lot: 5 37 20 0

Map/Block/Lot (subdivided lot/new lot):

Unique ID: 5-37-20-0

Assessor/Representative

10/16/2025
Date Signed

OFFICE OF THE TAX COLLECTOR

The Real Estate taxes for the property identified on this form have been paid to date and in accordance with Connecticut General Statute 7-148 (c) (2) (B). A building permit may be issued for this property.

Tax Collector/Representative

TAXES PAID
DEC 31 2025
CERTIFIED BY TAX COLLECTOR
CITY OF NORWALK

10/16/25
Date Signed

Date Printed: 10/16/2025

CITY OF NORWALK

ASSESSOR'S PARCEL VERIFICATION & TAX CLEARANCE FORM

To verify payment of taxes, please bring the form to the tax collector's office.

Ownership and Mailing Address:

MERRITT 7 VENTURE LLC
301 MERRITT 7
NORWALK CT 06851

Property Location: 201 MERRITT 7

District: 4

Map/Block/Lot: 5 37 28 0

Map/Block/Lot (subdivided lot/new lot):

Unique ID: 5-37-28-0

Sheila M Miller
Assessor/Representative

10/16/2025
Date Signed

OFFICE OF THE TAX COLLECTOR

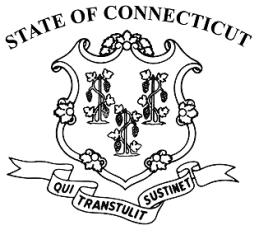
The Real Estate taxes for the property identified on this form have been paid to date and in accordance with Connecticut General Statute 7-148 (c) (2) (B). A building permit may be issued for this property.

Tax Collector/Representative

TAXES PAID
DEC 3 1 2025
CERTIFIED BY TAX COLLECTOR
CITY OF NORWALK

10/16/25
Date Signed

Date Printed: 10/16/2025



Senate Bill No. 1444

Public Act No. 25-164

AN ACT CONCERNING THE CONVERSION OF COMMERCIAL REAL PROPERTY FOR RESIDENTIAL USE.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. (NEW) (*Effective October 1, 2025*) (a) As used in this section:

(1) "Summary review" has the same meaning as provided in section 8-2r of the general statutes;

(2) "Commercial building" means a structure designed or used primarily for nonresidential purposes, including, but not limited to, hotels, retail space and office space. "Commercial building" does not include an industrial building;

(3) "Dwelling unit" has the same meaning as provided in section 47a-1 of the general statutes;

(4) "Industrial building" means a structure that is used primarily for industrial activity and is generally not open to the public, including, but not limited to, warehouses, factories and storage facilities; and

(5) "Residential development" means a structure or structures, or a portion of a structure, that contains one or more dwelling units.

(b) Any zoning regulations adopted pursuant to section 8-2 of the

general statutes may allow the conversion or partial conversion of any commercial building into a residential development subject only to summary review if the owner of such building certifies in writing to the municipality, in a form and manner prescribed by the municipality, that such building has (1) been vacant, or (2) had an average occupancy rate of less than fifty per cent, over the one-year period immediately preceding the application for such conversion or partial conversion.

(c) A municipality shall not condition the approval of the conversion or partial conversion of a commercial building into a residential development on the correction of a nonconforming use, structure or lot.

(d) Nothing in this section shall be interpreted or enforced to exempt the conversion or partial conversion of a commercial building into a residential development from the requirements of any applicable building code, fire safety code or fire prevention code. No municipality shall unreasonably delay any inspection required in connection with such conversion or partial conversion.

(e) The summary review application and review process for approval of the conversion or partial conversion of a commercial building into a residential development shall require that a decision on any such application be rendered not later than sixty-five days after receipt of such application by the applicable planning commission, zoning commission or combined planning and zoning commission, except that an applicant may consent to one or more extensions of not more than an additional sixty-five days or may withdraw such application.

(f) Notwithstanding the provisions of section 12-62 of the general statutes, no municipality shall subject a commercial building that has been converted or partially converted under this section to a revaluation, as defined in section 12-62 of the general statutes, for a period of three years from the date of issuance of a certificate of occupancy in connection with such conversion or partial conversion.

(g) A municipality that adopts zoning regulations pursuant to section 8-2 of the general statutes that allow for the conversion or partial conversion of any commercial building into a residential development pursuant to this section shall be given priority funding by the Commissioner of Economic and Community Development under the greyfield revitalization program established pursuant to section 99 of senate bill 1247 of the current session.

Governor's Action:
Approved July 8, 2025

Merritt 7 Venture L.L.C.
c/o Clarion Partners
One Madison Avenue, Suite 1400
New York, NY 10010

October 2, 2025

VIA E-MAIL: SKleppin@NorwalkCT.gov

Steven Kleppin
Director
Planning & Zoning Department
City of Norwalk
125 East Avenue, Room 129
Norwalk, CT 06856

RE: 101-201 Merritt 7, Norwalk, CT 06851 (the "Property")
Residential Conversion -Senate Bill 1444

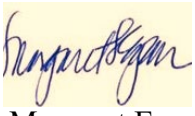
Dear Mr. Kleppin:

Merritt 7 Venture L.L.C., a Delaware limited liability company (the "Owner") is the owner of the above-captioned Property. Clarion Partners functions as an advisor to the Owner and I am a Vice President of Merritt 7 Venture L.L.C. The Property is under contract to be sold to Saber-Hightower, LLC, a New York limited liability company (the "Buyer") and a residential conversion is currently being contemplated by the Buyer. On behalf of the Owner, I am writing to state that Buildings 101 and 201 of the Property have had a combined weighted average leased rate of less than 50% between November 30, 2024 and September 30, 2025. By November 1, 2025, the trailing 12-month average weighted leased percentage will be below 50%.

Should you require any additional information in this regard, please do not hesitate to reach out to me at 212-883-2549 or margaret.egan@clarionpartners.com.

Sincerely,

Merritt 7 Venture L.L.C.

By: 
Name Margaret Egan
Its: Vice President

CARMODY
TORRANCE | SANDAK | HENNESSEY LLP

Lisa L. Feinberg
Partner
Phone: 203.252.2677
Fax: 203.325.8608
LFeinberg@carmodylaw.com

1055 Washington Blvd.
4th Floor
Stamford, CT 06901

January 5, 2026

VIA ELECTRONIC DELIVERY

Bryan Baker
Principal Planner
Planning & Zoning Department
City of Norwalk
125 East Avenue, Room 129
Norwalk, CT 06856
BBaker@NorwalkCT.gov

RE: Lofts M7 LLC
Site Plan Application #2025-79 SPR
Merritt 7 Buildings 101 & 201, Norwalk, CT (5-37-20 & 5-37-28)

Dear Mr. Baker:

Our firm represents Lofts M7 LLC (the "Applicant"), the assigned contract purchaser of certain property known as Merritt 7 Buildings 101 & 201 in the CD-4 Urban Center Community District (collectively, the "Property"). As you know, on October 24, 2025, the Applicant submitted an application requesting Site Plan review with the Norwalk Planning & Zoning Commission (the "Commission") requesting approval to convert the existing two (2) office buildings on the Property into approximately 300 apartment homes with related amenities (the "Application"). The Commission will consider the Application at a public meeting on January 7, 2026.

Further to comments received to date, the Applicant has made the following changes to the Application materials in response to the comments it has received:

- In response to comments from the Fire Marshal, the Applicant has revised the Fire Department Access & Circulation Plan to ensure safe and efficient emergency access.
- The Applicant has added sheets to its architectural plan set showing the floor plans for each unit type. These plans show that all bedrooms and living rooms will have a 2' x 5' operable window. On Sheet A302, window tags with an "A" in a hexagon note where a new operable, glazed curtain wall panel will be installed, and window tags with an "EX" note existing windows that will remain.
- The Applicant has removed the pickleball courts previously shown on Sheet L02 of its Landscape Plans. This area has been reconfigured to provide an additional 14 parking spaces.

CARMODY
TORRANCE | SANDAK | HENNESSEY LLP

Enclosed please find the following supplemental materials:

- Fire Department Access and Circulation Diagrams prepared by Granoff Architects, with the following plan titles and dates:
    - "AS24: Architectural Site Plan Circulation Diagram," dated December 12, 2025;
    - Zoomed in segment of Sheet AS24;
    - "AS24.1: Architectural Site Plan Circulation Diagram," dated December 12, 2025;
    - Zoomed in segment of Sheet AS24.1; and
    - "AS24.2: Building 101 Section – FD Access Ladder Diagram," dated December 15, 2025;

- Architectural Plans prepared by Granoff Architects, dated October 17, 2025, with the following plan titles:
    - "A109: Eighth Floor Plan;"
    - "A302: Elevation – South;"
    - "A801: Type 2 (0 BD) Enlarged Plans and Elevations;"
    - "A807: Type 8 (1 BR) Enlarged Plans and Elevations;" and
    - "A816: Type 17 (2 BR) Enlarged Plans and Elevations;"

- Revised Sheet L02 of the Landscaping & Lighting Plans prepared by Granoff Architecture, titled "Landscape Improvements," dated December 17, 2025;

- Site Plan prepared by Redniss & Mead titled "Zoning Site Plan I," dated September 30, 2025;

- E-mail response to comments received from the Department of Public Works prepared by Redniss & Mead, dated December 2, 2025; and

- Letter from Department of Public Works with conditional sign-off on Application, dated December 3, 2025.

Please let me know many hard copies of the enclosed materials are required. I look forward to presenting these materials to the Commission at its meeting on January 7, 2026. Thank you for your time and attention regarding this matter.

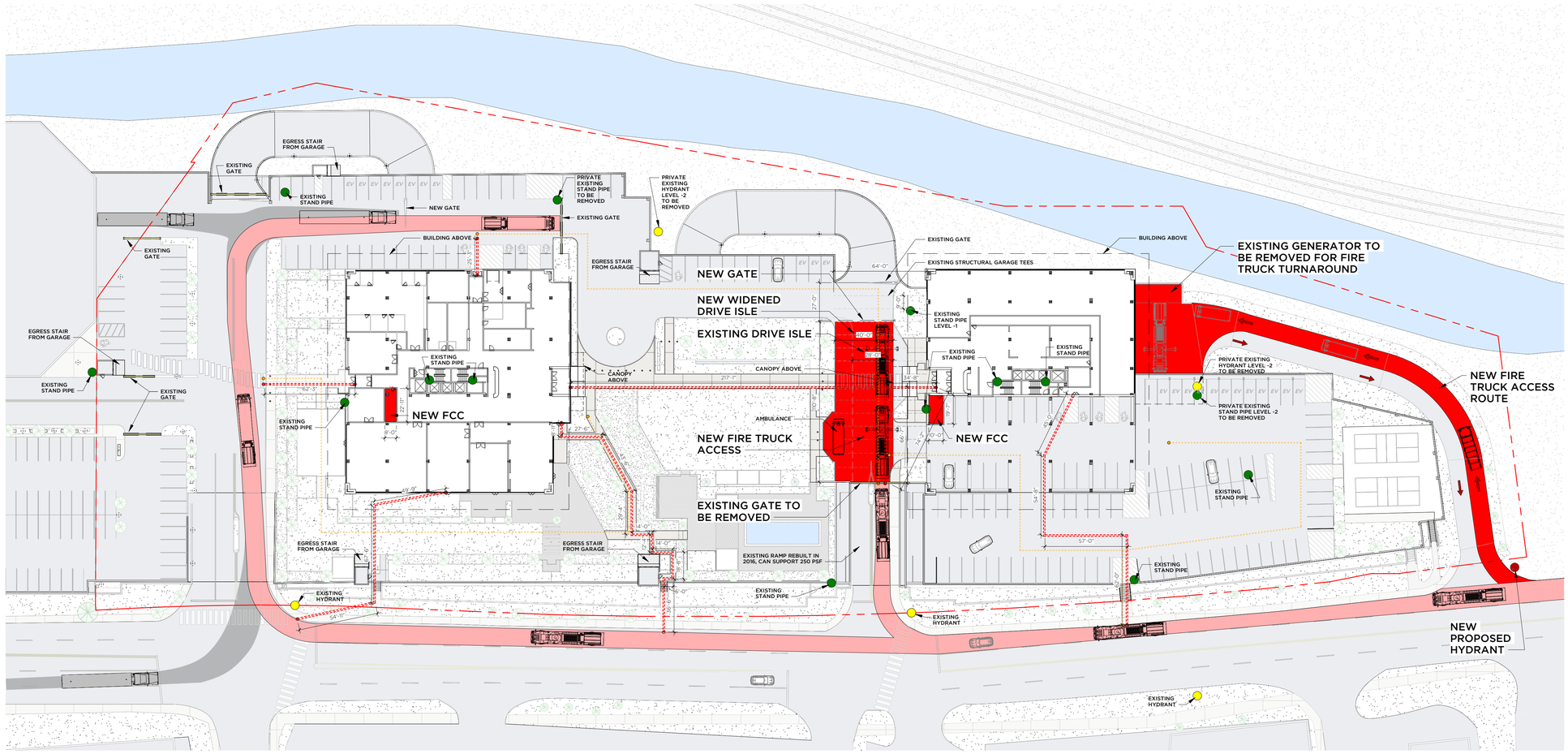
Sincerely,

Lisa Feinberg

Lisa L. Feinberg

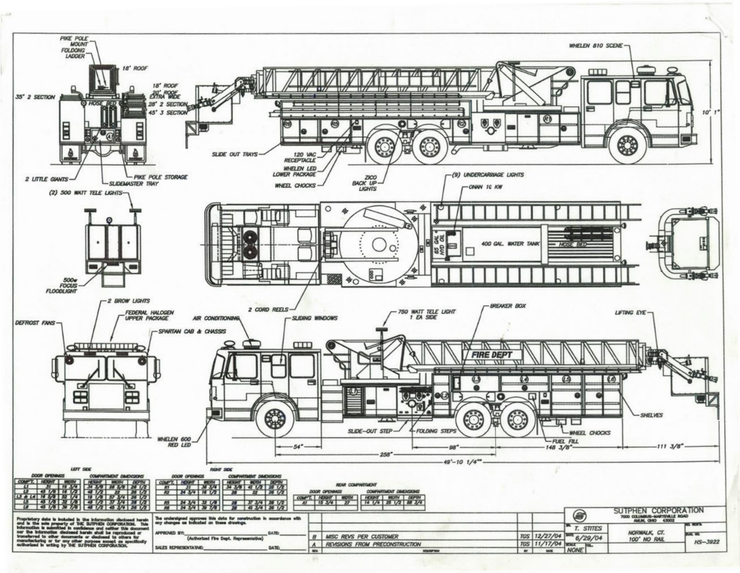
Enclosures.

cc: Steve Kleppin
Planning & Zoning Commission
Development Team



CIRCULATION DIAGRAM GRAPHICS LEGEND:

- FIRE TRUCK PATH - EXISTING
- FIRE TRUCK PATH - PROPOSED
- FIREFIGHTER PATH FROM TRUCK
- FIREFIGHTER PATH (450')
- TRUCK DELIVERY PATH
- FIRE HYDRANT
- STAND PIPE



NORWALK FIRE DEPARTMENT PUMPER INFORMATION:

8'-4" + 7' OUTRIGGER x2 = 22'-4" WIDTH
49'-11" LENGTH
10'-4" HEIGHT
100' AERIAL LADDER LENGTH
483.9" TURNING RADIUS
258" WHEEL BASE
69,500 LBS (MAX.)

GRANOFF ARCHITECTS

330 RAILROAD AVENUE
GREENWICH, CT 06830

203.625.9460

WWW.GRANOFFARCHITECTS.COM

CONSULTANTS

Client/Owner
Lofts M7 LLC
555 Pleasantville Rd, Briarcliff Manor, NY
(914) 250-0600

Construction Manager
Pappa John Co.
66 Fort Point Street, Norwalk, CT
(203) 523-0303

Civil
Redniss & Mead
221st Street, Stamford, CT
(203) 327-0500

Traffic
Tighe & Bond
213 Court Street, #110, Middletown, CT
(203) 712-1100

Landscape Architect
Granoff Architects
330 Railroad Avenue, Greenwich, CT
(203) 625-9460

Interior Design
Granoff Architects
330 Railroad Avenue, Greenwich, CT
(203) 625-9460

Structural
Michael Horton Assoc.
780 East Main, Branford, CT
(203) 481-9600

Acoustical Consultant
TLC (Acoustic Distinctions)
111 Summer St. #401, Stamford, CT
(646) 948-2110

Mechanical/Electrical/Plumbing/Fire Prot.
Stantec
30 Oak Street #400, Stamford, CT
(203) 352-1717

Pool Engineer
Omega
237 E. Veterans Hwy, Jackson, NJ
(732) 255-0231

Code
Grew Design
241 Main Street S., Woodbury, CT
(203) 217-1074

Slab Scanning
Infra Repair Services
65 South Turnpike Rd. #B, Wallingford, CT
(973) 692-0002

Revisions

#	DATE	REVISION DESCRIPTION	BY:

PHASE
SITE PLAN APPLICATION

PROJECT NAME
M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	12/12/2025
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	12/12/2025	SCALE:	AS NOTED

DRAWING TITLE
ARCHITECTURAL SITE PLAN CIRCULATION DIAGRAM

DRAWING #
AS24

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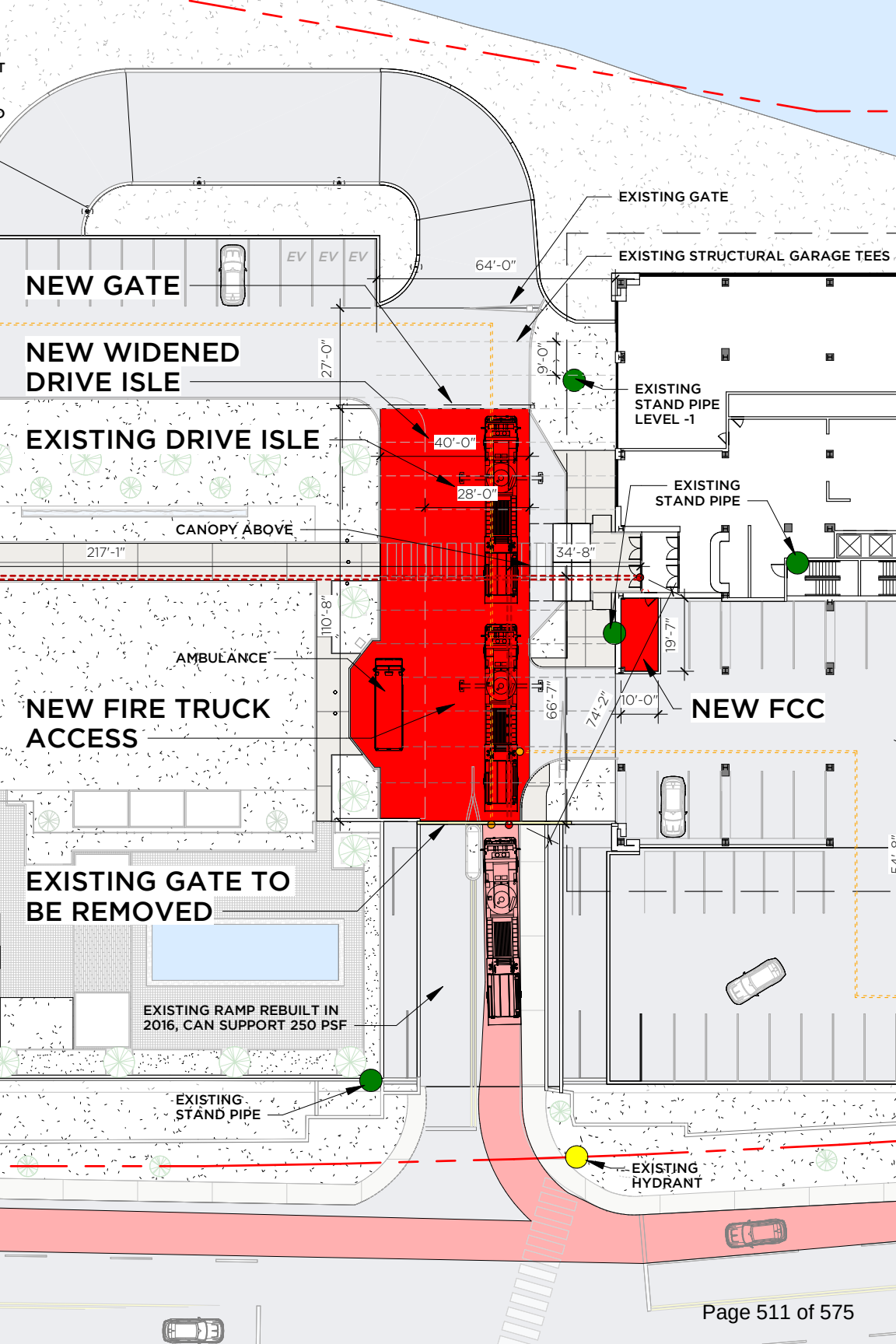
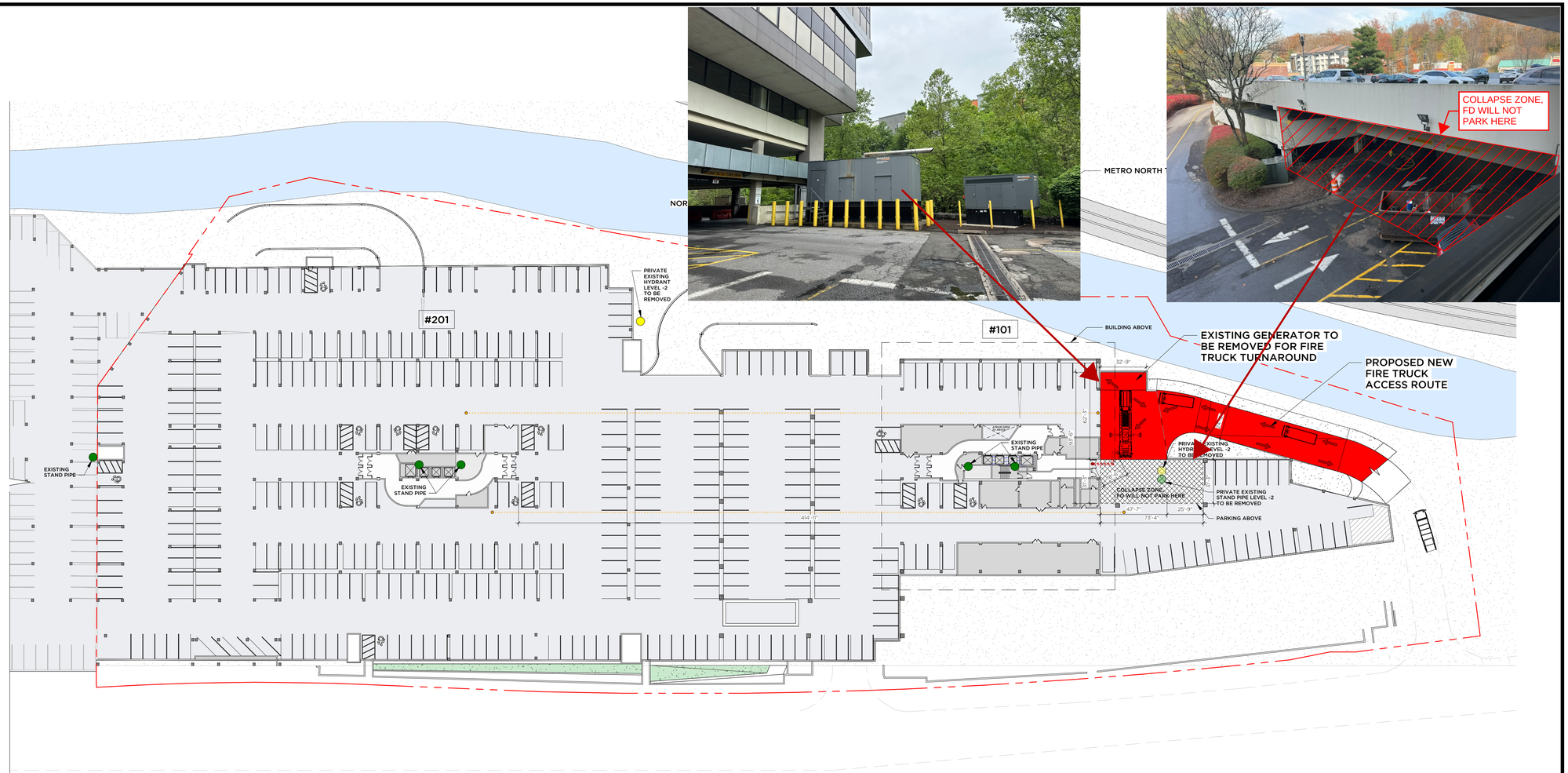
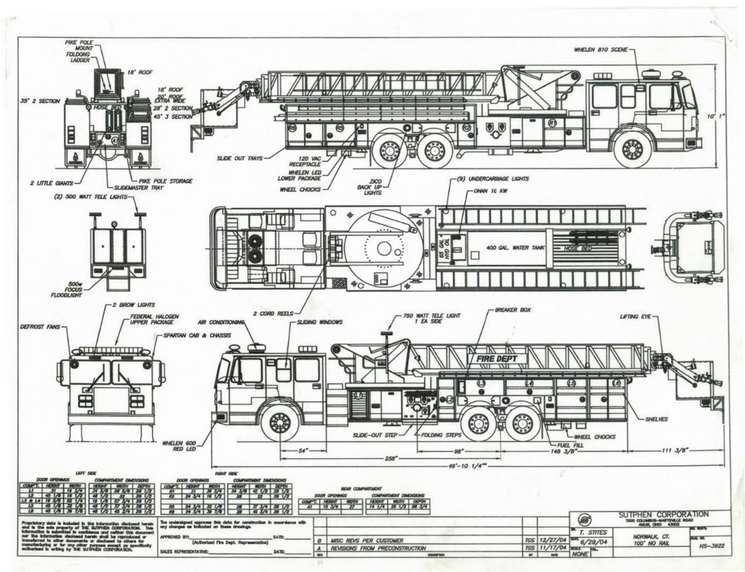

NEW GATE
NEW WIDENED DRIVE ISLE
EXISTING DRIVE ISLE
CANOPY ABOVE
AMBULANCE
NEW FIRE TRUCK ACCESS
EXISTING GATE TO BE REMOVED
EXISTING RAMP REBUILT IN 2016, CAN SUPPORT 250 PSF
EXISTING STAND PIPE
EXISTING HYDRANT
EXISTING GATE
EXISTING STRUCTURAL GARAGE TEES
EXISTING STAND PIPE LEVEL -1
EXISTING STAND PIPE
NEW FCC
EV
EV
EV
64'-0"
27'-0"
9'-0"
40'-0"
28'-0"
217'-1"
34'-8"
110'-8"
19'-7"
66'-7"
74'-2"
10'-0"



CIRCULATION DIAGRAM GRAPHICS LEGEND:

- FIRE TRUCK PATH - EXISTING
- FIRE TRUCK PATH - PROPOSED
- FIREFIGHTER PATH FROM TRUCK
- FIREFIGHTER PATH (450')
- TRUCK DELIVERY PATH
- FIRE HYDRANT
- STAND PIPE



NORWALK FIRE DEPARTMENT PUMPER INFORMATION:

8'-4" + 7' OUTRIGGER x2 = 22'-4" WIDTH
49'-11" LENGTH
10'-4" HEIGHT
100' AERIAL LADDER LENGTH
483.9" TURNING RADIUS
258" WHEEL BASE
69,500 LBS (MAX.)

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(973) 692-0002

Revisions

#	DATE	REVISION DESCRIPTION	BY:

PHASE
SITE PLAN APPLICATION

PROJECT NAME
M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	12/12/2025
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	12/12/2025	SCALE:	AS NOTED

DRAWING TITLE
ARCHITECTURAL SITE PLAN CIRCULATION DIAGRAM

DRAWING #
AS24.1

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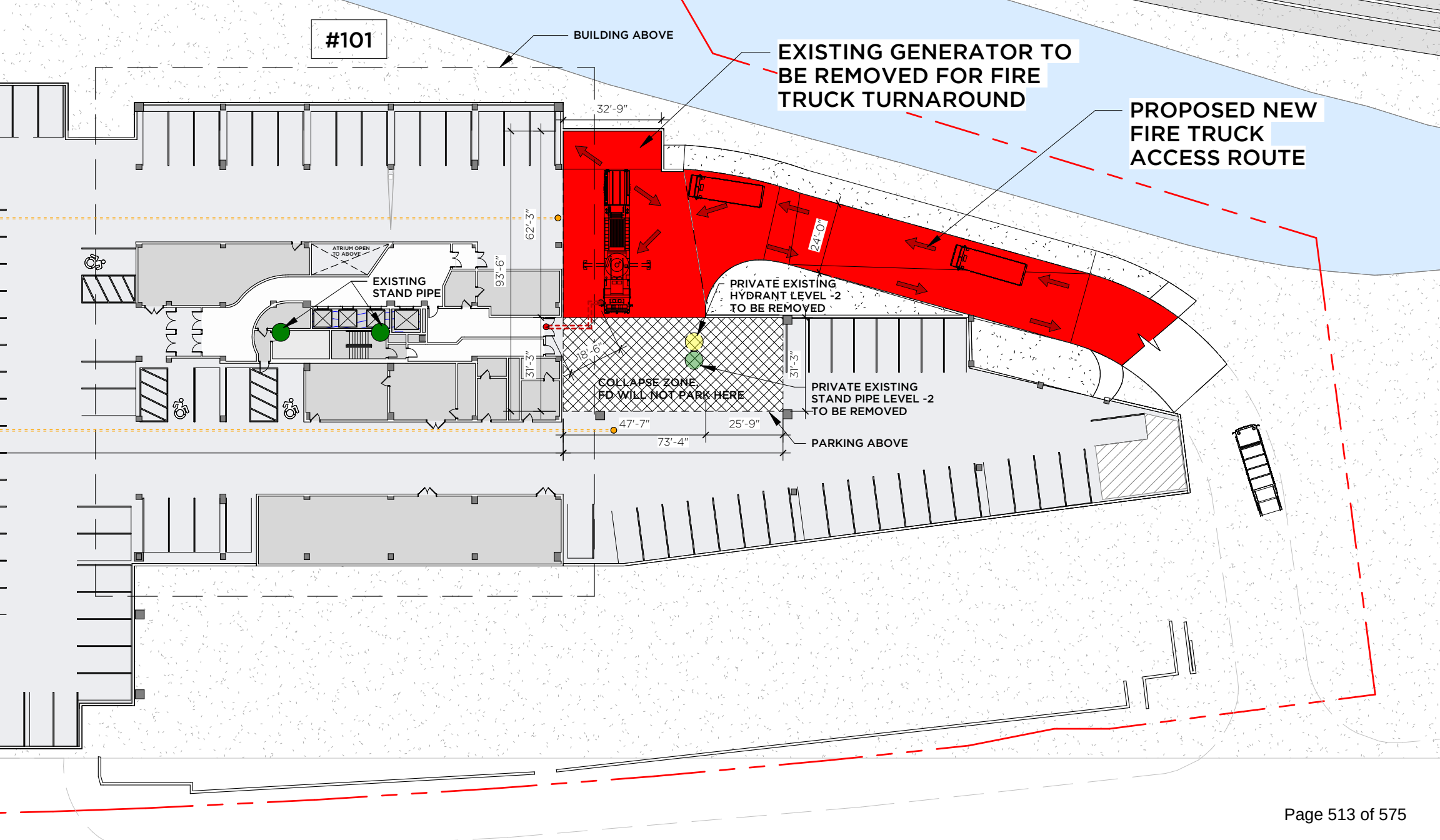
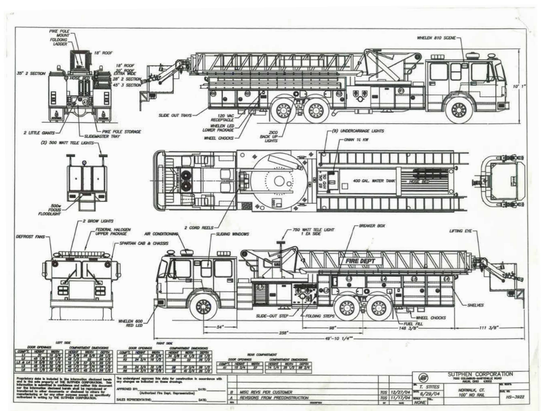

#101
BUILDING ABOVE
EXISTING GENERATOR TO BE REMOVED FOR FIRE TRUCK TURNAROUND
PROPOSED NEW FIRE TRUCK ACCESS ROUTE
32'-9"
62'-3"
93'-6"
ATRIUM OPEN TO ABOVE
EXISTING STAND PIPE
24'-0"
PRIVATE EXISTING HYDRANT LEVEL -2 TO BE REMOVED
18'-6"
31'-3"
31'-3"
COLLAPSE ZONE, FD WILL NOT PARK HERE
PRIVATE EXISTING STAND PIPE LEVEL -2 TO BE REMOVED
47'-7"
25'-9"
73'-4"
PARKING ABOVE

1 FIRE MARSHALL DIAGRAM - 101 SOUTH DRIVE AISLE + 101 NORTH RAMP

3/32" = 1'-0"

FD ACCESS LADDER DIAGRAM GRAPHICS LEGEND:

- FIRETRUCK LADDER FROM TRUCK (100')
- FIRE HYDRANT
- STAND PIPE
- RESIDENTIAL UNITS



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(973) 692-0002

Revisions

#	DATE	REVISION DESCRIPTION	BY:

PHASE

SITE PLAN APPLICATION

PROJECT NAME

M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	12/15/2025
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	12/15/2025	SCALE:	AS NOTED

DRAWING TITLE

BUILDING 101 SECTION - FD ACCESS LADDER DIAGRAM

DRAWING #

AS24.2

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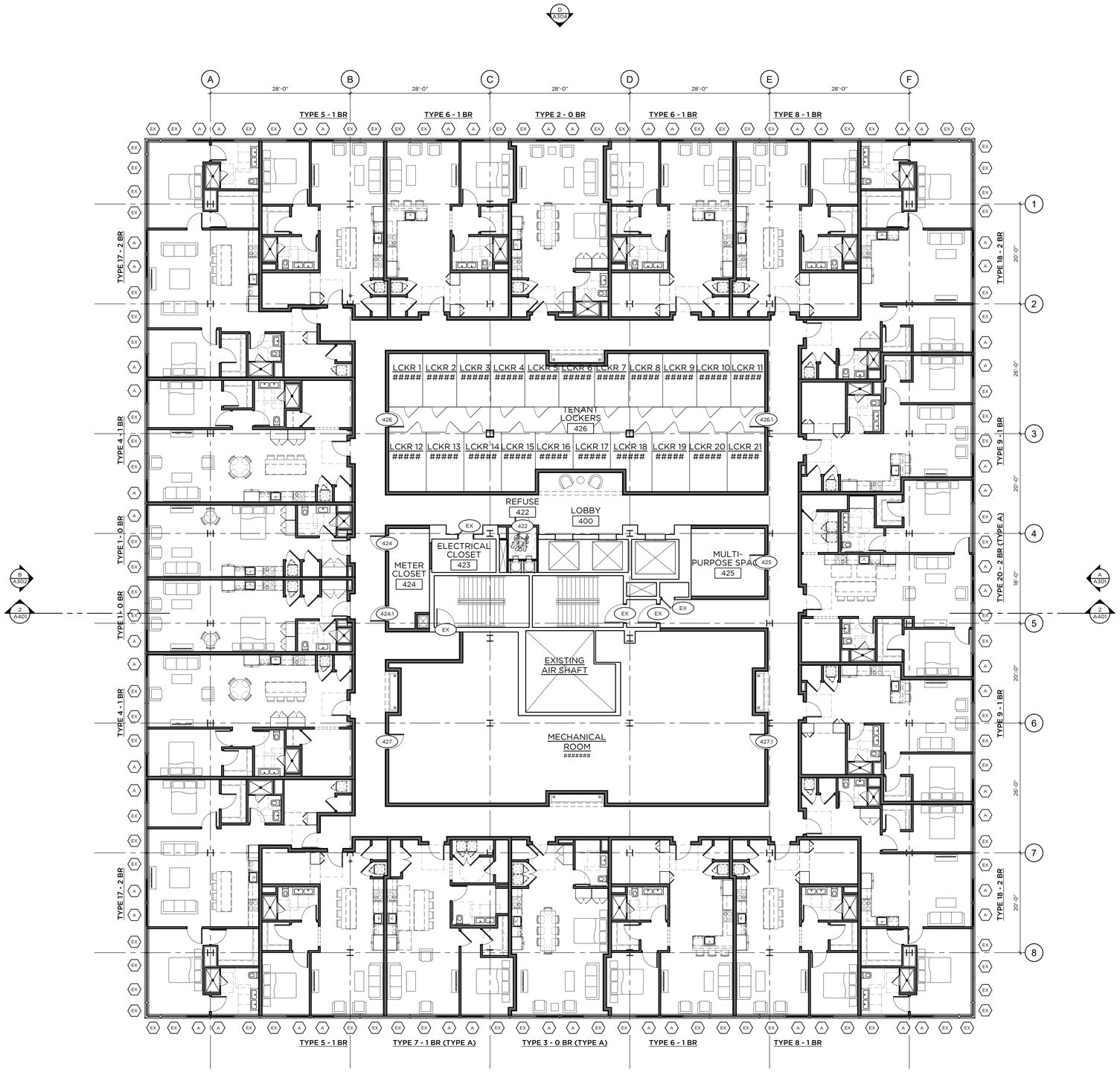
GENERAL NOTES:

- ALL DOORS MARKED 'EX' SHALL REMAIN IN PLACE
- CORE (STAIRS AND ELEVATOR SHAFTS) TO REMAIN IN PLACE
- ALL ELEVATOR DOORS TO HAVE SMOKE CURTAIN. SPEC TBD.
- EXPOSED COLUMNS TO BE PAINTED WITH INTUMESCENT COATING
- CEILING EXPOSED AND PAINTED UNLESS OTHERWISE NOTED
- CEILING HEIGHT 9'-0" A.F.F. UNLESS OTHERWISE NOT NOTED
- ALL WINDOWS SHALL COMPLY TO ALL APPLICABLE WIND-LOAD AND IMPACT-RESISTANCE REQUIREMENTS AS NOTED IN THE CURRENT EDITION OF THE STATE OF CONNECTICUT BUILDING CODES.
- PROVIDE TEMPERED GLAZING AT ALL WINDOW UNITS WHERE THE DISTANCE FROM HORIZONTAL SURFACE (FLOORS, SEATING, ETC.) TO BOTTOM OF GLASS IS 18" OR LESS.



EIGHTH FLOOR PLAN

1/8" = 1'-0"

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Williamsville, NY (508) 681-5753

REVISIONS

#	DATE	REVISION DESCRIPTION	BY:

PHASE

PRELIMINARY - NOT FOR CONSTRUCTION

PROJECT NAME

MERRITT 7
BUILDING 101

101 MERRITT 7
NORWALK, CT 06851

JOB NO.: #####

DRAWN BY: MM/RM/AK/CR PROJ. MANAGER: JG/SO

DATE: 10/17/2025 SCALE: AS NOTED

DRAWING TITLE

EIGHTH FLOOR PLAN

DRAWING NO.

A109

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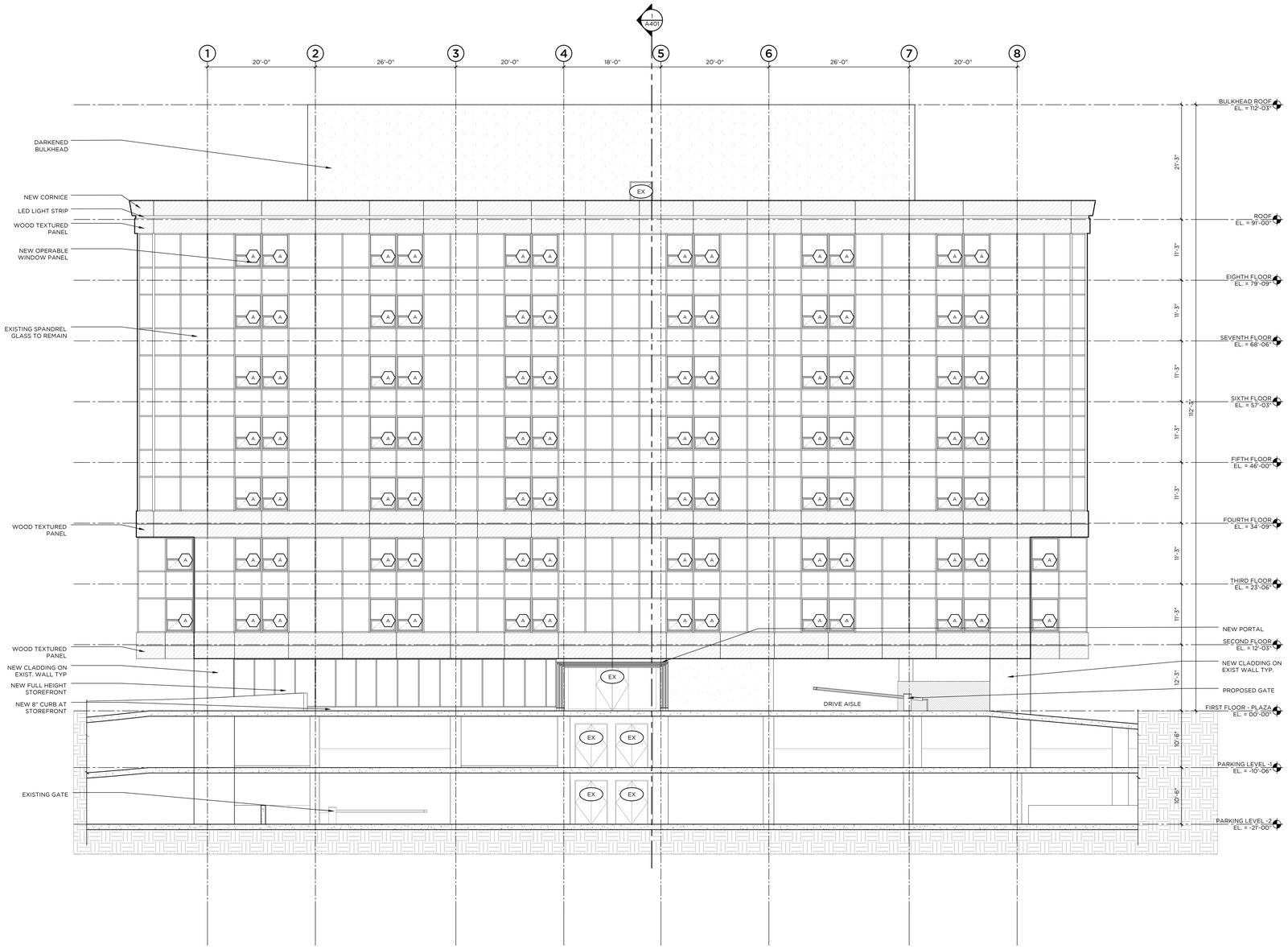

B SOUTH ELEVATION

1/8"=1'-0"

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REVISIONS

#	DATE	REVISION DESCRIPTION	BY:

PHASE

PRELIMINARY - NOT FOR CONSTRUCTION

PROJECT NAME

MERRITT 7
BUILDING 101

101 MERRITT 7
NORWALK, CT 06851

JOB NO.: #####

DRAWN BY: **MM/RM/AK/CR** PROJ. MANAGER: **JG/SO**

DATE: **10/17/2025** SCALE: AS NOTED

DRAWING TITLE

ELEVATION - SOUTH

DRAWING NO.

A302

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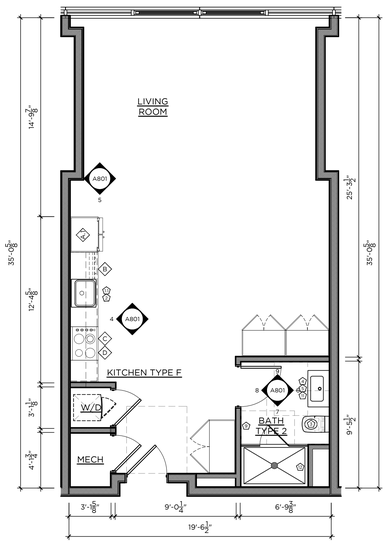
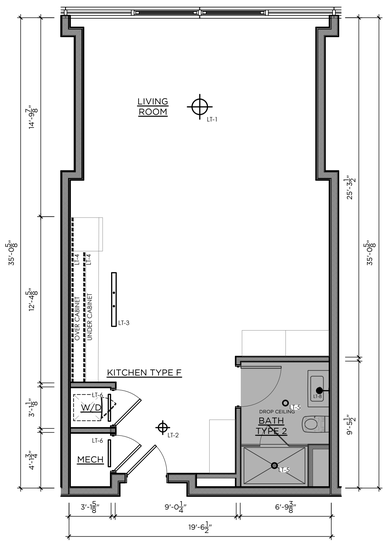


1 TYPE 2 — 717 SF
STUDIO / 1-BATH — 1/4"=1'-0"



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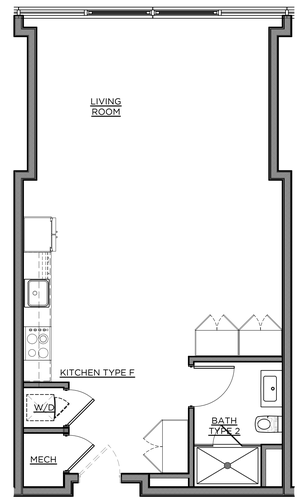
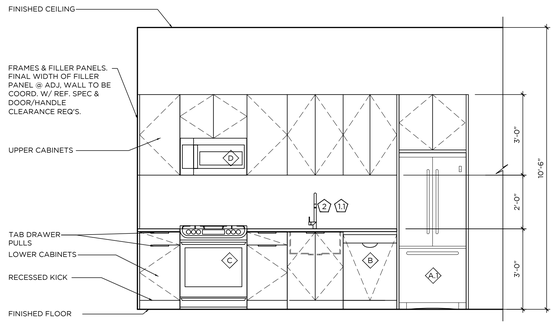
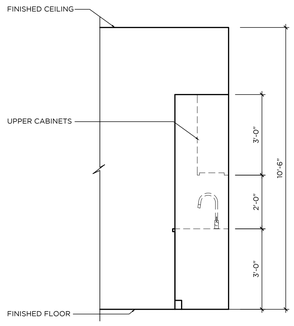
STUDIO / 1-BATH — 1/4"=1'-0"



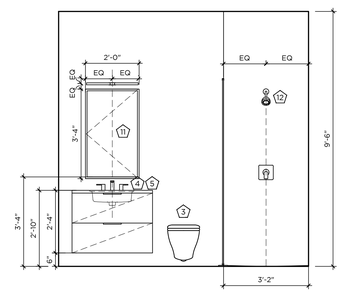
3 TYPE 2 - FINISH
STUDIO / 1-BATH — 1/4"=1'-0"



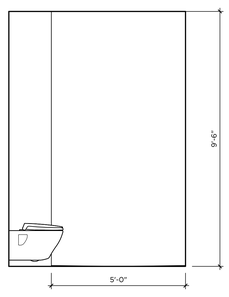
4 KITCHEN ELEVATION
1/2"=1'-0"



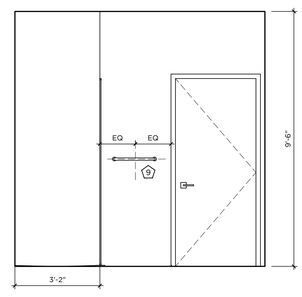
5 KITCHEN ELEVATION
1/2"=1'-0"



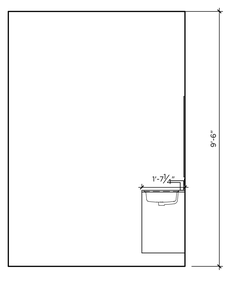
6 BATHROOM ELEVATION
1/2"=1'-0"



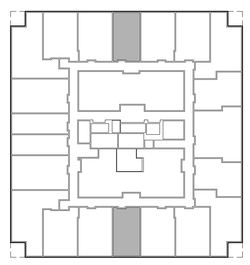
7 BATHROOM ELEVATION
1/2"=1'-0"



8 BATHROOM ELEVATION
1/2"=1'-0"



9 BATHROOM ELEVATION
1/2"=1'-0"



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REVISIONS

#	DATE	REVISION DESCRIPTION	BY:

PHASE
PRELIMINARY - NOT FOR CONSTRUCTION

PROJECT NAME:
MERRITT 7
BUILDING 201
201 MERRITT 7
NORWALK, CT 06851

JOB NO.: ######
DRAWN BY: MM/RM/AK/CR PROJ. MANAGER: JG/SO
DATE: 10/17/2025 SCALE: AS NOTED

DRAWING TITLE
TYPE 2 (0 BD) ENLARGED PLANS AND ELEVATIONS

DRAWING NO.
A801

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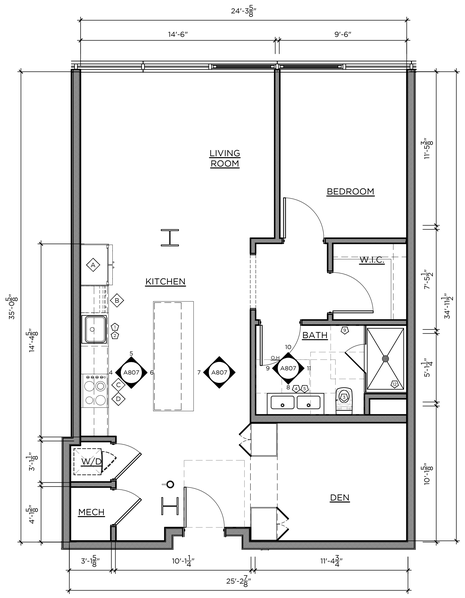
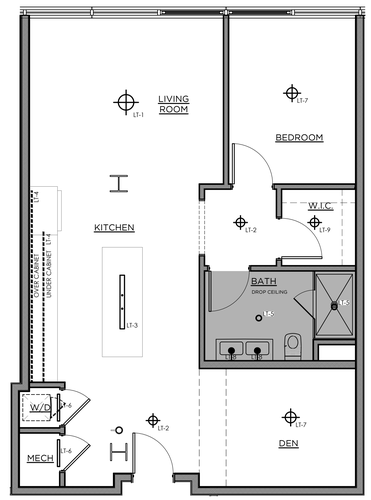
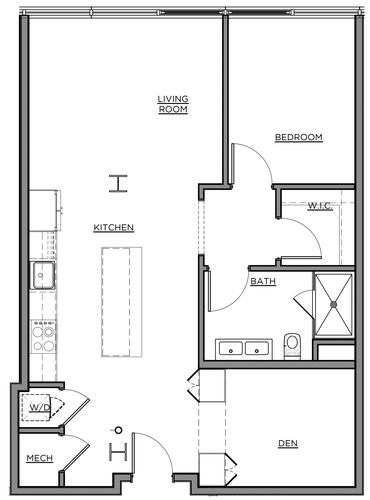


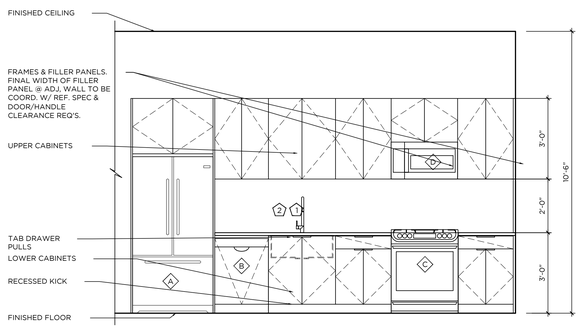
1 TYPE 8
1-BED / 1-BATH
1/4"=1'-0"



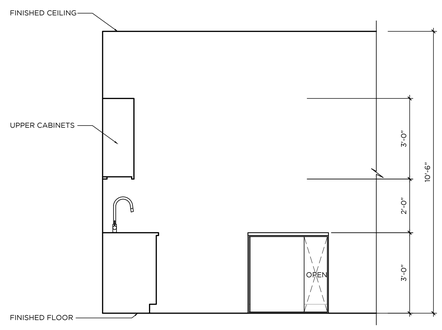
2 TYPE 8 - RCP
1-BED / 1-BATH
1/4"=1'-0"



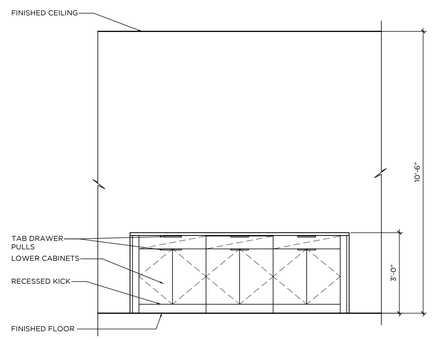
3 TYPE 8 - FINISH
1-BED / 1-BATH
1/4"=1'-0"



4 KITCHEN ELEVATION
1/2"=1'-0"



5 KITCHEN ELEVATION
1/2"=1'-0"



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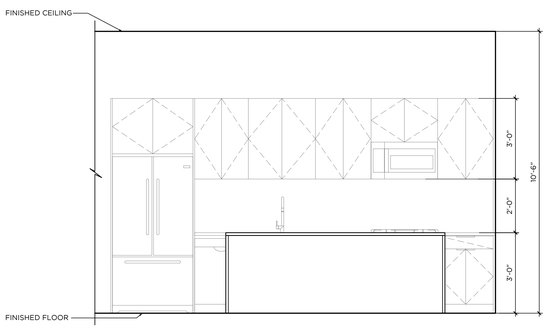

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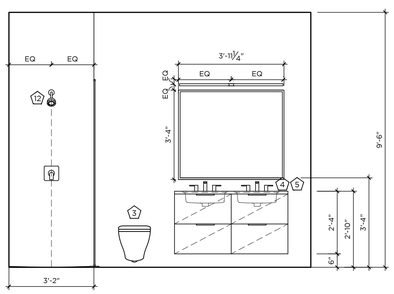
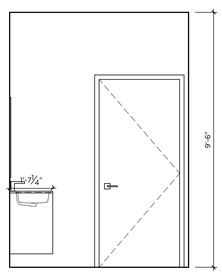


8 BATHROOM ELEVATION
1/2"=1'-0"



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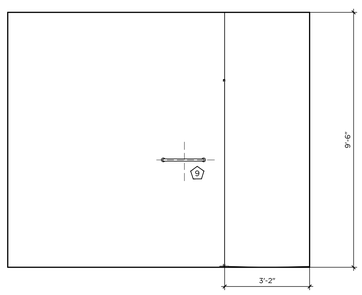

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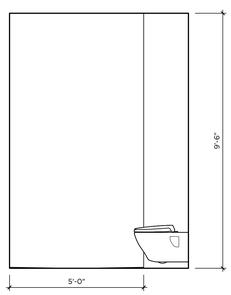

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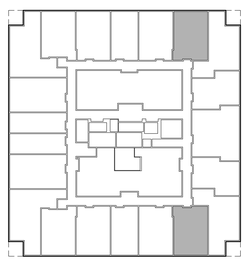

GRANOFF ARCHITECTS

330 RAILROAD AVENUE
GREENWICH, CT 06830

203.625.9460

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30 Oak Street #400
Stamford, CT (203) 352-1717

Structural:
Michael Horton Assoc.
780 East Main
Branford, CT (203) 481-9600 x 105

Civil:
Redniss & Mead
22 1st Street
Stamford, CT (203) 327-0500

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Granoff Architects
330 Railroad Avenue
Greenwich, CT (203) 625-9460

Landscape Architect:
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241 Main Street S.
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102 Duane Road
Fort Totten, NY (718) 803-3782 x 7502

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Torrington, CT (860) 480-3951

Acoustical Consultant:
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Stamford, CT (649) 948-2110

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257 E. Veterans Highway
Jackson, NJ (732) 255-0231

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FiTech
5030 Champion Boulevard
Boca Raton, FL (973) 575-8324

Elevator:
DTM
120 Broadway, #3654
New York, NY (212) 595-2388 x 102

Gym Consultant:
Gronk Fitness
7350 Transit Road
Williamsville, NY (508) 681-5753

REVISIONS

#	DATE	REVISION DESCRIPTION	BY:

PHASE
PRELIMINARY - NOT FOR CONSTRUCTION

PROJECT NAME:
MERRITT 7
BUILDING 101
101 MERRITT 7
NORWALK, CT 06851

JOB NO.: #####
DRAWN BY: **MM/RM/AK/CR** PROJ. MANAGER: **JG/SO**
DATE: **10/17/2025** SCALE: AS NOTED

DRAWING TITLE
TYPE 8 (1 BR) ENLARGED PLANS AND ELEVATIONS

DRAWING NO.
A807

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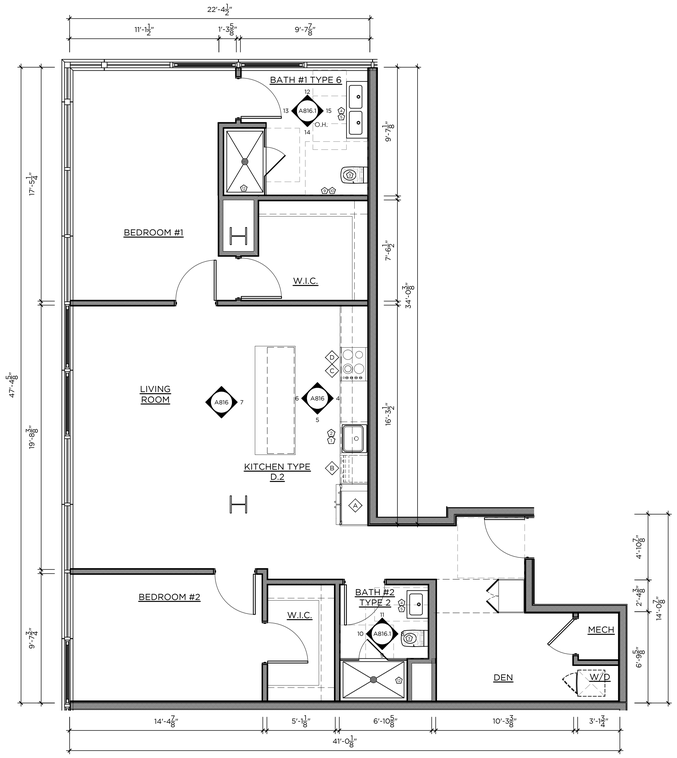
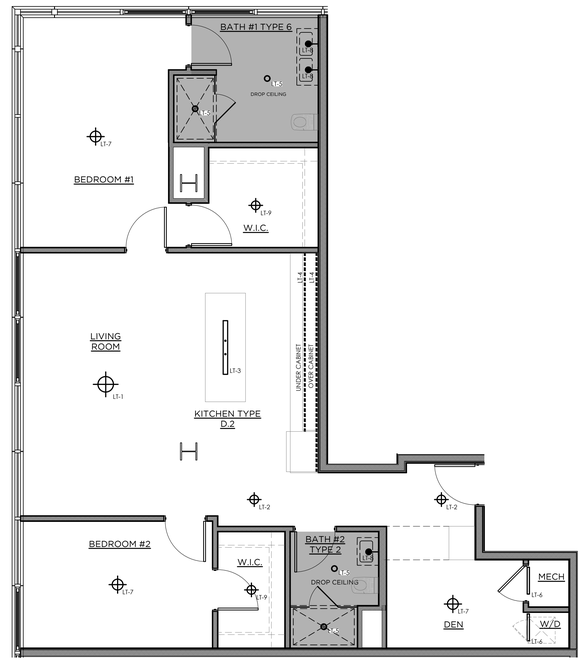
Do not scale drawing. Refer to dimensions. Contractor shall verify and be responsible for all dimensions and conditions on the job. Any discrepancies must be reported to the architect before proceeding with the work.



1 TYPE 17
2 BEDROOM / 2-BATH
1/4"=1'-0"



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2 BEDROOM / 2-BATH
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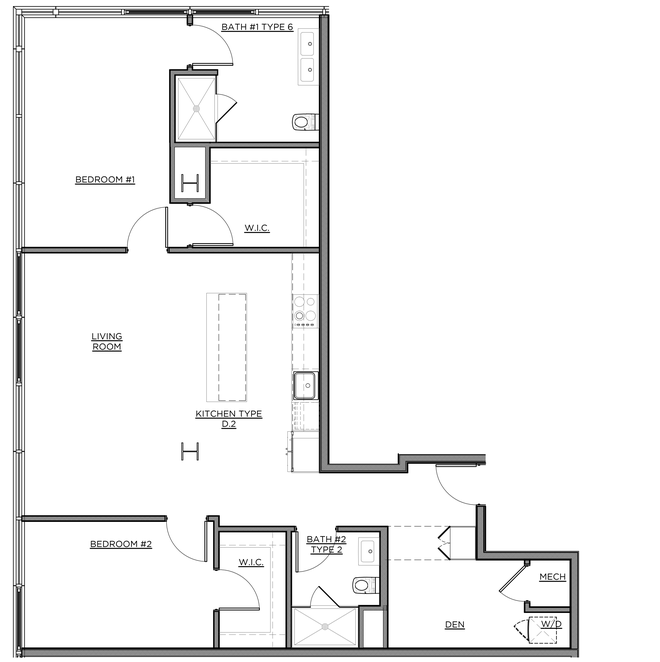

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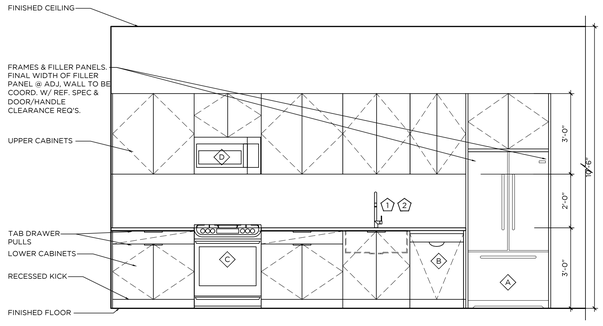
2 BEDROOM / 2-BATH
1/4"=1'-0"



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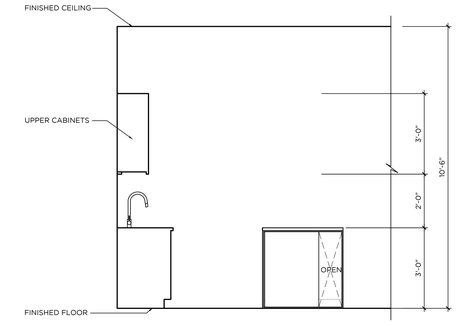

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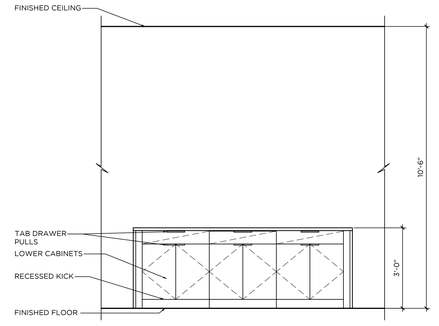

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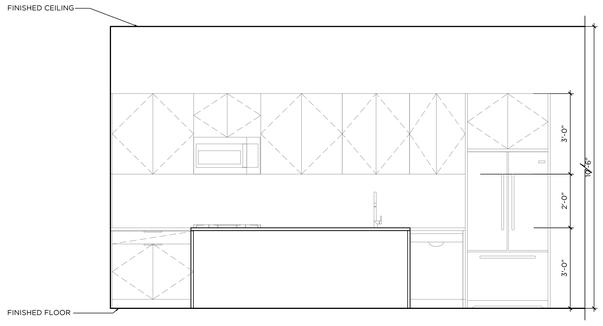
1/2"=1'-0"



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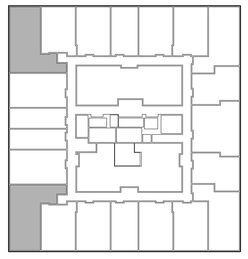
1/2"=1'-0"



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7350 Transit Road
Williamsville, NY (508) 681-5753

REVISIONS

#	DATE	REVISION DESCRIPTION	BY:

PHASE
PRELIMINARY - NOT FOR CONSTRUCTION

PROJECT NAME
MERRITT 7
BUILDING 101
101 MERRITT 7
NORWALK, CT 06851

JOB NO.: #####
DRAWN BY: MM/RM/AK/CR PROJ. MANAGER: JG/SO
DATE: 10/17/2025 SCALE: AS NOTED

DRAWING TITLE
TYPE 17 (2 BR) ENLARGED PLANS AND ELEVATIONS

DRAWING NO.
A816

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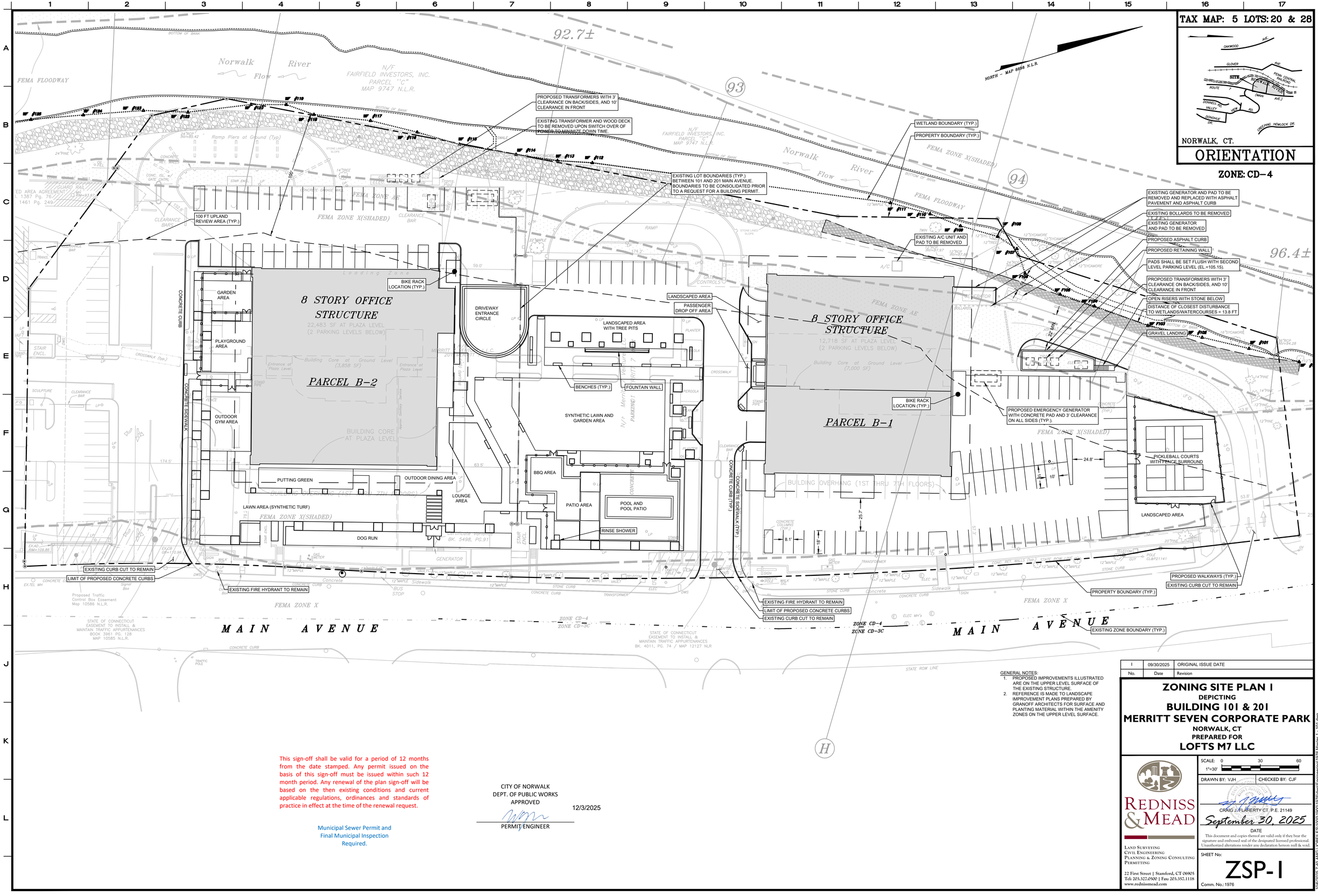
PLANT SCHEDULE

QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE	REMARKS
69	TREES				
12	*Acer rubrum 'Armstrong'*	Red Maple	3" cal	X	Existing Relocated
28	*Acer rubrum 'October Glory'*	Red Maple	2-2.5" cal	X	Full canopy
7	*Cercis canadensis*	Redbud	1.5-2" cal	X	Full canopy
12	*Ostrya virginiana*	American Hophornbeam	8-10'	X	Multistem
10	*Ulmus americana 'Princeton'*	Princeton Elm	2-2.5" cal	X	Full canopy
128	SHRUBS				
39	*Hydrangea arb. 'Annabelle'*	Annabelle Hydrangea	3 gal	X	Full to base
89	*Ilex crenata 'Steeds'*	Inkberry Holly	3'		Full to base
6717	PERENNIALS				
380	*Calamagrostis 'Karl Foerster'*	Feather Reed Grass	2 gal		Existing Relocated
1100	*Carex pennsylvanica*	Sedge	LP	X	
275	*Deschampsia cespitosa*	Tufted Hair Grass	LP	X	
250	*Echinacea purpurea 'White Swan'*	White Swan Coneflower	LP	X	
250	*Liatris spicata*	Blazing Star	LP	X	
550	*Panicum virgatum 'Shenandoah'*	Switchgrass	LP	X	
12	*Parthenocissus quinquefolia*	Virginia Creeper	1 gal	X	
450	*Rudbeckia fulgida*	Black Eye Susan	LP	X	
200	*Schizachanium scoparium 'Standing Ovation'*	Little Blue Stem	LP	X	
2100	*Sedum ternatum*	Sedum	Pint	X	
900	*Sedum album 'Murale'*	Creeping Sedum	Pint		
250	*Sporobolus heterolepis*	Prarie Dropseed	LP	X	

EXISTING ACER RUBRUM 'ARMSTRONG' | ACER RUBRUM 'OCTOBER GLORY' | ULMUS AMERICANA 'PRINCETON' | CERCIS CANADENSIS | OSTRYA VIRGINIANA | HYDRANGEA ANABELLE | ILEX CRENATA | PANICUM V. 'SHENANDOAH' | RUDBECKIA FULGIDA 'GOLDSTURM' (TRANSPLANTS) | LIATRIS SPICATA | ECHINACEA PURPUREA 'WHITE SWAN' | CAREX PENSYLVANICA | DESCHAMPSIA CESPITOSA | SEDUM ALBUM 'MURALE' | SEDUM TERNATUM | PARTHENOCISSUS QUINQUEFOLIA

FEMA ZONE X(SHADED)
FEMA ZONE AE
FEMA FLOODWAY
BOTTOM OF BANK
Norwalk River Flow
RESTRICTED AREA AGREEMENT Vol. 1387 Pg. 76 Vol. 1461 Pg. 249
CONCRETE RET. WALLS
CONC. GARAGE WALL
GUARD RAIL
CONC. SLOPE GATE CNTRL.
CLEARANCE BARS
CONCRETE GARAGE WALL
RESIDENT PARKING
CLEARANCE BAR
RAMP
GATE CONTROLS
TRANSFORMER
GENERATOR
GREEN WALL
ENTRY COURT
FOUNTAIN WALL
SYNTHETIC TURF
COMMUNITY GREEN
CANOPY
BOCCE
PUTTING GREEN
LINEAR LAWN
LOUNGE PATIO
OUTDOOR DINING
OUTDOOR LOUNGE
OUTDOOR GAMES
COMMUNITY LAWN
CONCRETE COLUMNS (TYP.)
OPEN TO BELOW
STATE ROW LINE
CONCRETE CURB
SIDEWALK
C.L.& P. EASEMENT MAP 10723 N.L.R. Vol. 2290 Pg. 227
Proposed Traffic Control Box Easement Map 10586 N.L.R.
STATE OF CONNECTICUT EASEMENT TO INSTALL & MAINTAIN TRAFFIC APPURTENANCES BOOK 3961 PG. 128 MAP 10585 N.L.R.
STATE OF CONNECTICUT EASEMENT TO INSTALL & MAINTAIN TRAFFIC APPURTENANCES BK. 4011, PG. 74 / MAP 12127 NLR
25' STORM SEWER EASEMENT VOL. 1817, PG. 4 N.L.R. (Map 9992 N.L.R.)
MAIN AVENUE
ZONE CD-4
ZONE CD-3c
SAN. MH. RIM=108.65
SAN. MH. RIM=111.54
SAN. MH. RIM=111.09
SAN. MH. RIM=110.88
SAN. MH. RIM=110.89
SAN. MH. RIM=111.93 FLOW=97.47
SAN. MH. RIM=110.09
SAN. MH. RIM=109.11
DMH RIM=110.00
TRAFFIC BOX
TRAFFIC POLE
TRAFFIC CONTROL BOX
SIGNAL BOX
DRAINAGE BOX
VALVE
HYDRANT
CATCH BASIN
ELEC. MH's
TELE. MH
GAS MH
SP
SMH
CB
DMH
FH
WV
LP
TRANS
ELEC. PANELS
ELEC. BOTT. EL=94.4
ELEC. MTR.
GENERATOR EXHAUST
GREASE INTERCEPTOR
GAS METER
GAS VALVE
GAS LINE
TELE. BOX
TELE. RISER
TELE. VAULT
TELE. MANHOLE
ELEC. VAULT
ELEC. MANHOLE
ELEC. BOX
ELEC. TRANSFORMER
ELEC. METER
ELEC. RISER
ELEC. SERVICE
ELEC. CONDUIT
ELEC. CABLE
ELEC. CONDUCTOR
ELEC. GROUNDING
ELEC. LIGHTING
ELEC. SWITCHGEAR



GENERAL NOTES:
1. PROPOSED IMPROVEMENTS ILLUSTRATED ARE ON THE UPPER LEVEL SURFACE OF THE EXISTING STRUCTURE.
2. REFERENCE IS MADE TO LANDSCAPE IMPROVEMENT PLANS PREPARED BY GRANOFF ARCHITECTS FOR SURFACE AND PLANTING MATERIAL WITHIN THE AMENITY ZONES ON THE UPPER LEVEL SURFACE.

This sign-off shall be valid for a period of 12 months from the date stamped. Any permit issued on the basis of this sign-off must be issued within such 12 month period. Any renewal of the plan sign-off will be based on the then existing conditions and current applicable regulations, ordinances and standards of practice in effect at the time of the renewal request.

Municipal Sewer Permit and Final Municipal Inspection Required.

CITY OF NORWALK
DEPT. OF PUBLIC WORKS
APPROVED
12/3/2025
PERMIT ENGINEER

No.	Date	Revision
1	09/30/2025	ORIGINAL ISSUE DATE

ZONING SITE PLAN 1
DEPICTING
BUILDING 101 & 201
MERRITT SEVEN CORPORATE PARK
NORWALK, CT
PREPARED FOR
LOFTS M7 LLC

SCALE: 1"=30' (0, 30, 60)
DRAWN BY: VJH
CHECKED BY: CJF

REDNISS & MEAD
LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING
22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax: 203.357.1118
www.rednissmead.com

CRAIG J. FLAHERTY CT. P.E. 21149
September 30, 2025
DATE

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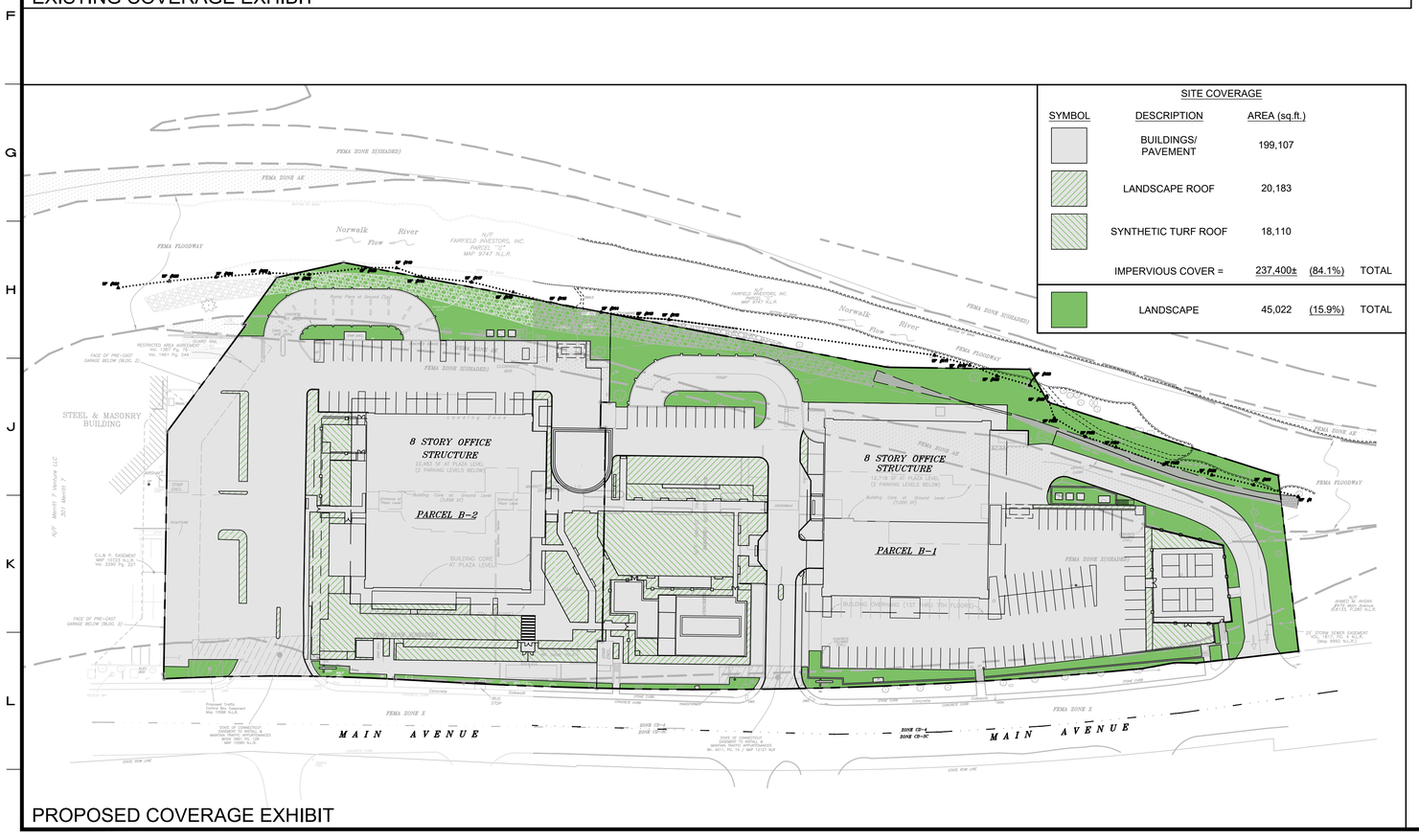
SHEET No:
ZSP-1
Comm. No.: 1976

10/6/2025 7:40 AM G:\JOB\FILES\1000\1900\1976\dwg\Engineering\1976 Master 1 - 101.dwg

EXISTING COVERAGE EXHIBIT

SITE COVERAGE

SYMBOL	DESCRIPTION	AREA (sq.ft.)		
	BUILDINGS/ PAVEMENT	232,409		
	LANDSCAPED ROOF AREA	5,288		
	IMPERVIOUS COVER =	237,697±	(84.2%)	TOTAL
	LANDSCAPE	44,725	(15.8%)	TOTAL



PROPOSED COVERAGE EXHIBIT

SITE COVERAGE

SYMBOL	DESCRIPTION	AREA (sq.ft.)		
	BUILDINGS/ PAVEMENT	199,107		
	LANDSCAPE ROOF	20,183		
	SYNTHETIC TURF ROOF	18,110		
	IMPERVIOUS COVER =	237,400±	(84.1%)	TOTAL
	LANDSCAPE	45,022	(15.9%)	TOTAL

NORTH — MAP 8898 N.L.R.

ZONING INFORMATION TABLE

101 & 201 Main Avenue (Buildings 101 & 201 of Merritt Seven Corporate Park)

9/30/2025		CD-4 Zone	Existing Development	Proposed Development
MINIMUM SIZE OF PLOT	AREA	Not regulated	101 Main: 155,384± SF (3.57± acres) 201 Main: 127,038± SF (2.92± acres) Consolidateed Area: 282,422 ± SF (6.48± acres)	No Change
HEIGHT	MAXIMUM	6.5 stories	8 Stories w/ 2 levels of parking	No Change
	MINIMUM	2 stories	8 Stories	No Change
	ADDITIONAL	Height further limited via ceiling height requirements.*		Existing - No Change
BUILDING COMPOSITION		For buildings that exceed 4 stories, the upper story facades commencing at either the third, fourth, or fifth floor must be setback a minimum of ten feet from the second floor building façade.		Existing - No Change
MINIMUM YARDS	FRONT	None / 12' max. to the property line or from the edge of any public improvement required as part of the development	57.3' (to occupied building) 2.2' (to garage structure walls)	No Change
	SIDE	None	0' (to 301 Main)	No Change
	REAR	3 feet		
BUILDING TYPE			Commercial	Large Multi-family (No Change to Building)
USE DESIGNATION			Office 421,664 SF**	Multi-family Residential 300 units
RESIDENTIAL DENSITY		1 Dwelling Unit per 500 sq. ft.	N/A	282,422 / 500 = 564 units allowed 300 units proposed (30 Workforce Housing Unit Equivalent***)
IMPERVIOUS SURFACE COVERAGE		80% MAX. except that impervious surface may be increased to 90% for Developments 30 or more dwelling units, provided that 10% of the Lot or Building Site Area is devoted to Public Realm and 10% of the Lot or Building Site Area is Landscaping.	237,697 sf (84%, including 2% green areas on the upper level of parking)	237,400 sf (84%, including 13% landscape and turf areas on the upper level of parking)
PUBLIC REALM		10% of Lot/Building Site Area	N/A	
PARKING		1.3 per dwelling unit 1 sheltered bicycle space per 10 dwelling units	1,224 spaces	1.3 x 300 = 390 spaces required 1,038 spaces provided 23 EV spaces provided 30 sheltered bicycle spaces provided

*Ceiling height may not exceed 13 ft from finished floor to finished floor, except for first floor Business/Commercial, Office, Retail/Personal Service which must be a minimum of 15 ft with max of 25 ft

** Existing office floor area, as indicated on Tax Assessor Card = 206,774 sf (101) and 214,890 sf (201).
***Per Section 6.12.4.5., two-bedroom unit(s) designated as workforce housing units and complying with Sections 6.12.4.1 and 6.12.4.2 may count as one-and-a-half (1.5) workforce housing units for the purposes of complying with the ten percent requirement; Seven (7) 2-bedrooms units and twenty (20) 1-bedroom units = 30 equivalent units provided.

No.	Date	Revision
I	09/30/2025	ORIGINAL ISSUE DATE

ZONING SITE PLAN 2
DEPICTING
BUILDING 101 & 201
MERRITT SEVEN CORPORATE PARK
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PREPARED FOR
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SCALE: 1"=30' (0, 30, 60)

DRAWN BY: VJH | CHECKED BY: CJF

CRAIG J. FLAHERTY CT. P.E. 21149
September 30, 2025
DATE

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SHEET No:
ZSP-2

Comm. No.: 1976

9/18/2025 9:23 AM G:\JOB\FILES\1000\1900\1976\dwg\Engineering\1976 Master 1 - 101.dwg

PAD TO BE SET AT 94.7 (2' ABOVE BFE)

SILT FENCE (TYP.)

PROPOSED TRANSFORMERS WITH 3' CLEARANCE ON BACK/SIDES, AND 10' CLEARANCE IN FRONT

EXISTING TRANSFORMER AND WOOD DECK TO BE REMOVED UPON SWITCH OVER OF POWER TO MINIMIZE DOWN TIME

PROPOSED EMERGENCY GENERATOR WITH CONCRETE PAD AND 3' CLEARANCE ON ALL SIDES TO BE LOCATED ON PLAZA LEVEL

TWO (2) 5" ELECTRICAL CONDUITS TO CONNECT TO EXISTING CONDUIT PATH AS REQUIRED BY EVERSOURCE (TYP.)

EXISTING A/C UNIT AND PAD TO BE REMOVED

EXISTING GENERATORS AND PAD TO BE REMOVED

TWO (2) 5" ELECTRICAL CONDUITS FOR PRIMARY POWER (TYP.)

PADS SHALL BE SET FLUSH WITH SECOND LEVEL PARKING (EL.=105.15±)

PROPOSED TRANSFORMERS WITH 3' CLEARANCE ON BACK/SIDES, AND 10' CLEARANCE IN FRONT

PROPOSED ELEVATED PRIMARY MANHOLE (TYP.)

TWO (2) 5" ELECTRICAL CONDUITS FOR PRIMARY POWER (TYP.)

TS=105.15
BS=98.05

RETAINING WALL (TOP OF WALL = 105.15±)

PROPOSED EMERGENCY GENERATOR WITH CONCRETE PAD AND 3' CLEARANCE ON ALL SIDES TO BE LOCATED ON PLAZA LEVEL

EXISTING GAS SERVICE TO REMAIN. NEW METER AND REGULATOR ASSEMBLIES TO BE PROVIDED AS DIRECTED BY EVERSOURCE.

APPROXIMATE LOCATION OF EXISTING 8" SEWER SERVICE. SERVICE TO BE UPGRADED TO 10" PVCP IN SAME LOCATION.

DOGHOUSE SEWER MANHOLE TO BE INSTALLED AT EXISTING LATERAL CONNECTION FOR PROPOSED 10" SEWER SERVICE UPGRADE. CONTRACTOR SHALL CONFIRM DEPTH OF SERVICE AND SEWER MAIN VIA TEST PIT TO DETERMINE REQUIRED STRUCTURE DIMENSIONS.

CONCRETE SIDEWALK AND BELGIUM BLOCK CURB SHALL BE REPLACED WHERE DAMAGED BY MANHOLE INSTALLATION. CONCRETE SIDEWALK SHALL BE REPLACED TO THE NEAREST SCORE JOINTS.

APPROXIMATE LOCATION OF EXISTING 8" SEWER SERVICE. SERVICE TO BE UPGRADED TO 10" PVCP IN SAME LOCATION.

CONCRETE SIDEWALK AND CONCRETE CURB SHALL BE REPLACED IN KIND. CONCRETE SIDEWALK SHALL BE REPLACED TO THE NEAREST SCORE JOINTS.

No.	Date	Revision
1	09/30/2025	ORIGINAL ISSUE DATE

SITE UTILITY PLAN
DEPICTING
BUILDING 101 & 201
MERRITT SEVEN CORPORATE PARK
NORWALK, CT
PREPARED FOR
LOFTS M7 LLC

SCALE: 1"=30' (0, 30, 60)

DRAWN BY: VJH | CHECKED BY: CJF

CRAIG J. FLAHERTY CT. P.E. 21149

September 30, 2025

DATE

This document and copies thereof are valid only if they bear the signature and embossed seal of the designated licensed professional. Unauthorized alterations render any declaration hereon null & void.

REDNISS & MEAD
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CIVIL ENGINEERING
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SHEET No: SE-1

Comm. No.: 1976

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GENERAL NOTES:

1. These drawings are intended only to depict the design of site improvements and utilities. These drawings are for approval purposes only. No construction may begin prior to obtaining all necessary permits and approvals.
2. All survey data, boundary lines, topography, building locations and area calculations are from surveys prepared by Redniss & Mead, Inc. entitled "Property & Topographic Survey depicting Building 101" and "Property & Topographic Survey depicting Building 201", each last revised 8/28/2025. Elevations depicted or labeled are based on NAVD-88.
3. Refer to plans prepared by Granoff Architects for information and design of the building modifications. These drawings depict site plans corresponding to the latest architectural plans received on 9/5/2025.
4. Wetlands depicted hereon were field identified and flagged (by source unknown) and located by Redniss & Mead on 7/7/2025.
5. Property lies in the CD-4 zoning district.
6. Reference is made to FEMA Flood Insurance Rate Map (FIRM) Panel No. 393 of 626, Map No. 09001C0393G, effective date October 16, 2013. 100-year Flood Line Range (BFE 91.7' - 96.4') per FEMA Flood Insurance Study (FIS) Profile 269P (Norwalk River).
7. All construction shall comply with the City of Norwalk requirements, the State of Connecticut Basic Building Code, Americans with Disabilities Act (ADA), the Connecticut Guidelines for Soil and Erosion and Sediment Control, OSHA, CT DOT Form 818 (latest edition), and FEMA Flood Regulations.
8. All development activities to be undertaken within the street right-of-way and other public lands shall comply fully with CITY standards unless approved deviation is specifically set forth as part of this application. All work within the State right-of-way will comply with the CT DOT Form 818 with the latest special Provisions and Typical State Standard Details.
9. Contractor shall supply complete shop drawings including manufacturer's product data sheets to the Site Engineer, for all construction material used in conjunction with these drawings. Contractor shall allow a 5 day review period, prior to fabrication and installation.
10. Information on existing utilities has been compiled from various sources including utility company records, municipal record maps and field survey and is not guaranteed to be correct or complete. The contractor is solely responsible for determining actual locations and elevations of all utilities including underground services.
11. The property is served by public water and sewers.
12. Prior to any excavation the Contractor and/or Applicant, in accordance with Public Act 77-350, shall be required to contact "Call Before You Dig" at 1-800-922-4455 for mark-out of underground utilities. Dig test pit(s) at utility crossing(s) to check actual clearances with new utilities prior to construction. If conflicts are found the contractor shall notify the engineer, at which time the sewer in question shall be redesigned. If such redesign is not possible, the existing pipes or utilities shall be relocated to avoid the conflict. Such relocation shall be done with knowledge of and in accordance with the owner of the utility.
13. It shall be the responsibility of the contractor to provide any excavation safeguards, necessary barricades, flagmen, etc., for traffic control and site safety. All work shall be done in accordance with OSHA requirements. The contractor shall be responsible for compliance with OSHA requirements.
14. When preparing the existing site for the proposed development, all materials removed shall be disposed of in conformance with all governing agencies.
15. Special attention of the contractor is called to the required type and compaction of pipe bedding and backfill specified on these drawings. These requirements will be strictly enforced.
16. Prior to issuance of a Certificate of Occupancy, the Engineering Bureau may require a certification letter stating that the development was constructed in accordance to the approved plans, and an "as-built" drawing shall be submitted
17. The Contractor is responsible for coordinating with a licensed surveyor to prepare an "as-built" plan. The Contractor is responsible to coordinate with a site engineer 48 hours prior to any inspections.
18. The engineering division of the Department of Public Works and the inspecting engineer shall be notified by the contractor three (3) days prior to the commencement of each phase of construction.
19. The work shall be done in conformance with the contract documents/plans unless changes have been approved in writing by the design engineer prior to the work being done.
20. No pool back wash water may be discharged into or adjacent to inland wetland and watercourse areas per the Health Department regulations.
21. A preconstruction meeting shall be held with the Owner, Architect and Engineer to review the scope of construction. The Contractor shall be responsible to coordinate the preconstruction meeting.

EARTHWORK & GRADING:

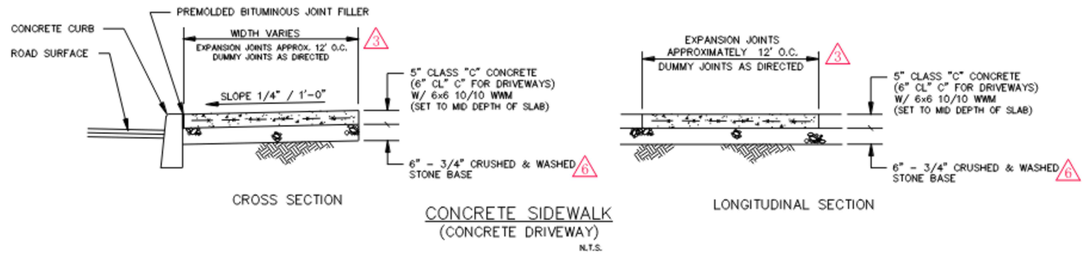
22. Earth slopes shall be no steeper than 2:1 (horz.:vert.)
23. General fill beyond paved areas shall be free of brush rubbish, stumps and stones larger than 8". Fill shall be placed in compacted layers not to exceed 8" in thickness. The dry density after compaction shall not be less than 95% of the Standard Proctor Test and done in accordance with the requirements of ASTM D698. After compacting, the fill shall be 4" below the required grade as shown on the plan.
24. General fill may be till, loam, sand or gravel mixture classified as SP, SW, SM, GP, GM, ML per the United Soil Classification System. It shall have not more than 40% fines passing the #100 sieve, not more than 8% passing the #200 sieve, and no stones larger than 8".
25. Subgrade and fill shall be uniformly compacted by the use of equipment manufactured for that purpose. Rollers shall deliver a ground pressure of not less than 300 pounds per linear inch of contact width and weigh not less than 10 tons. Vibratory units shall have a static weight of not less than 4 tons. The amount of compactive effort shall be as directed by the Engineer, but in no case shall be less than 4 complete passes of the compacting equipment being used.
26. Topsoil shall be friable and loamy with high organic content. It shall be free of debris, rocks larger than 2" and roots. Topsoil shall have at least 1.5 percent by weight of fine textured stable organic material and no greater than 6 percent. Topsoil shall not have less than 20% fine textured material (passing the No, 200 sieve) and not more than 15% clay. pH range shall be 6.0-7.5 and soluble salts shall not exceed 500ppm.
27. Fill or topsoil shall not be placed nor compacted while in a frozen or muddy condition or while subgrade is frozen.
28. Excavation for pipes or concrete pavement repair may require either a braced excavation or open cut designed according to the requirements of OSHA, 29 CFR Part 1926. The lateral support systems and slopes should also be designed such that building footings, slabs on grade, adjacent pavement and existing ut ilities are protected and supported and not allowed to settle. The contractor shall be responsible for having a Professional Engineer, registered in the State of Connecticut design the excavation support method. The designs shall be submitted to the owner or his geotechnical engineer for review. The contractor shall submit plans showing the type, limits, design and sequence of construction for the lateral support system.
29. During the excavation, it is anticipated that existing utilities and sewers may be exposed. The contractor shall provide protection and support of these facilities and repair any damage caused by the work in a manner satisfactory to the owner. The condition of the existing facilities shall be observed by the owner's representative who shall determine if the facilities shall be replaced. Replacement of the facilities shall be done in a manner satisfactory to the owner and in compliance with applicable Codes.

UTILITIES:

30. Utilities shown on these plans are "not guaranteed" to be complete or correct. Prior to any site activities, the contractor shall be responsible for verification of clearances of proposed utilities from existing utilities. This verification shall include physical observation by means of test pits of the locations of affected utilities. The contractor shall notify the site engineer immediately of any conflict.
31. Easements may be required in favor of the various utility companies.
32. Electric services shall be installed in conformance to the requirements of the governing utility companies.
33. It is the contractor's responsibility to install utilities as shown on this sheet. The contractor shall work with the utility companies and site engineer to ensure the installation is in conformance to the requirements of the governing utility company. All conduits shall be concrete encased as may be required by the governing utility company. Proposed electric, telephone, cable, gas and water services are shown for schematic purposes only and are subject to change pending utility company review. These utilities shall be designed by others and installed in conformance to the requirements of the governing utility companies.
34. All proposed utility facilities shall be raised or lowered to be flush with finished grade.
35. Where necessary, existing utilities shall be reinstalled to meet all minimum coverage requirements.
36. Utility connections at building face shall be coordinated with the building contractors.
37. The contractor must supply and install drag lines with all conduits.
38. In general, each utility shall have a minimum clearance of three feet to any other underground utility.
39. Any and all utilities abandoned shall be capped or removed in accordance with utility companies' requirements.
40. The electric transformer and generator shall be located to meet all applicable Zoning setbacks.
41. Detectable Tape shall be used to mark piping listed below. The identification tape shall be buried at least 6-inches to 10-inches below final grade but no closer than 12-inches to the buried utility piping or service.

Electric	Red	Caution Electric Line Buried Below
Telephone & Control	Orange	Caution Telephone Line Buried Below
Natural Gas	Yellow	Caution Gas Line Buried Below
Water Systems	Blue	Caution Water Line Buried Below
Sewer System	Green	Caution Sewer Line Buried Below

42. Underground-Type Plastic Line Marker: Manufacturer's standard permanent, bright-colored detectable tape, continuous-printed plastic tape, intended for direct-burial service; not less than 6" wide X 4 mils thick.
43. Areas of asphalt pavement that are disturbed by the construction of this project shall be replaced in accordance with the asphalt pavement repair detail. The finished grade of asphalt paving shall blend to existing grade and the edge of the concrete pavement smoothly with no slopes exceeding 4%.
44. Existing features such as but not limited to walks, curbs, and pavement damaged by construction activities shall be repaired at no additional cost to the owner.
45. Bituminous curbs damaged by the project shall be replaced with the new bituminous curbing machine laid Class 3 as described in Sections 8.15 and M.04 of the CT DOT Form 818.
46. Saw cut perimeter of area to be excavated. Saw cut shall be straight and vertical.
47. Contractor shall engage a testing lab who shall verify the base course material by means of a sieve analysis and perform compaction testing of the base and each course of pavement. Site Engineer shall review with the contractor the required testing at the preconstruction meeting. Site Engineer shall approve base course prior to placement of each layer of pavement.
48. The Contractor shall engage a qualified independent testing agency to perform field inspections and tests and to prepare test reports. Testing agency will conduct and interpret tests and state in each report whether tested work complies with or deviates from specified requirements.
49. Additional testing, at Contractor's expense, will be performed to determine compliance of corrected work with specified requirements. Remove and replace or install additional hot-mix asphalt where test results or measurements indicate that it does not comply with specified requirements as directed by the Site Engineer.
50. Contractor is responsible to place the hot-mix asphalt mix as required in the drawings, details and the applicable Section of the CT DOT FORM 818 (latest edition).
51. Compaction shall be constructed as specified in the CT DOT FORM 818 (latest edition), Section 4.06 specification, the drawings and the details. Testing lab shall verify compaction of each course of pavement as directed by the Site Engineer.
52. After the asphalt pavement has cured sufficiently to support the weight of a water truck without marking the newly installed pavement, it shall be water tested for low spots, areas of little or no drainage, etc. A water truck shall spray a sufficient amount of water on all pavement sections to observe the drainage of water. There shall be positive drainage on all areas of the pavement. Any visible low spots where significant water (greater than or equal to 3/16" in depth) is left standing, shall be clearly marked for the Contractor to repair prior to final acceptance. These areas must be sawcut and removed down to the base course prior to replacement with asphalt mixture as per the original approved design. The base course and edges of sawcut asphalt must be treated with tack oil prior to new section of asphalt being installed. The Owner's Representative or inspecting A/E shall be notified 48 hours in advance of water test so that he may be present during the test.
53. The inspecting engineer and contractor will review the testing requirements at the preconstruction meeting. At this meeting, samples to be tested and compaction testing protocol will be discussed. Testing and approval of the subgrade, base course and asphalt layers prior to the installation of the next layer to determine if the work complies or deviates from the specified requirements. Prior to installation of the base course, contractor shall contact inspecting engineer to determine the suitability of the subgrade material, base course and asphalt. Additional excavation or base course may be required.
54. Finished paving shall be free of "bird baths" and be smooth at the slopes specified on the plans.
55. Finished grade shall be within 1/2 inch of that noted on the drawings.
56. The pavement shall be protected from vehicular traffic of any kind with the use of barricades, etc. for a minimum period of 24 hours after final rolling. Maintain and protect asphalt surface from scrapes, sears, spills, hydraulic leaks, and any other construction damage for the remainder of construction until Owner's Representative acceptance. Contractor is responsible for clearing, repairing, seal coating, patching, and re-striping as necessary to obtain Owner's Representative's final approval/acceptance.
57. Thicknesses of all layers shown are after compaction. Compact all layers to 95% per ASTM D 1557 (Modified Proctor Method).
58. Removal of pavement markings along state road ways shall be completed by non-destructive method in compliance with the CT DOT Form 818 Section 12.11 as revised.
59. New sign material and sheeting shall be made of retroreflective material in compliance with CT DOT Form 818 Section 12.08 as revised.
60. All signs and pavement markings installed along the state road must conform to the ``Manual on Uniform Traffic Control Devices," the latest State of Connecticut Catalog of Signs and standard as revised.
61. All pavement striping and replacement shall conform to the City of Norwalk standards and the latest edition of AASHTO Highway Design Manual.

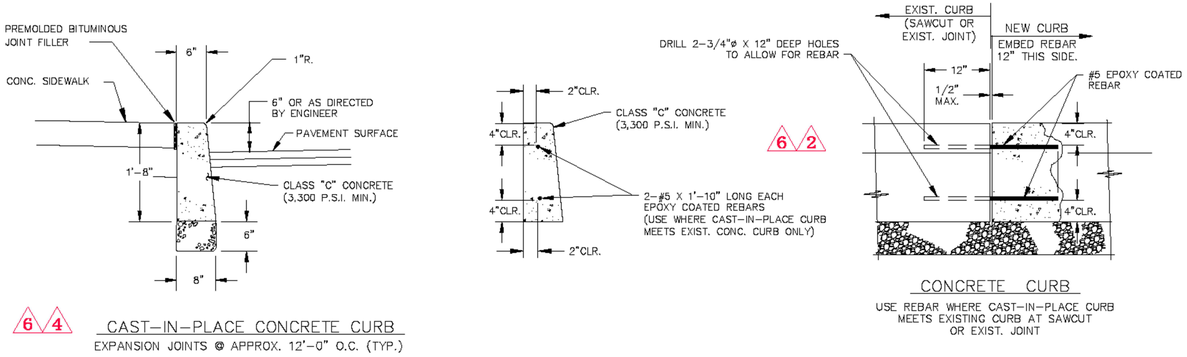


CONCRETE SIDEWALK (CONCRETE DRIVEWAY)

N.T.S.

STANDARD CITY OF NORWALK CONCRETE SIDEWALK DETAIL

N.T.S.

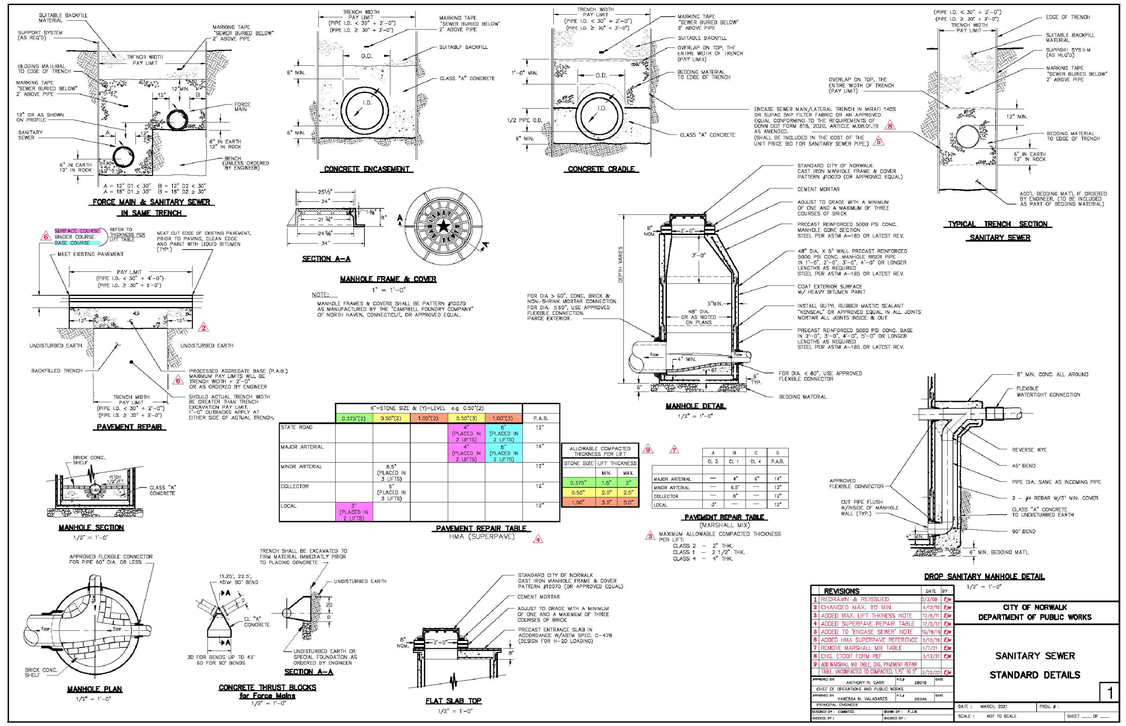


6 4 CAST-IN-PLACE CONCRETE CURB
EXPANSION JOINTS @ APPROX. 12'-0" O.C. (TYP.)

6 2 CONCRETE CURB
USE REBAR WHERE CAST-IN-PLACE CURB MEETS EXISTING CURB AT SAWCUT OR EXIST. JOINT

STANDARD CITY OF NORWALK CONCRETE CURB DETAIL

N.T.S.

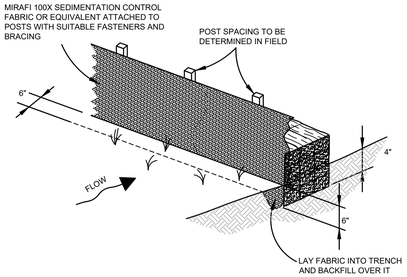


STANDARD CITY OF NORWALK SANITARY SEWER AND PAVEMENT REPAIR DETAILS

N.T.S.

FABRIC & POST SILTATION BARRIER W/ HAY BALES (SILT FENCE)

N.T.S.



No.	Date	Revision
1	09/30/2025	ORIGINAL ISSUE DATE

NOTES & DETAILS
DEPICTING
BUILDING 101 & 201
MERRITT SEVEN CORPORATE PARK
NORWALK, CT
PREPARED FOR
LOFTS M7 LLC

REVISIONS	DATE	BY
1	PERMASWM & RESOLVED	9/2/08	FJK
2	CHANGED MAX. TO MIN.	9/12/11	FJK
3	ADDED MAX. LIFT THICNESS NOTE	12/8/11	FJK
4	ADDED SUPERPAVE REPAIR TABLE	12/8/11	FJK
5	ADDED to "ENDASE SEWER" NOTE	12/18/14	FJK
6	ADDED HMA SUPERPAVE REFERENCE	1/15/18	FJK
7	REMOVE MARSHALL MIX TABLE	1/7/21	FJK
8	CHG. CT.DOT FORM PEF	1/12/21	FJK
9	AS-MARSHALL NO TBLE, CHG. PAVMENT RTNG TBLE, ENGINEERS IS COMPACTED, 1" TO 2"	1/23/25	FJK

APPROVED BY: ____ DATE: ____
ANTHONY N. GIANA — 28010
CHIEF OF OPERATIONS AND PUBLIC WORKS
APPROVED BY: ____ DATE: ____
VANESSA N. VALADARES — 28566
PRINCIPAL ENGINEER
DESIGNED BY: ____ DRAWN BY: FJK ____ CHECKED BY: ____

DATE: MARCH, 2021 — PROJ. #: ____
SCALE: NOT TO SCALE — SHEET ____ OF ____

CITY OF NORWALK
DEPARTMENT OF PUBLIC WORKS

SANITARY SEWER
STANDARD DETAILS

1

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SCALE: N.T.S.
DRAWN BY: VJH | CHECKED BY: CJF

CRAIG J. FLAHERTY CT. P.E. 21149
September 30, 2025
DATE

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SHEET No: SE-2
Comm. No.: 1976

9/18/2025 9:24 AM G:\JOBFILES\1000\1900\1976\Dwg\Engineering\1976 Master 1 - 101.dwg

PREFERRED:

	DUCT BANK DIMENSIONS								
	4" DUCT			5" DUCT			6" DUCT		
FIG	W	H	S	W	H	S	W	H	S
1	14½"	10½"	1½"	16½"	11½"	1½"	19"	12½"	2"
2	14½"	16½"	1½"	16½"	18½"	1½"	19"	21"	2"
2A	26½"	10½"	1½"	30½"	11½"	1½"	36"	12½"	2"
3	14½"	22½"	1½"	16½"	25½"	1½"	19"	29½"	2"
3A	20½"	16½"	1½"	23½"	18½"	1½"	27½"	21"	2"
4	14½"	28½"	1½"	16½"	32½"	1½"	19"	38"	2"
4A	26½"	16½"	1½"	30½"	18½"	1½"	36"	21"	2"

FIG. 1
2 DUCTS

FIG. 2
4 DUCTS

FIG. 3
6 DUCTS

FIG. 4
8 DUCTS

ALTERNATE:
(SEE NOTE 3)

FIG. 2A
4 DUCTS

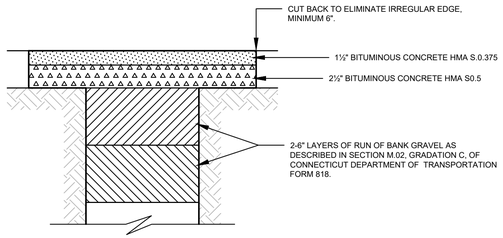
FIG. 3A
6 DUCTS

FIG. 4A
8 DUCTS

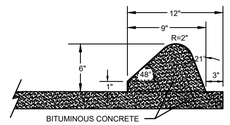
NOTES:

1. AT MANHOLES CONDUIT BANKS SHALL BE PER FIGS. 1, 2, 3 OR 4.
2. MINIMUM COVER FROM TOP OF A CONDUIT BANK TO THE PAVEMENT OR EARTH SURFACE TO BE:
   a) STATE HIGHWAYS - 36"
   b) RAILROAD TRACKS - 60"
   c) ALL OTHER AREAS - 24"
3. IN THE CONDUIT RUN BETWEEN MANHOLES IF OBSTRUCTIONS ARE ENCOUNTERED OR TO REDUCE TRENCH DEPTH, FIGS. 2A, 3A OR 4A ARE PERMISSIBLE.
4. CONCRETE SHALL BE 2500 P.S.I., 1/2" MAXIMUM STONE, 6"-9" SLUMP OF SUCH CONSISTENCY THAT SPADING WILL INSURE THE FLOW OF CONCRETE BETWEEN AND UNDER THE INDIVIDUAL DUCTS, BUT NOT SO WET AS TO FLOAT THE DUCTS. FOR TIER BUILDUP CONSTRUCTION A STIFFER CONSISTENCY SHOULD BE USED.
5. DUCTS SHALL BE SCHEDULE 40 PVC.

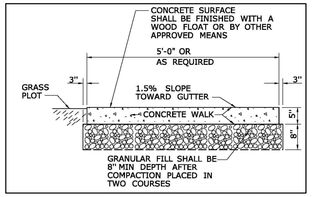
CONDUIT BANK CONSTRUCTION
N.T.S.



ASPHALT TRENCH REPAIR
(ON-SITE PAVEMENT ONLY)
N.T.S.

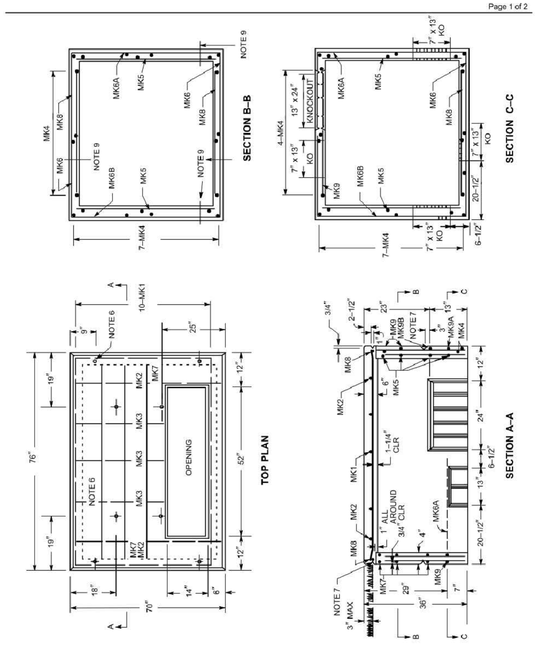


BITUMINOUS CONCRETE LIP CURBING
(ON-SITE ONLY)
N.T.S.

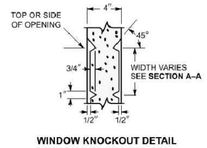


NOTE: CONTRACTOR TO PROVIDE CONTRACTION AND EXPANSION JOINTS IN ACCORDANCE WITH CT DOT REQUIREMENTS.

CT DOT SIDEWALK
(STATE SIDEWALK)
N.T.S.



BAR SCHEDULE											
MARK NO	MK1	MK2	MK3	MK4	MK5	MK6	MK6A	MK6B	MK7	MK8	MK9
SIZE	#6	#4	#4	#3	#4	#4	#4	#4	#4	#4	#4
NO OF BARS	10	2	3	22	8	7	1	1	2	7	1
DIMENSIONS	62"	56"	41"	29"	67"	74" (20° / 26°)	26" (10° / 26°)	38"	68"	56"	29"



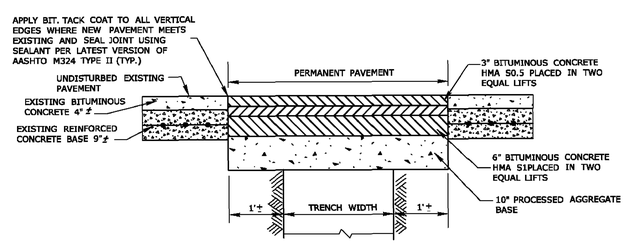
WINDOW KNOCKOUT DETAIL

Notes
1. **Roof Design Load**: 4000 lbs spread over 1–foot–square area anywhere on roof.
2. **Walls**: Soil pressure of equivalent fluid pressure of 33 pcf. Surcharge of 2.5 feet of soil weighing 120 pcf.
3. **Concrete**: 4000 psi at 28 days. Entrained air 6–9 percent.
4. **Steel**: ASTM A615–1992, Grade 40.
5. All concrete and reinforcement in accordance with ACI 318–1999.
6. For lifting top or bottom sections, cast in four 3/4–inch–diameter Dayton Suregrip (or approved equal) coil loop inserts, galvanized, with T21 plastic setting plugs. Inserts are to be secured in place with rebar.
   Top: Catalog Type B16, 3/4 inch diameter x 4 inches long
   Bottom: Catalog Type B16, 3/4 inch diameter x 6 inches long
7. Provide 3–inch–long groove (3/4 inch x 1 inch) for lifting sling at each corner, each side.
8. Manufacturer's identification and month/year when manufactured shall be legibly marked in/on concrete in the side.
9. Zinc alloy inserts 3/4 inch – 10 inches x 3 inches for cable pulling. To be located 4 inches above (7 inch x 13 inch) knockouts (four).

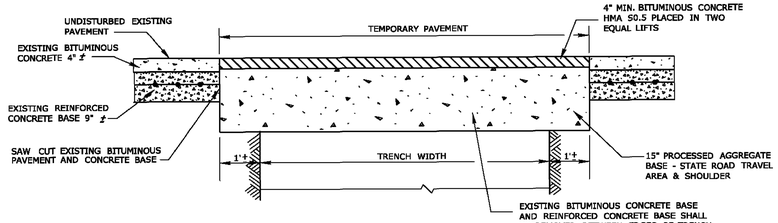
ORIGINAL	PAD – PRECAST CONCRETE – THREE–PHASE TRANSFORMER			
12/21/78	500–2500 KVA–76" x 70" x 36"			
APPROVED				
3/1/02	NORTHEAST UTILITIES	MATERIAL SPECIFICATION	SPC P–015	7

ORIGINAL	PAD – PRECAST CONCRETE – THREE–PHASE TRANSFORMER			
3/12/82	500–2500 KVA – 76"x 70" x 36"			
APPROVED				
3/1/02	NORTHEAST UTILITIES	MATERIAL SPECIFICATION	SPC P–016	7

TRANSFORMER DETAIL
N.T.S.



PERMANENT PAVEMENT TRENCH DETAIL
TRENCH PARALLEL TO EDGE OF PAVEMENT



TEMPORARY PAVEMENT DETAIL
TRENCHES PERPENDICULAR TO EDGE OF PAVEMENT

NOTE:
1. CT DOT DISTRICT 3 WILL REQUIRE PAVEMENT TO BE PURCHASED FROM A PREFERRED DOT VENDOR LIST FOR BASE MATERIAL AND ASPHALT PAVEMENT.
2. CT DOT DISTRICT 3 AND CITY OF STAMFORD WILL REQUIRE SIEVE AND COMPACTION TESTING OF BASE MATERIAL AND EACH LAYER OF ASPHALT AS IT RELATES TO PERMANENT PAVEMENT AND TRENCH REPAIRS.

CT DOT TRENCH AND PAVEMENT REPAIR DETAIL
N.T.S.

No.	Date	Revision
1	09/30/2025	ORIGINAL ISSUE DATE

NOTES & DETAILS
DEPICTING
BUILDING 101 & 201
MERRITT SEVEN CORPORATE PARK
NORWALK, CT
PREPARED FOR
LOFTS M7 LLC

REDNISS & MEAD
LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING
22 First Street | Stamford, CT 06905
Tel: 203.327.0500 | Fax: 203.357.1118
www.rednissmead.com

SCALE: N.T.S.
DRAWN BY: VJH CHECKED BY: CJF

CRAIG J. FLAHERTY CT. P.E. 21149
September 30, 2025
DATE
This document and copies thereof are valid only if they bear the signature and embossed seal of the designated licensed professional. Unauthorized alterations render any declaration hereon null & void.

SHEET No: SE-3
Comm. No.: 1976

9/18/2025 9:25 AM G:\JOB\FILES\1000\1900\1976\dwg\Engineering\1976 Master 1 - 101.dwg

Daniel C. Chapple

From: Vincent Hynes <v.hynes@rednissmead.com>
Sent: Tuesday, December 2, 2025 3:45 PM
To: Lisa L. Feinberg
Subject: FW: 101 & 201 Merritt 7 - Proposed Office to Residential Conversion - Plan Review - DPW Engineering Comments
Attachments: DPW Eng_Comments Letter_101-201 Merritt 7_2025-12-01.pdf; FW: 3 Elmcrest Terrace, Norwalk - Covered Parking Area - drainage question

Hi Lisa,

Meant to copy you on this earlier. Received DPW comments and sent the below back in response. Let me know if you have any questions.

Vince

VINCENT HYNES, P.E.
SENIOR ENGINEER
(203) 327-0500 x15162
We enhance properties and communities through exceptional land use services.

REDNISS & MEAD

Celebrating Our DARIEN Portfolio...Click Here!

From: Vincent Hynes <v.hynes@rednissmead.com>
Sent: Tuesday, December 2, 2025 12:43 PM
To: Cardascia, Christine <CCardascia@norwalkct.gov>
Cc: Meehan, James <jmeehan@norwalkct.gov>; Giron, Wilber <wgiron@norwalkct.gov>; DPW, Permits <DPWPermits@norwalkct.gov>
Subject: RE: 101 & 201 Merritt 7 - Proposed Office to Residential Conversion - Plan Review - DPW Engineering Comments

Hi Christine / Wilber,

Thanks for discussing earlier. Below are initial responses as we head to our Planning and Zoning Commission meeting tomorrow evening.

1. The consolidation of parcels is pending the approval being sought. The consolidation map will be submitted prior to a Building Permit request and the documentation updated to reflect the consolidation across all materials.
2. Understood. At the time of a Building Permit request, the plans will be updated to include additional notation that the proposed lateral connection shall utilize the City's drop sanitary manhole connection detail (provided on sheet SE-2) and any bends are to occur on private property.
3. It is intended that the proposed sanitary manhole will be constructed to the City standards. Given construction type and location in the right-of-way, it is intended that it will be owned by the City.

4. Upon our discussion earlier, one distinction is that this is an existing condition drainage system. The proposed work does not include modification to the lower-level catch basins which are interconnected with the upper-level drains and eventually discharge to the river.

   Another distinction is that this is an open garage and not an enclosed garage, so the lower-level drains are open to the elements. Attached is an email chain where this was discussed with an Environmental Analyst at the State Water Permitting and Enforcement Division. His interpretation was ultimately agreed with on that project, and I believe DPW/WPCA have since used the same decision making for open garages. With that, we offer that the lower-level drainage system is an existing condition to remain, but that we add signage at nearby (to the drains) column lines indicating that the drains discharge to the Norwalk River and that no vehicle washing or commercial activity occur.
5. Understood. No trees proposed for removal in the right-of-way.

Please let me know if you have any questions.

Thanks,

Vince

VINCENT HYNES, P.E.
SENIOR ENGINEER
(203) 327-0500 x15162
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REDNISS & MEAD

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From: Cardascia, Christine <CCardascia@norwalkct.gov>
Sent: Monday, December 1, 2025 3:57 PM
To: Vincent Hynes <v.hynes@rednissmead.com>
Cc: Meehan, James <jmeehan@norwalkct.gov>; Giron, Wilber <wgiron@norwalkct.gov>; DPW, Permits <DPWPermits@norwalkct.gov>
Subject: 101 & 201 Merritt 7 - Proposed Office to Residential Conversion - Plan Review - DPW Engineering Comments

See attached the Department of Engineering's Plan Review Comments for the proposed Office to Residential Conversion to be located at 101 & 201 Merritt 7.

Should you have any questions, please don't hesitate to contact me.

Best,
Christine Cardascia, P.E.
Assistant Engineer / Department of Engineering
City of Norwalk
125 East Avenue
Norwalk, CT 06856
Office: (203) 854-7873
www.norwalkct.gov
ccardascia@norwalkct.gov

DEPARTMENT OF ENGINEERING

CITY OF NORWALK
Wilber Giron, P.E.
Permit Engineer /
Department of Engineering
125 East Avenue
Norwalk, CT 06851
Office: (203) 854-7801
Permits: (203) 854-4161
www.norwalkct.gov
wgiron@norwalkct.gov
dpwpermits@norwalkct.gov

December 3, 2025

Sent via email to: v.hynes@rednissmead.com

Vincent Hynes, P.E.
Senior Engineer
Redniss and Mead, Inc.

RE: 101 Merritt 7 (District 05, Block 37, Lot 20)
201 Merritt 7 (District 05, Block 37, Lot 28)
Proposed Office to Residential Conversion
Department of Engineering's Plan Review Conditional Sign-Off

Dear Mr. Hynes:

The Department of Engineering has reviewed the supportive documents associated with the proposed development at the above-referenced property. The focus of our review has been to confirm the documents provided are in in conformance with the standards set forth in the City of Norwalk (City) Department of Public Works (DPW) Roadway Standards, and Standard Specifications, as amended and supplemented, Drainage Manual, as amended and supplemented, Standard Detailed Drawings, as amended and supplemented, and other applicable design standards.

The following documents were provided and included in our review:

- Site Plan titled "Zoning Site Plan I Depicting Building 101 & 201 Merritt Seven Corporate Park Norwalk, CT Prepared for Lofts M7 L.L.C.," prepared by Redniss and Mead, Inc., dated 09/30/2025
- Engineering Report titled "Site Engineering Report Prepared For Lofts M7 L.L.C. Building 101 & 201 Merritt Seven Corporate Park Norwalk, CT," prepared by Redniss and Mead, Inc., dated 09/10/2025
- Email Response from Vincent Hnes, P.E., dated 12/2/2025

The aforementioned documents are in compliance with the City's current standards and Drainage Manual. Therefore, the Department of Engineering has no objection to the project moving forward with the following condition(s):

1. The plans shall be revised to clearly indicate that the proposed lateral connection into the existing manhole is required to utilize the City's Drop Sanitary Manhole Connection Detail. The corresponding detail sheet shall be explicitly referenced in the callout. Additionally, the lateral shall contain no bends within the City right-of-way. All of these items shall be addressed and corrected prior to the issuance of permits.

2. A DPW Sewer Permit, in conformance with DPW's Permit Provisions, is required for the proposed work. The contractor shall email DPWpermits@norwalkct.gov to obtain the required permit(s) prior to the commencement of the work.
    a. Payment of the sewer connection fees shall be submitted to the Water Pollution Control Authority (WPCA) prior to the issuance of a DPW sewer permit.
    b. In addition to a DPW Sewer Permit, a Building and Code Enforcement permit shall be required for sanitary sewer work performed within the property.
    c. Any existing trees that are to be removed within the City's right-of-way that are 8 inches or greater in caliper, will require a tree removal permit and must be posted by the City's Tree Warden at least 10 days in advance, in accordance with the City Code Chapter 112.
        i. City trees to be removed shall be replaced in accordance with City Code Chapter 112-10C.
3. The property owner is responsible for confirming with each City department if approval is required prior to the commencement of work.
4. The following must be submitted prior to the issuance of a Certificate of Occupancy/Compliance.
    a. A set of as-built plans shall be submitted along with a certificate from a licensed professional stating that the construction has been built according to City standards.
    b. The size and quantity of existing/proposed water meter(s) for the project.
5. This sign-off shall be valid for a period of 12-months from the date stamped on the plan. Any permit issued on the basis of this sign-off must be issued within such 12-month period. Any renewal of the plan sign-off will be based on the then existing conditions and current applicable regulations, ordinances and standards of practice in effect at the time of the renewal.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

Wilber Giron, P.E.
Permit Engineer

Cc: DPW Permits
James Meehan, P.E., Principal Engineer – Department of Engineering
Christine Cardascia, P.E., Assistant Civil Engineer – Department of Engineering
Ralph Kolb, P.E., Sr. Environmental Engineer – Water Pollution Control Authority
Mario Pizighelli, P.E., Stormwater Systems Manager – Water Pollution Control Authority
Garrett Bolella, P.E., Assistant Director – Transportation, Mobility and Parking
Benjamin Yeung, P.E., Senior Traffic Engineer – Transportation, Mobility and Parking
Nathan Fankhanel, Junior Engineer – Transportation, Mobility and Parking
Steven Kleppin, Director – Planning and Zoning
Bryan Baker, Principal Planner – Planning and Zoning
Michelle Andrzejewski, Senior Planner – Planning and Zoning
Amelia Williams, Land Use Planner – Planning and Zoning
Tammy Maldonado, Zoning Enforcement Officer – Planning and Zoning
Alexis Cherichetti, Senior Environmental Officer/Assistant Director – Conservation and Planning and Zoning
William Ireland, Chief Building Official – Building and Code Enforcement
Leo Guerrero, Assistant Building Official – Building and Code Enforcement
Peter Kelly, Assistant Building Official – Building and Code Enforcement

CARMODY
TORRANCE | SANDAK | HENNESSEY LLP

Lisa L. Feinberg
Partner
Phone: 203.252.2677
Fax: 203.325.8608
LFeinberg@carmodylaw.com

1055 Washington Blvd.
4th Floor
Stamford, CT 06901

January 13, 2026

VIA ELECTRONIC DELIVERY

Bryan Baker
Principal Planner
Planning & Zoning Department
City of Norwalk
125 East Avenue, Room 129
Norwalk, CT 06856
BBaker@NorwalkCT.gov

RE: Lofts M7 LLC
Supplemental Materials
Site Plan Application #2025-79 SPR
Merritt 7 Buildings 101 & 201, Norwalk, CT (5-37-20 & 5-37-28)

Dear Mr. Baker:

Our firm represents Lofts M7 LLC (the "Applicant"), the assigned contract purchaser of certain property known as Merritt 7 Buildings 101 & 201 in the CD-4 Urban Center Community District (collectively, the "Property"). As you know, on October 24, 2025, the Applicant submitted an application requesting Site Plan review with the Norwalk Planning & Zoning Commission (the "Commission") requesting approval to convert the existing two (2) office buildings on the Property into approximately 300 apartment homes with related amenities (the "Application"). The Commission will consider the Application at a public meeting on January 21, 2026.

On January 5, 2026, the Applicant submitted supplemental materials depicting changes to the site layout to improve emergency access, floor plans for each unit type, details regarding the operable windows for each dwelling unit, and the removal of the previously proposed pickleball courts. The Applicant has further revised its architectural and landscape plans in the following manner:

- Reduced the size of the cornice addition;
- Modified the shape of the pool from 15' x 50' to 21' x 37';
- Adjusted the walkway and patio to reflect the modification to the shape of the pool;
- Reduced the length and height of the fountain wall;
- Removed the Zen garden to make the playground larger;
- Replaced the stem light fixtures on top of the planters with integrated wall lights into the planter; and
- Revised the renderings to reflect the changes noted above.

Enclosed please find the following supplemental materials:

- Architectural Plans prepared by Granoff Architects, dated January 5, 2026, with the following plan titles:
    - "M7 Lofts: Site Plan Application;"
    - "AS01: Architectural Site Plan – Aerial Map;"
    - "AS02: Architectural Site Plan – Roof;"
    - "AS03: Parking Level – 2 Plan;"
    - "AS04: Parking Level – 1 Plan;"
    - "AS05: Architectural Site Plan – First Floor;"
    - "AS06: #201 – First Floor Plan;"
    - "AS07: #101 – First Floor Plan;"
    - "AS08: #101 & #201 – Second and Third Floor Plan;"
    - "AS09: #101 & #201 – Fourth Thru Eighth Floor Plan;"
    - "AS10"
    - "AS11: 101 – Exterior Elevation – South;"
    - "AS12: 101 – Exterior Elevation – West;"
    - "AS13: 101 – Exterior Elevation – North;"
    - "AS14: 101 – Exterior Elevation – East"
    - "AS15: South – Pool Area Facing Building 201;"
    - "AS16;"
    - "AS17;"
    - "AS18: South West – M7 from the Main Ave;"
    - "AS19;"
    - "AS20;"
    - "AS21;"
    - "AS22;" and
    - "AS23;"

- Landscaping & Lighting Plans prepared by Granoff Architects, dated December 17, 2025, with the following plan titles:
    - "L01: Existing Conditions;"
    - "L02: Landscape Improvements;"
    - "L03: Site Lighting Improvements;" and
    - "L04: Site Lighting Photometrics;"

Please let me know many hard copies of the enclosed materials are required. I look forward to presenting these materials to the Commission at its meeting on January 21, 2026. Thank you for your time and attention regarding this matter.

Sincerely,

Lisa Feinberg

Lisa L. Feinberg

Enclosures.

cc: Steve Kleppin
Planning & Zoning Commission
Development Team

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203.625.9460

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M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB NUMBER: **25005**

DATE: **1/5/2025**

SITE PLAN APPLICATION

Client/Owner
Lofts M7 LLC
555 Pleasantville Rd, Briarcliff Manor, NY
(914) 250-0600

Construction Manager
Pappa John Co.
66 Fort Point Street, Norwalk, CT
(203) 523-0303

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(203) 327-0500

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(203) 712-1100

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(646) 948-2110

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Revisions

#	DATE	REVISION DESCRIPTION	BY:

PHASE
SITE PLAN APPLICATION

PROJECT NAME
M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	1/5/2025
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	1/5/2025	SCALE:	AS NOTED

DRAWING TITLE
ARCHITECTURAL SITE PLAN - AERIAL MAP

DRAWING #
AS01

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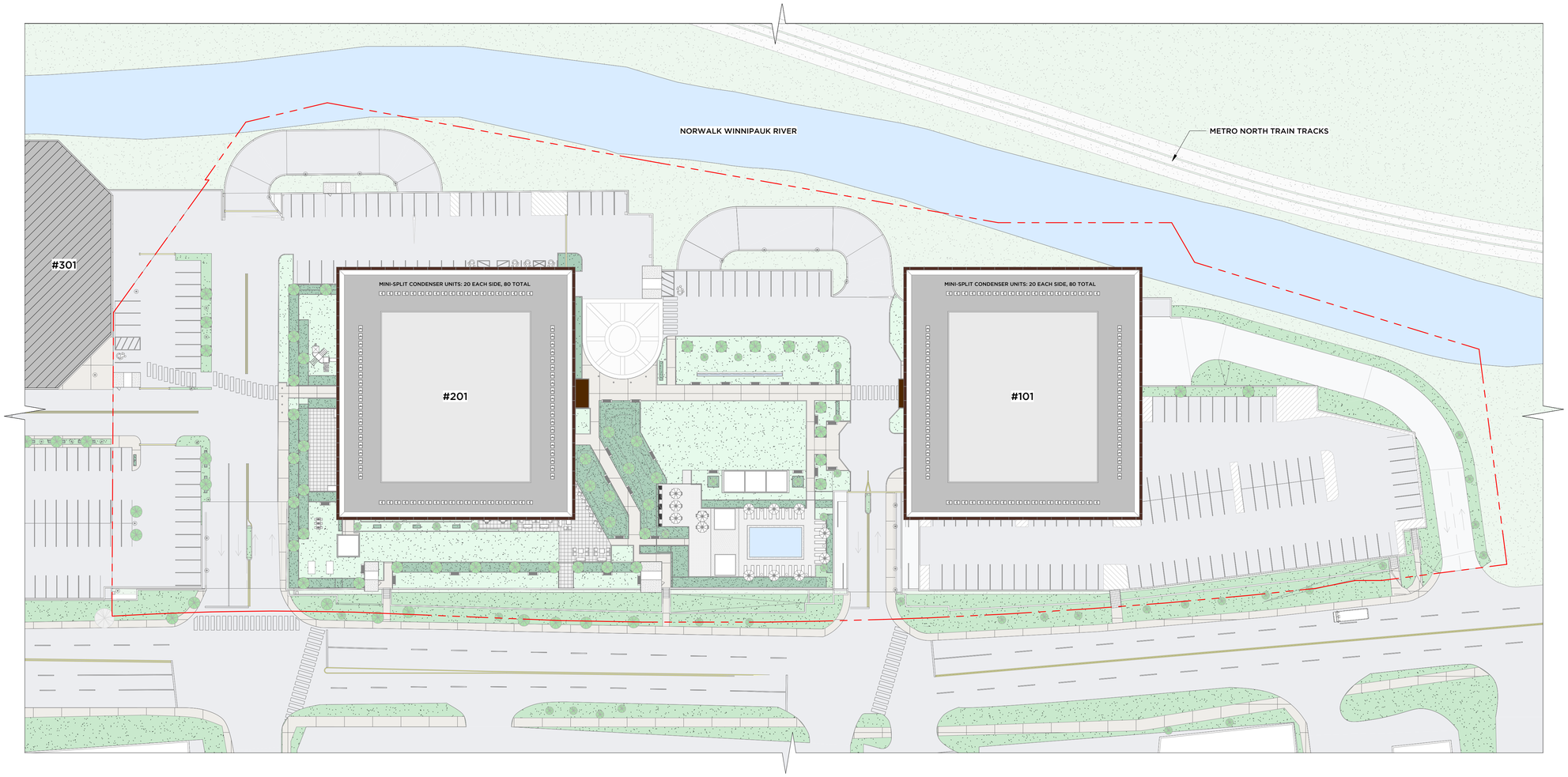

1 SITE PLAN - ROOF
1" = 40'-0"

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Revisions

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MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	1/5/2025
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	1/5/2025	SCALE:	AS NOTED

DRAWING TITLE
ARCHITECTURAL SITE PLAN - ROOF

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AS02

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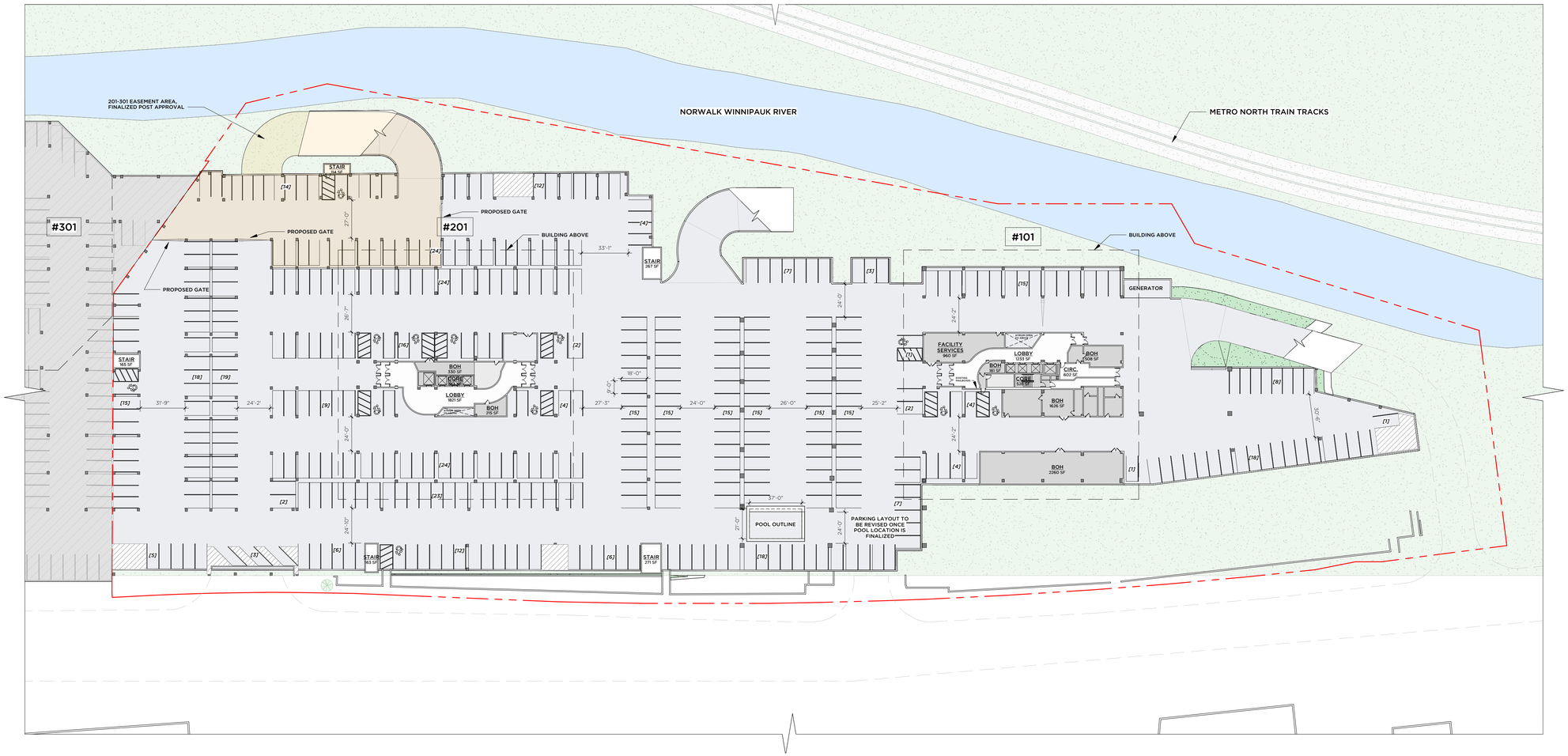

1 PARKING LEVEL -2 PLAN
1" = 40'-0"

GRANOFF ARCHITECTS

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PHASE
SITE PLAN APPLICATION

PROJECT NAME
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MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	1/5/2025
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	1/5/2025	SCALE:	AS NOTED

DRAWING TITLE
PARKING LEVEL - 2 PLAN

DRAWING #
AS03

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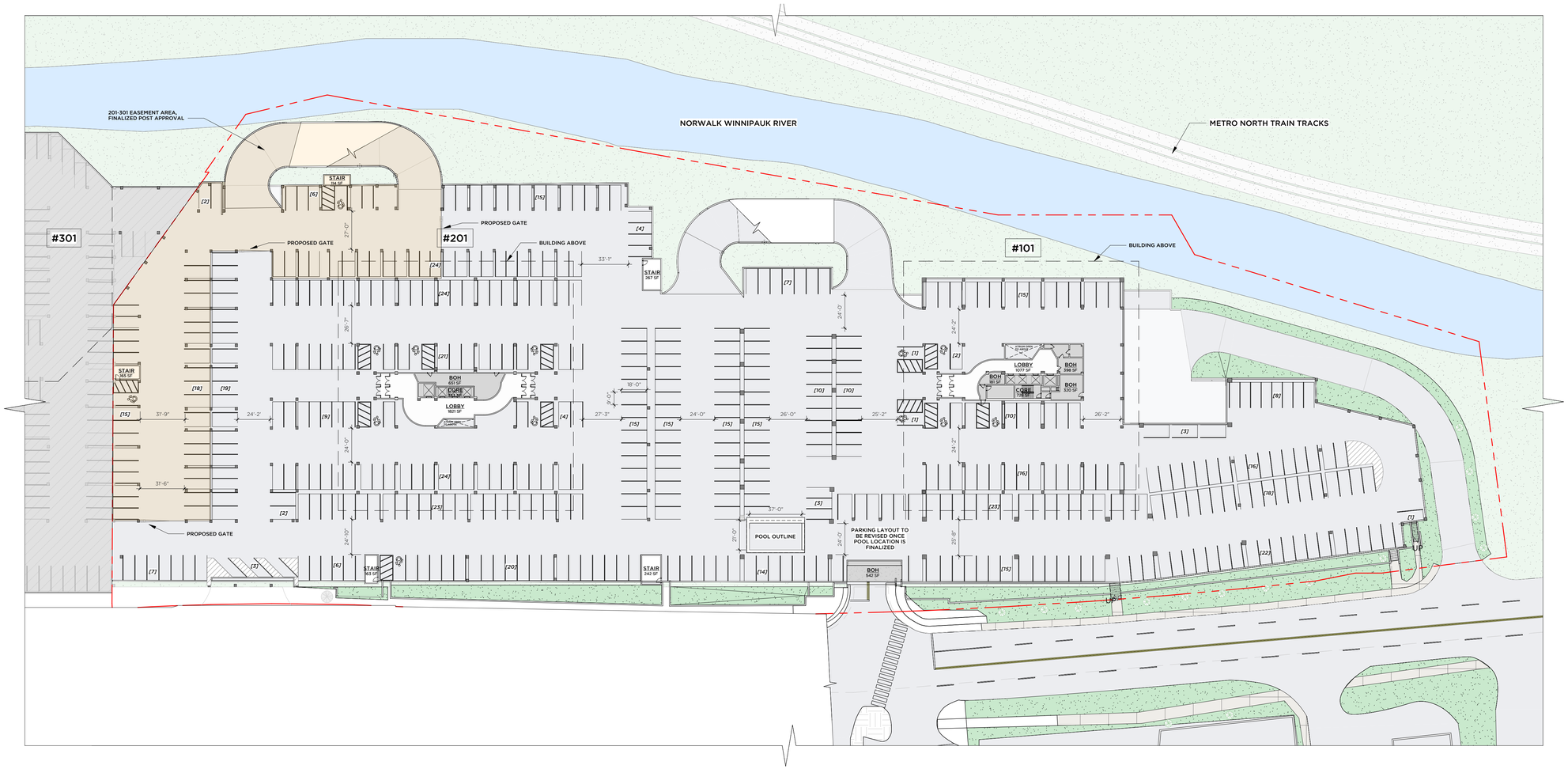

1 PARKING LEVEL - 1 PLAN
1" = 40'-0"

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330 RAILROAD AVENUE
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PHASE
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NORWALK, CT 06851

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DRAWN BY:	**JG, RMB, AK**	PROJ. MANAGER:	**JG**
DATE:	**1/5/2025**	SCALE:	**AS NOTED**

DRAWING TITLE
PARKING LEVEL - 1 PLAN

DRAWING #
AS04

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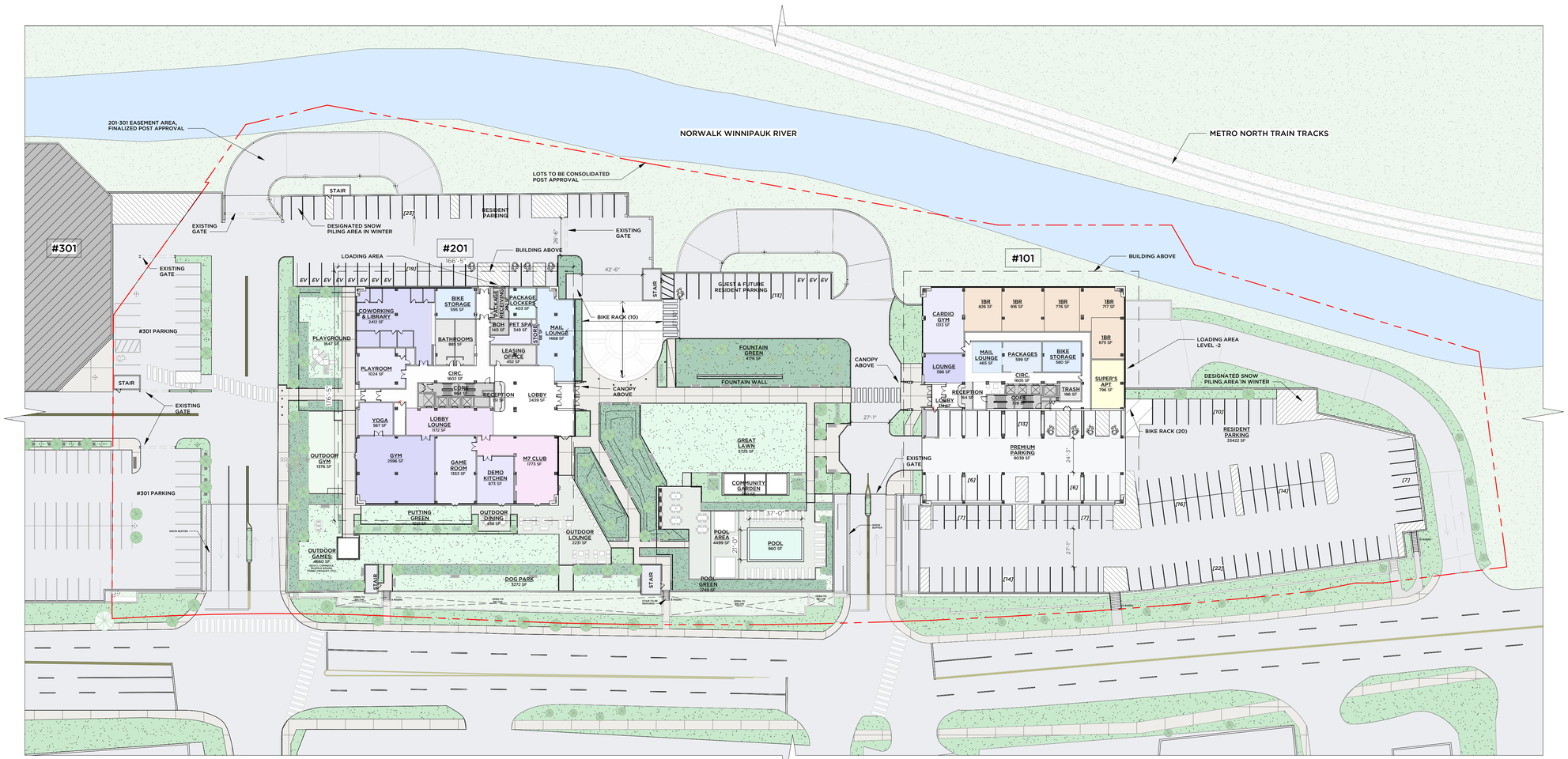

SITE PLAN GRAPHICS LEGEND:

- GRASS - SYNTHETIC
- GRASS - ORGANIC
- PLANTINGS
- SIDEWALK - PAVER
- POOL DECK - DECORATIVE PAVER
- PATIO - LINEAR PAVER

1 SITE PLAN - FL1
1" = 40'-0"

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Revisions

#	DATE	REVISION DESCRIPTION	BY:

PHASE
SITE PLAN APPLICATION

PROJECT NAME
M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	1/5/2025
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	1/5/2025	SCALE:	AS NOTED

DRAWING TITLE
ARCHITECTURAL SITE PLAN - FIRST FLOOR

DRAWING #
AS05

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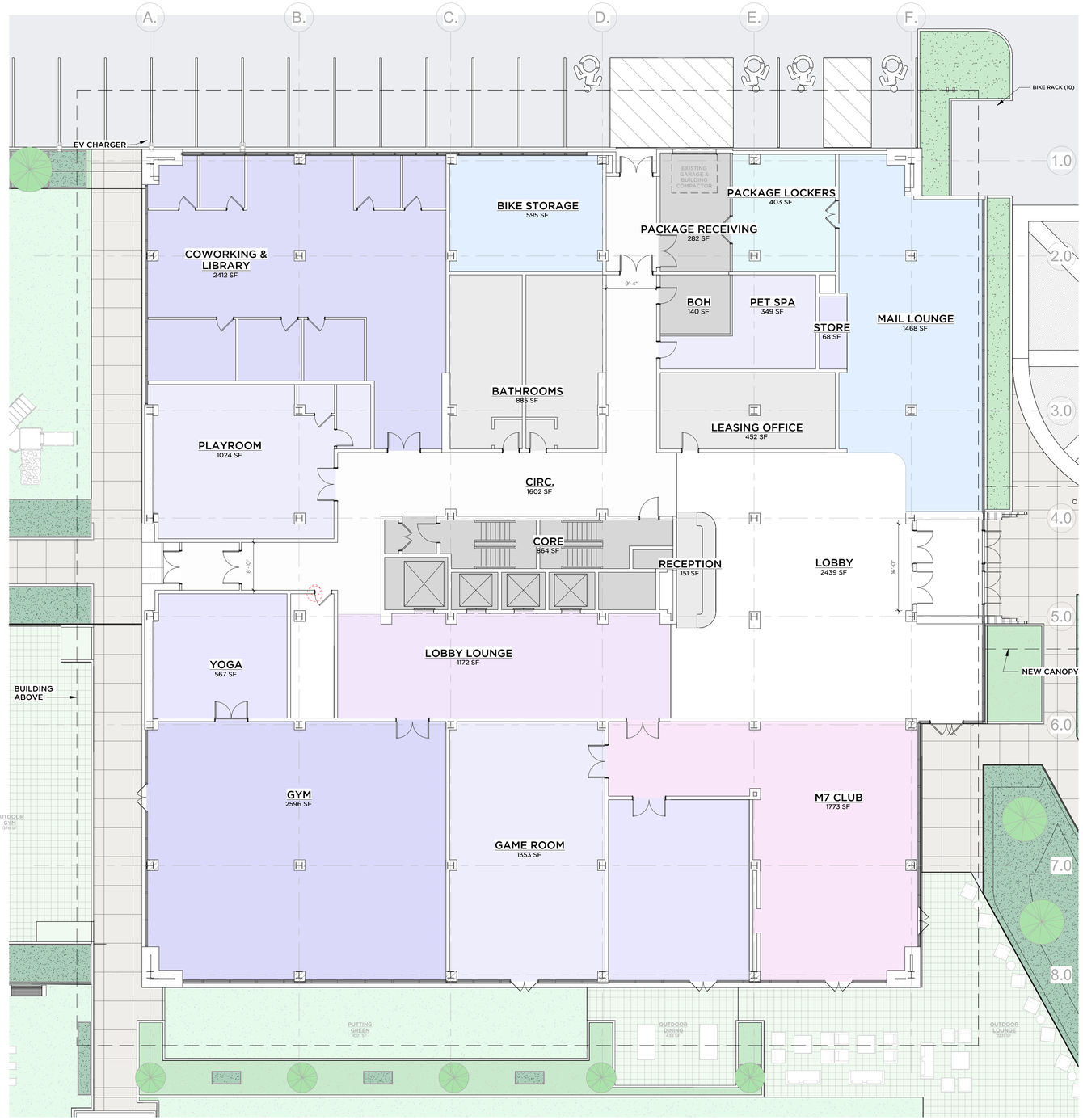

1 **201 - FL1**
3/32" = 1'-0"

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PHASE
SITE PLAN APPLICATION

PROJECT NAME
M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	**25005**	ISSUE DATE:	**1/5/2025**
DRAWN BY:	**JG, RMB, AK**	PROJ. MANAGER:	**JG**
DATE:	**1/5/2025**	SCALE:	**AS NOTED**

DRAWING TITLE
#201 - FIRST FLOOR PLAN

DRAWING #
AS06

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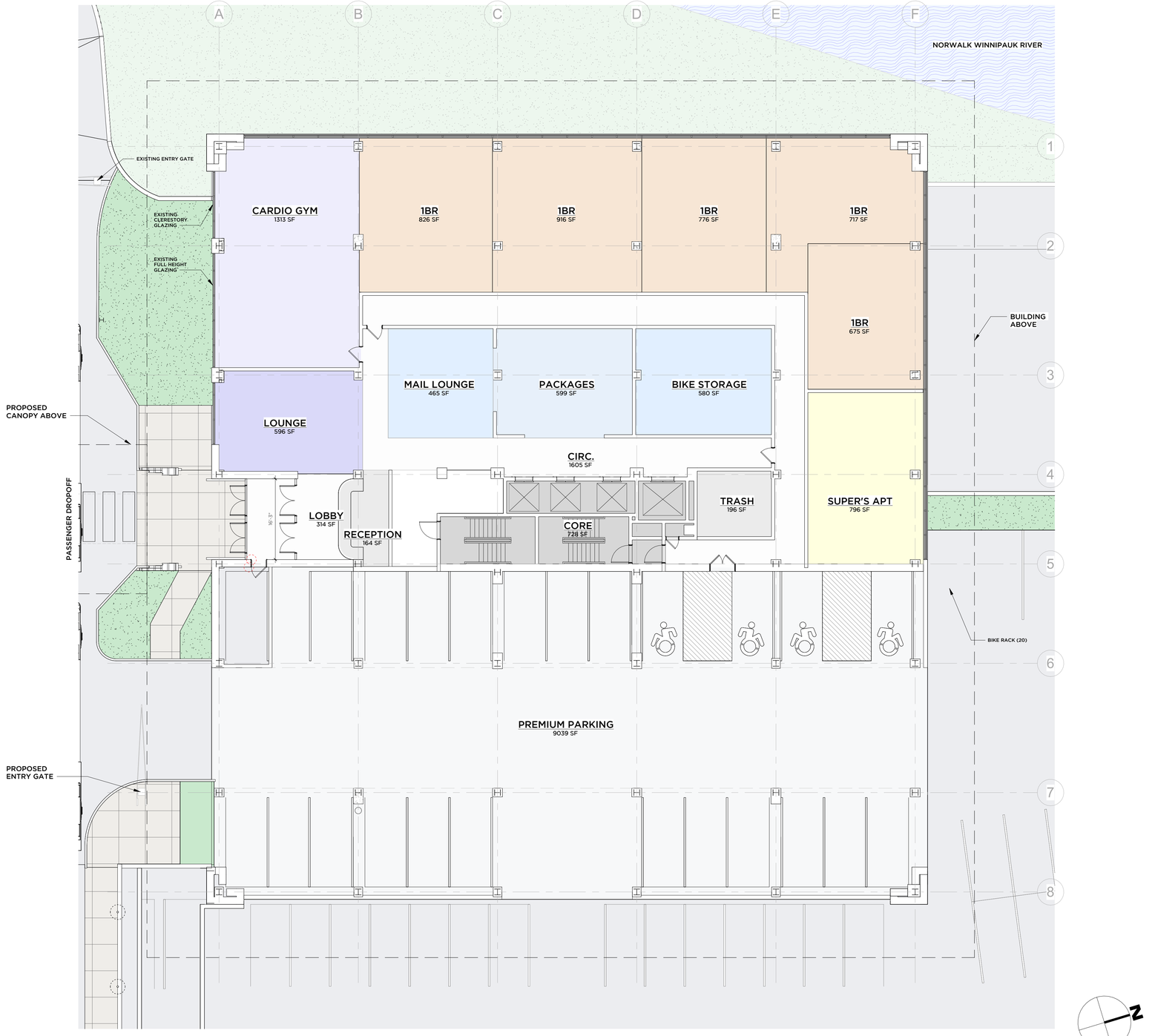

1 101 - FL1
3/32" = 1'-0"

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Revisions

#	DATE	REVISION DESCRIPTION	BY:

PHASE
SITE PLAN APPLICATION

PROJECT NAME
M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	1/5/2025
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	1/5/2025	SCALE:	AS NOTED

DRAWING TITLE
#101 - FIRST FLOOR PLAN

DRAWING #
AS07

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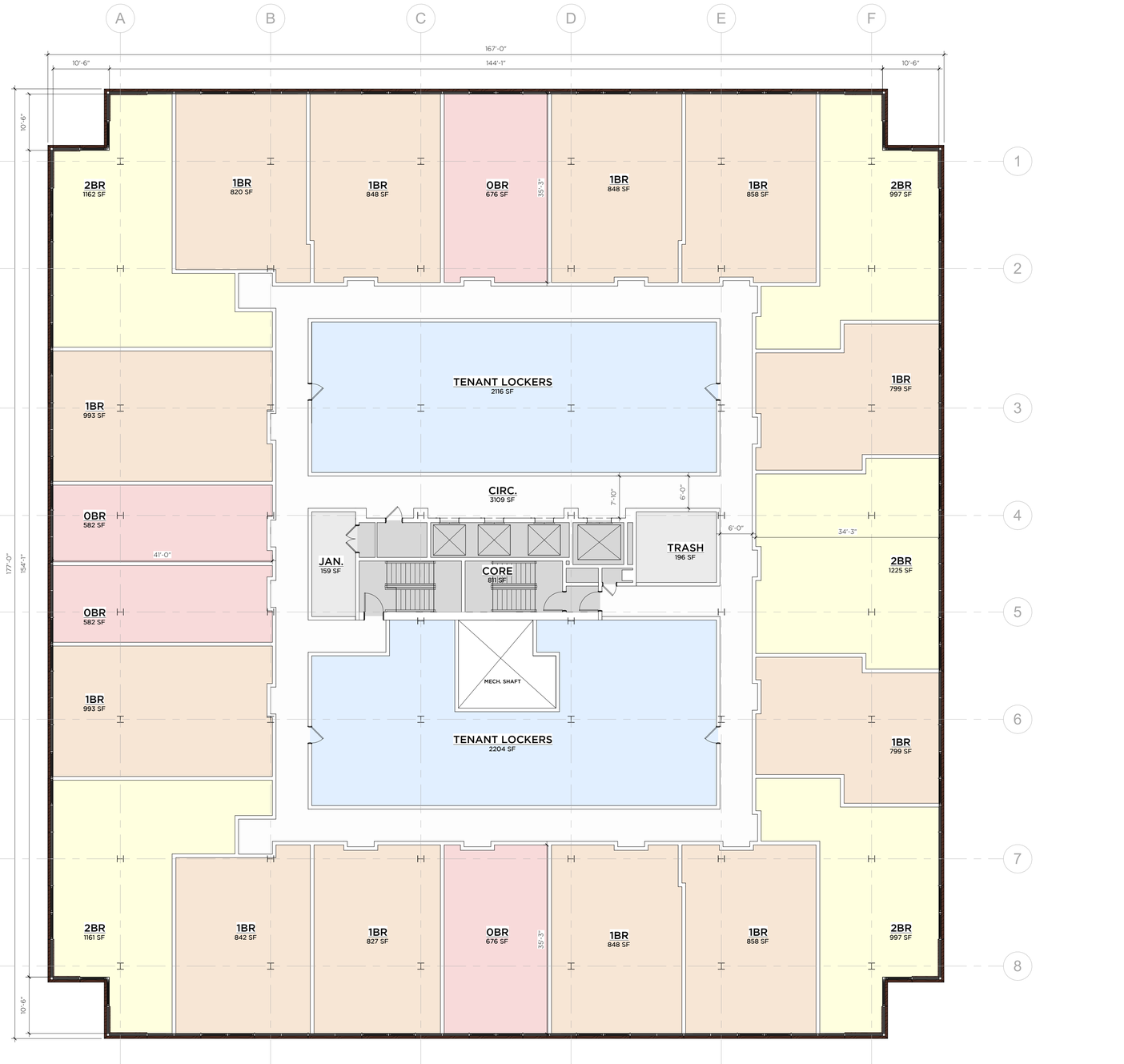

1 101 - FL2 - FL3
3/32" = 1'-0"

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Revisions

#	DATE	REVISION DESCRIPTION	BY:

PHASE
SITE PLAN APPLICATION

PROJECT NAME
M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	**25005**	ISSUE DATE:	**1/5/2025**
DRAWN BY:	**JG, RMB, AK**	PROJ. MANAGER:	**JG**
DATE:	**1/5/2025**	SCALE:	**AS NOTED**

DRAWING TITLE
#101 & #201 - SECOND AND THIRD FLOOR PLAN

DRAWING #
AS08

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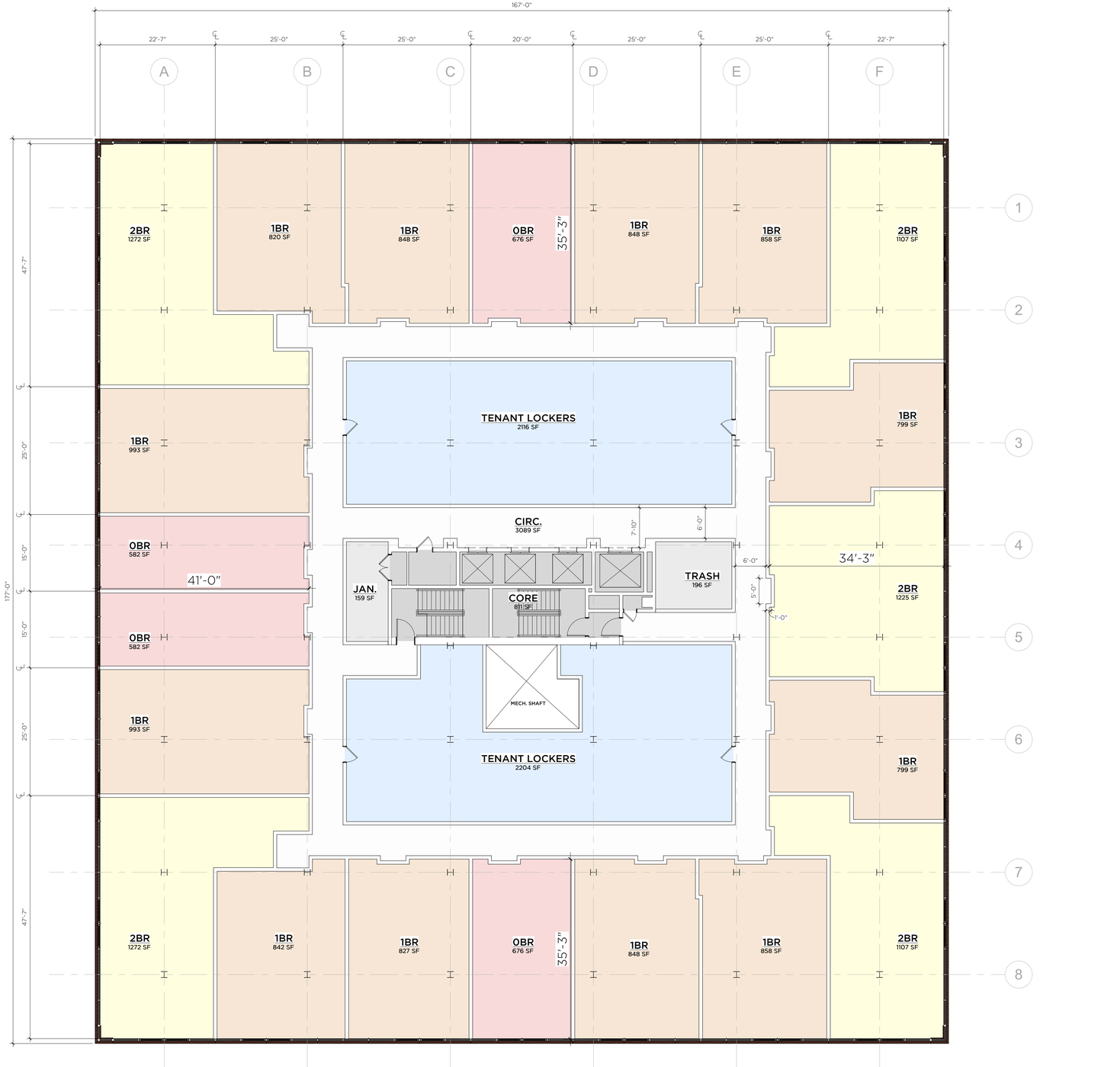

1 101 - FL4 - FL8
3/32" = 1'-0"

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Revisions

#	DATE	REVISION DESCRIPTION	BY:

PHASE
SITE PLAN APPLICATION

PROJECT NAME
M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	1/5/2025
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	1/5/2025	SCALE:	AS NOTED

DRAWING TITLE
#101 & #201 - FOURTH THRU EIGHTH FLOOR PLAN

DRAWING #
AS09

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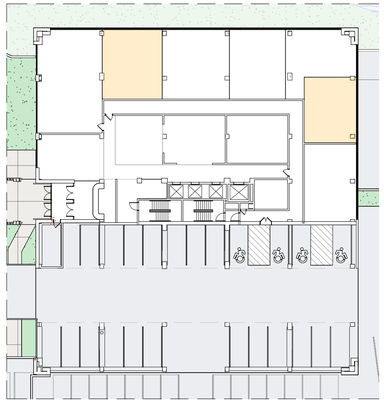
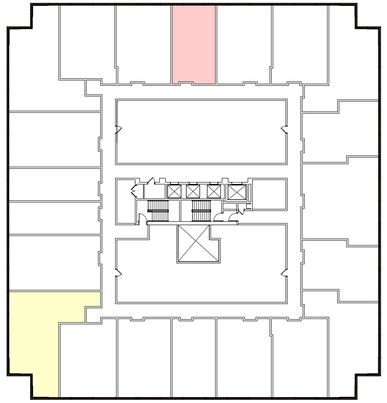
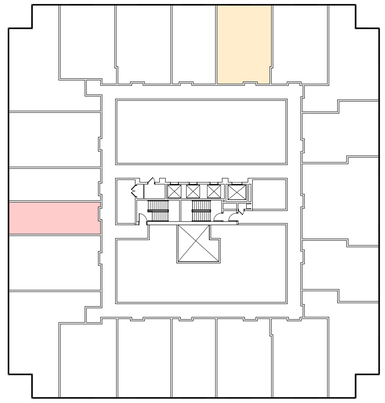


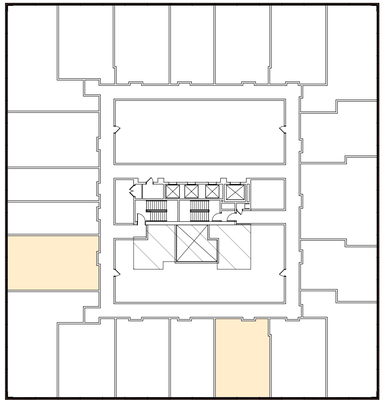
1 101 - FL1 - WORKFORCE HOUSING
1/32" = 1'-0"



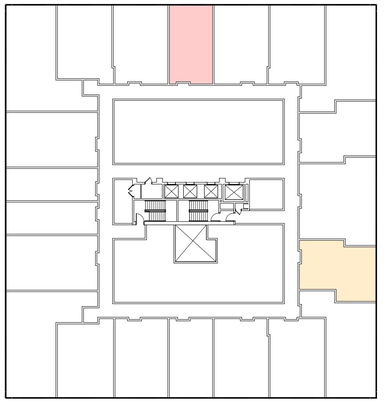
2 101 - FL2 - WORKFORCE HOUSING
1/32" = 1'-0"



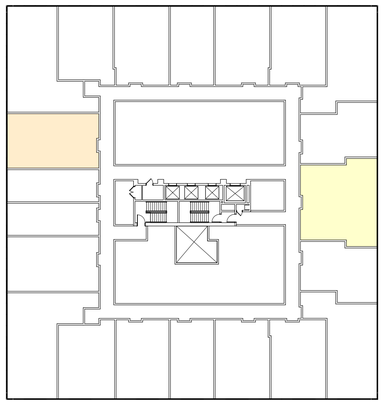
3 101 - FL3 - WORKFORCE HOUSING
1/32" = 1'-0"



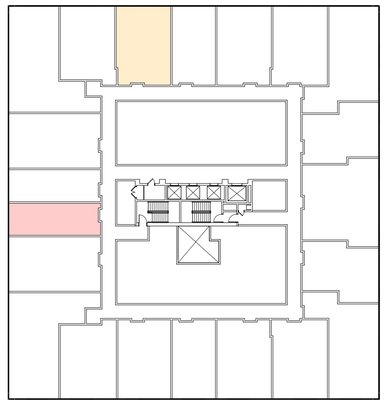
4 101 - FL4 - WORKFORCE HOUSING
1/32" = 1'-0"



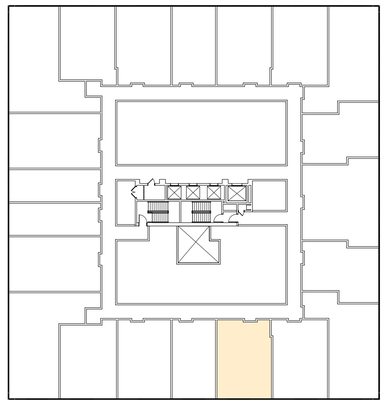
5 101 - FL5 - WORKFORCE HOUSING
1/32" = 1'-0"



6 101 - FL6 - WORKFORCE HOUSING
1/32" = 1'-0"

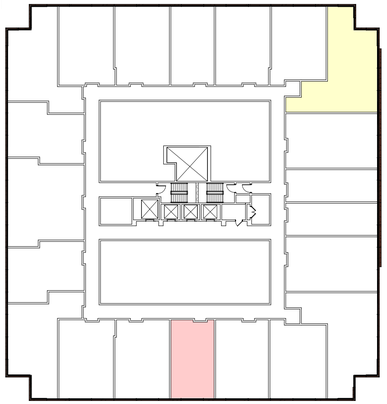


7 101 - FL7 - WORKFORCE HOUSING
1/32" = 1'-0"

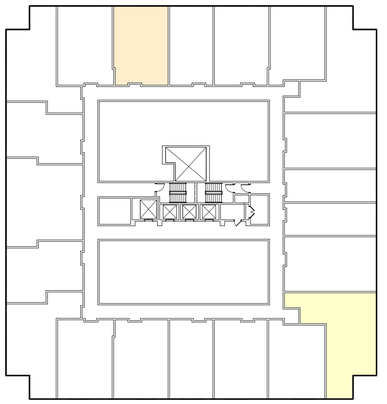


8 101 - FL8 - WORKFORCE HOUSING
1/32" = 1'-0"

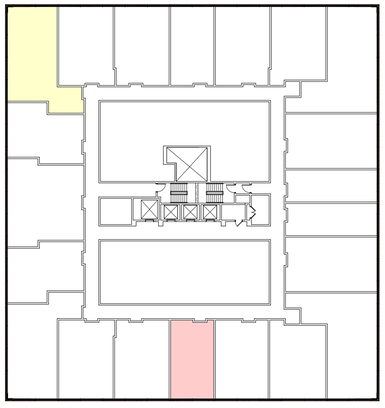
101 | 201



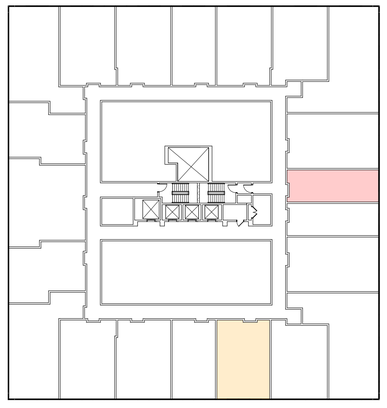
9 201 - FL2 - WORKFORCE HOUSING
1/32" = 1'-0"



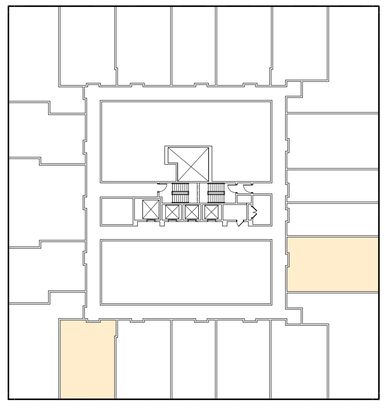
10 201 - FL3 - WORKFORCE HOUSING
1/32" = 1'-0"



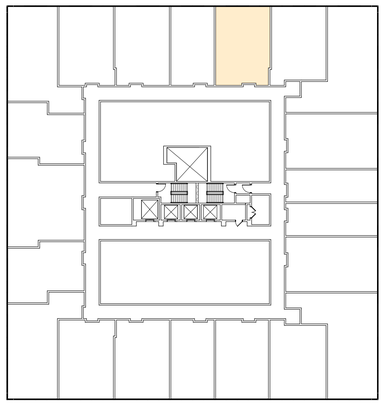
11 201 - FL4 - WORKFORCE HOUSING
1/32" = 1'-0"



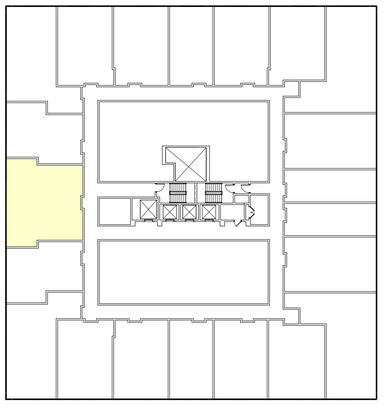
12 201 - FL5 - WORKFORCE HOUSING
1/32" = 1'-0"



13 201 - FL6 - WORKFORCE HOUSING
1/32" = 1'-0"



14 201 - FL7 - WORKFORCE HOUSING
1/32" = 1'-0"



15 201 - FL8 - WORKFORCE HOUSING
1/32" = 1'-0"

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WORKFORCE HOUSING DIAGRAM GRAPHICS LEGEND:

0BR 1BR 2BR

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MERRITT 7 #101 & #201
NORWALK, CT 06851

DATE: 1/5/2025

DRAWING #

AS10

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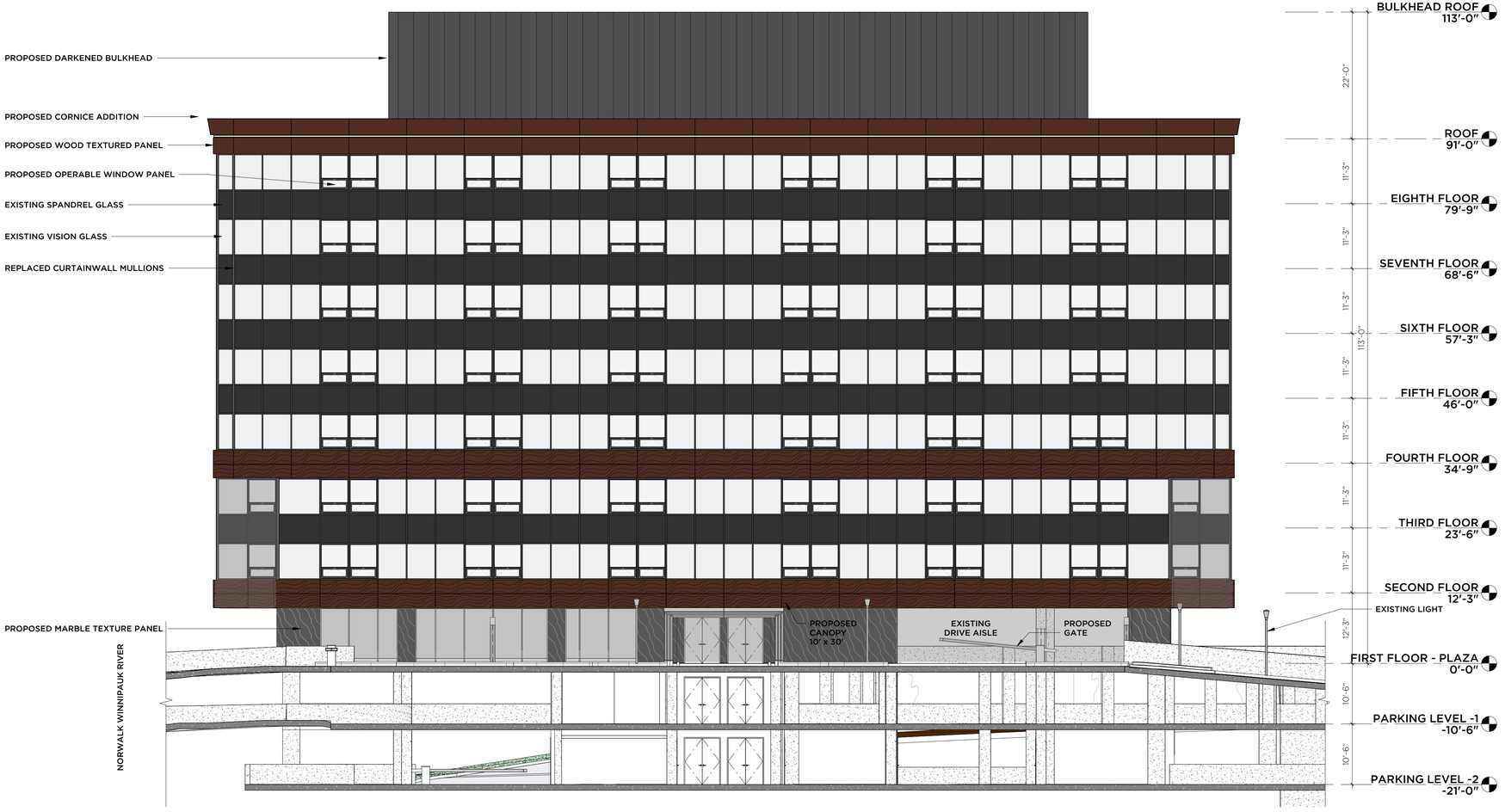

1 **101 - SOUTH ELEVATION**
3/32" = 1'-0"

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Revisions

#	DATE	REVISION DESCRIPTION	BY:

PHASE
SITE PLAN APPLICATION

PROJECT NAME
M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	1/5/2025
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	1/5/2025	SCALE:	AS NOTED

DRAWING TITLE
101 - EXTERIOR ELEVATION - SOUTH

DRAWING #
AS11

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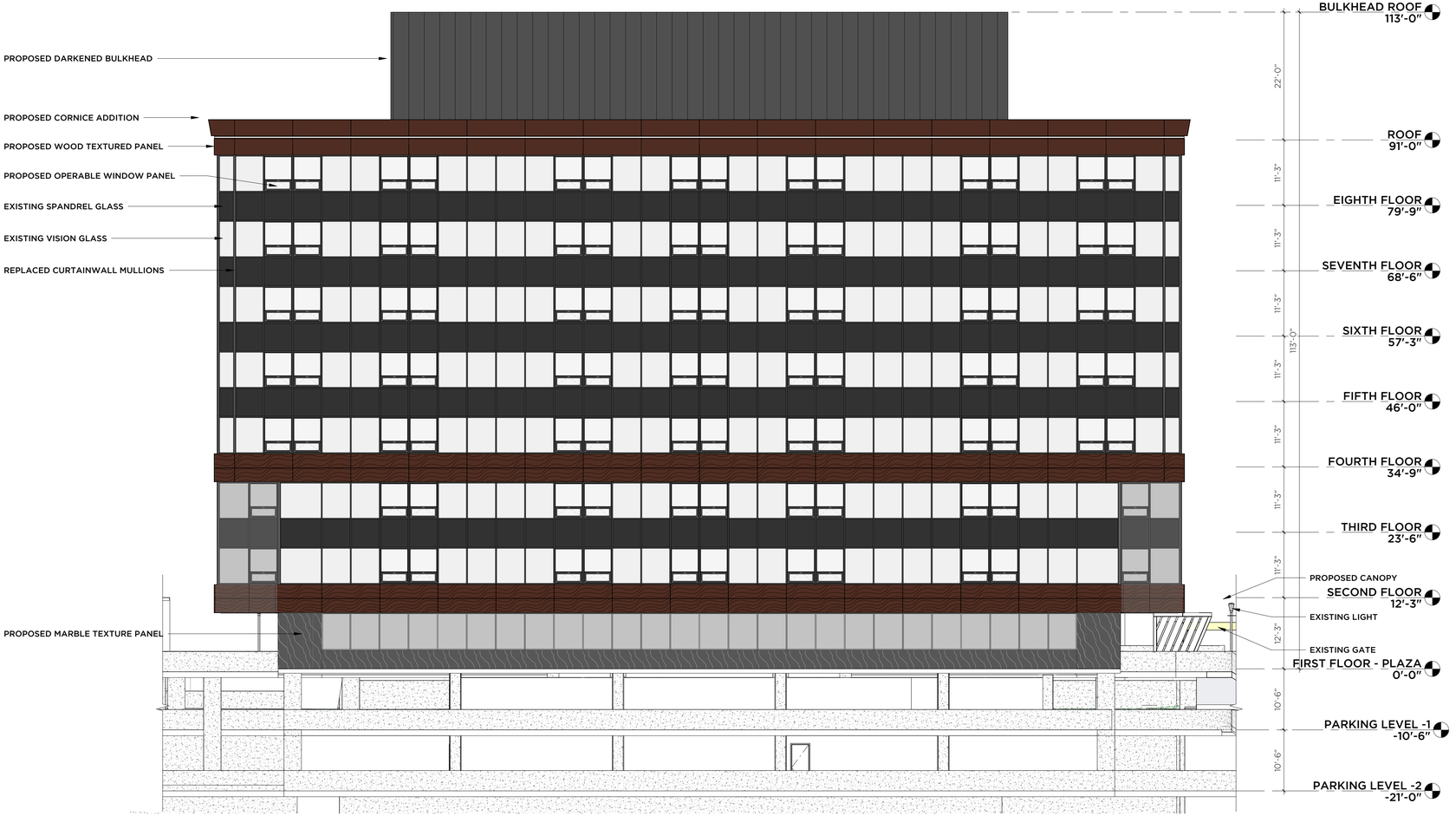
1/5/2025 12:53:17 PM



1 101 - WEST ELEVATION
3/32" = 1'-0"

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(203) 523-0303

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(203) 327-0500

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Code
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241 Main Street S., Woodbury, CT
(203) 217-1074

Slab Scanning
Infra Repair Services
65 South Turnpike Rd. #B, Wallingford, CT
(973) 692-0002

Revisions

#	DATE	REVISION DESCRIPTION	BY:

PHASE
SITE PLAN APPLICATION

PROJECT NAME
M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	1/5/2025
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	1/5/2025	SCALE:	AS NOTED

DRAWING TITLE
101 - EXTERIOR ELEVATION - WEST

DRAWING #
AS12

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1 **101 - NORTH ELEVATION**
3/32" = 1'-0"

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Revisions

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PHASE
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PROJECT NAME
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MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	1/5/2025
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	1/5/2025	SCALE:	AS NOTED

DRAWING TITLE
101 - EXTERIOR ELEVATION - NORTH

DRAWING #
AS13

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1 **101 - EAST ELEVATION**
3/32" = 1'-0"

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Revisions

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PHASE
SITE PLAN APPLICATION

PROJECT NAME
M7 LOFTS

MERRITT 7 #101 & #201
NORWALK, CT 06851

JOB #:	25005	ISSUE DATE:	1/5/2025
DRAWN BY:	JG, RMB, AK	PROJ. MANAGER:	JG
DATE:	1/5/2025	SCALE:	AS NOTED

DRAWING TITLE
101 - EXTERIOR ELEVATION - EAST

DRAWING #
AS14

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SOUTH - POOL AREA FACING BUILDING 201

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EXISTING

PROPOSED

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SOUTH WEST - M7 FROM THE MAIN AVE

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EAST - THE GROVE

NORTH - OUTDOOR LOUNGE

SOUTH - THE GROVE/OUTDOOR LOUNGE

WEST - EXTERIOR PLAZA

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NORTHEAST - 201 RAMP

SOUTH - OUTDOOR GYM

EAST - COMMUNITY LAWN AND GARDEN

NORTHWEST - EXTERIOR PLAZA

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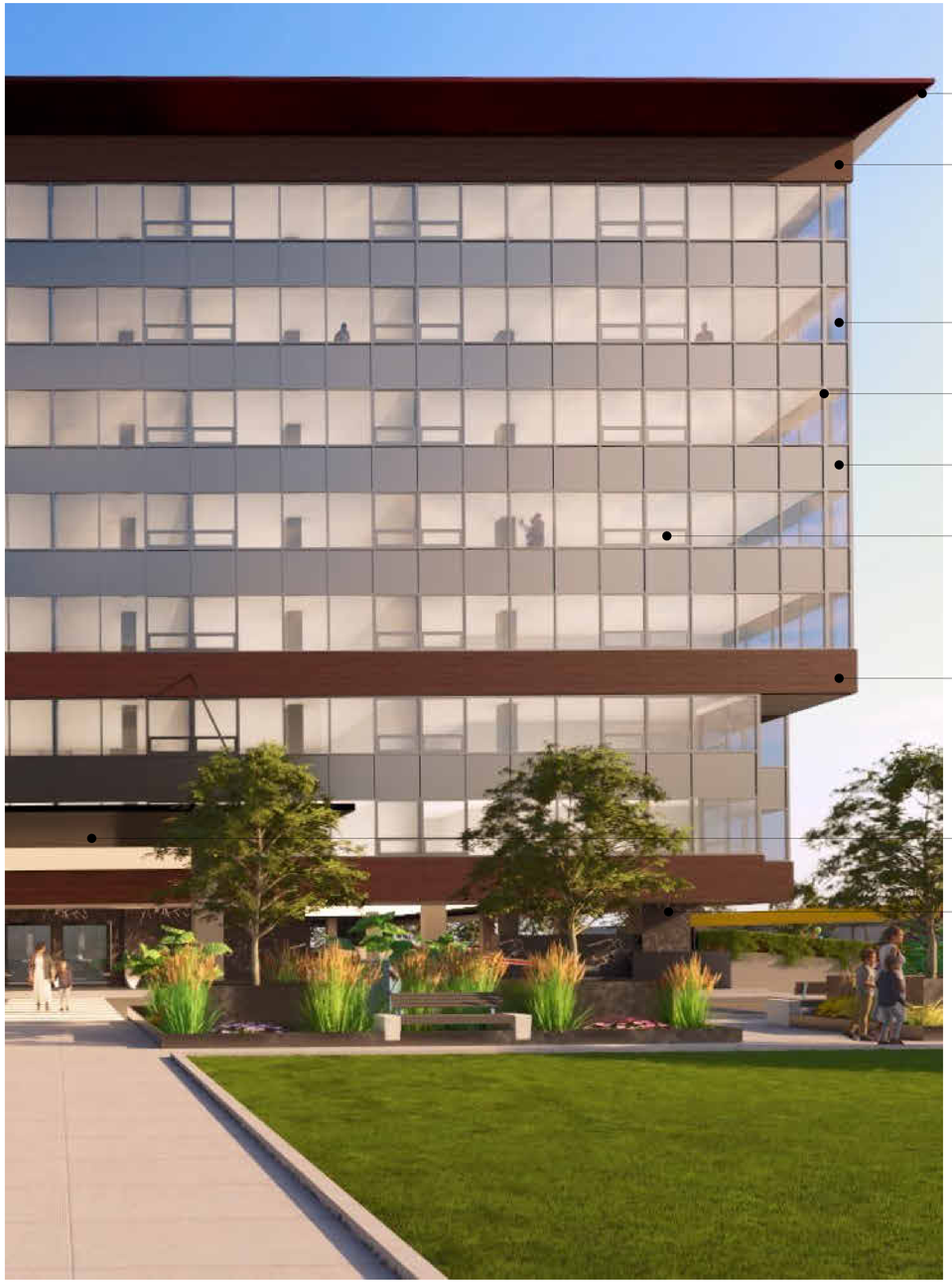
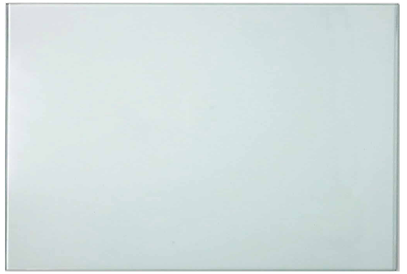


1 - MATTE BROWN ALUMINUM

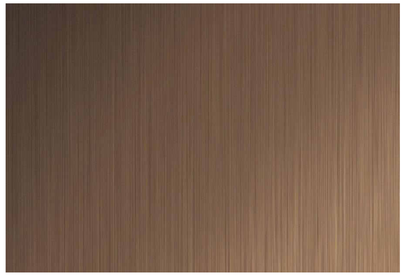
5 - EXISTING SPANDREL GLASS

2 - WOOD TEXTURED PANEL

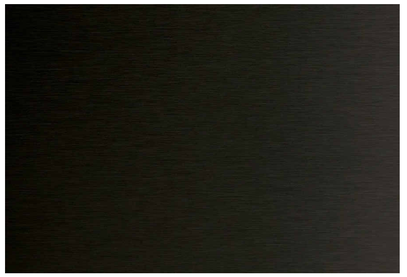
6 - OPERABLE AWNING WINDOW



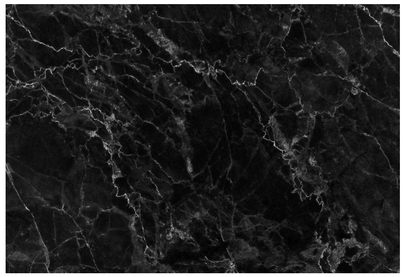
3 - EXISTING VISION GLASS



7 - BRUSHED BROWN ALUMINUM



4 - CHARCOAL ALUMINUM



8 - BLACK STONE PANEL

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Elevator:
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120 Broadway, #3654
New York, NY (212) 595-2388 x 102

Gym Consultant:
Gronk Fitness
7350 Transit Road
Williamsville, NY (508) 681-5753

REVISIONS

#	DATE	REVISION DESCRIPTION	BY:

PHASE
PRELIMINARY - NOT FOR CONSTRUCTION

North

PROJECT NAME
MERRITT 7

101 MERRITT 7
NORWALK, CT 06851

JOB NO.: **25005**

DRAWN BY: **RB/JS** PROJ. MANAGER: **JG/SO**

DATE: **12/17/2025** SCALE: AS NOTED

DRAWING TITLE
EXISTING CONDITIONS

DRAWING NO.
L01

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SCALE: 1" = 30' - 0"

PLANT SCHEDULE

QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE	REMARKS
69	TREES				
12	*Acer rubrum 'Armstrong'*	Red Maple	3" cal	X	Existing Relocated
28	*Acer rubrum 'October Glory'*	Red Maple	2-2.5" cal	X	Full canopy
7	*Cercis canadensis*	Redbud	1.5-2" cal	X	Full canopy
12	*Ostrya virginiana*	American Hophornbeam	8-10'	X	Multistem
10	*Ulmus americana 'Princeton'*	Princeton Elm	2-2.5" cal	X	Full canopy
128	SHRUBS				
39	*Hydrangea arb. 'Annabelle'*	Annabelle Hydrangea	3 gal	X	Full to base
89	*Ilex crenata 'Steeds'*	Inkberry Holly	3'		Full to base
6717	PERENNIALS				
380	*Calamagrostis 'Karl Foerster'*	Feather Reed Grass	2 gal		Existing Relocated
1100	*Carex pennsylvanica*	Sedge	LP	X	
275	*Deschampsia cespitosa*	Tufted Hair Grass	LP	X	
250	*Echinacea purpurea 'White Swan'*	White Swan Coneflower	LP	X	
250	*Liatris spicata*	Blazing Star	LP	X	
550	*Panicum virgatum 'Shenandoah'*	Switchgrass	LP	X	
12	*Parthenocissus quinquefolia*	Virginia Creeper	1 gal	X	
450	*Rudbeckia fulgida*	Black Eye Susan	LP	X	
200	*Schizachanium scoparium 'Standing Ovation'*	Little Blue Stem	LP	X	
2100	*Sedum ternatum*	Sedum	Pint	X	
900	*Sedum album 'Murale'*	Creeping Sedum	Pint		
250	*Sporobolus heterolepis*	Prarie Dropseed	LP	X	

EXISTING ACER RUBRUM 'ARMSTRONG' | ACER RUBRUM 'OCTOBER GLORY' | ULMUS AMERICANA 'PRINCETON' | CERCIS CANADENSIS | OSTRYA VIRGINIANA | HYDRANGEA ANABELLE | ILEX CRENATA | PANICUM V. 'SHENANDOAH' | RUDBECKIA FULGIDA 'GOLDSTURM' (TRANSPLANTS) | LIATRIS SPICATA | ECHINACEA PURPUREA 'WHITE SWAN' | CAREX PENSYLVANICA | DESCHAMPSIA CESPITOSA | SEDUM ALBUM 'MURALE' | SEDUM TERNATUM | PARTHENOCISSUS QUINQUEFOLIA

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REVISIONS

#	DATE	REVISION DESCRIPTION	BY:

PHASE

PRELIMINARY - NOT FOR CONSTRUCTION

North

PROJECT NAME

MERRITT 7

101 MERRITT 7
NORWALK, CT 06851

JOB NO.: **25005**

DRAWN BY: **RB/JS** PROJ. MANAGER: **JG/SO**

DATE: **12/17/2025** SCALE: AS NOTED

DRAWING TITLE

LANDSCAPE IMPROVEMENTS

DRAWING NO.

L02

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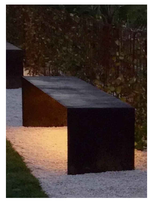
U1 - FOUNTAIN LIGHTING

S1 - STRING LIGHTING

B2 - VOLT ROTATABLE HARDSCAPE LIGHT



B2 - BENCH WITH INTEGRATED LIGHTING

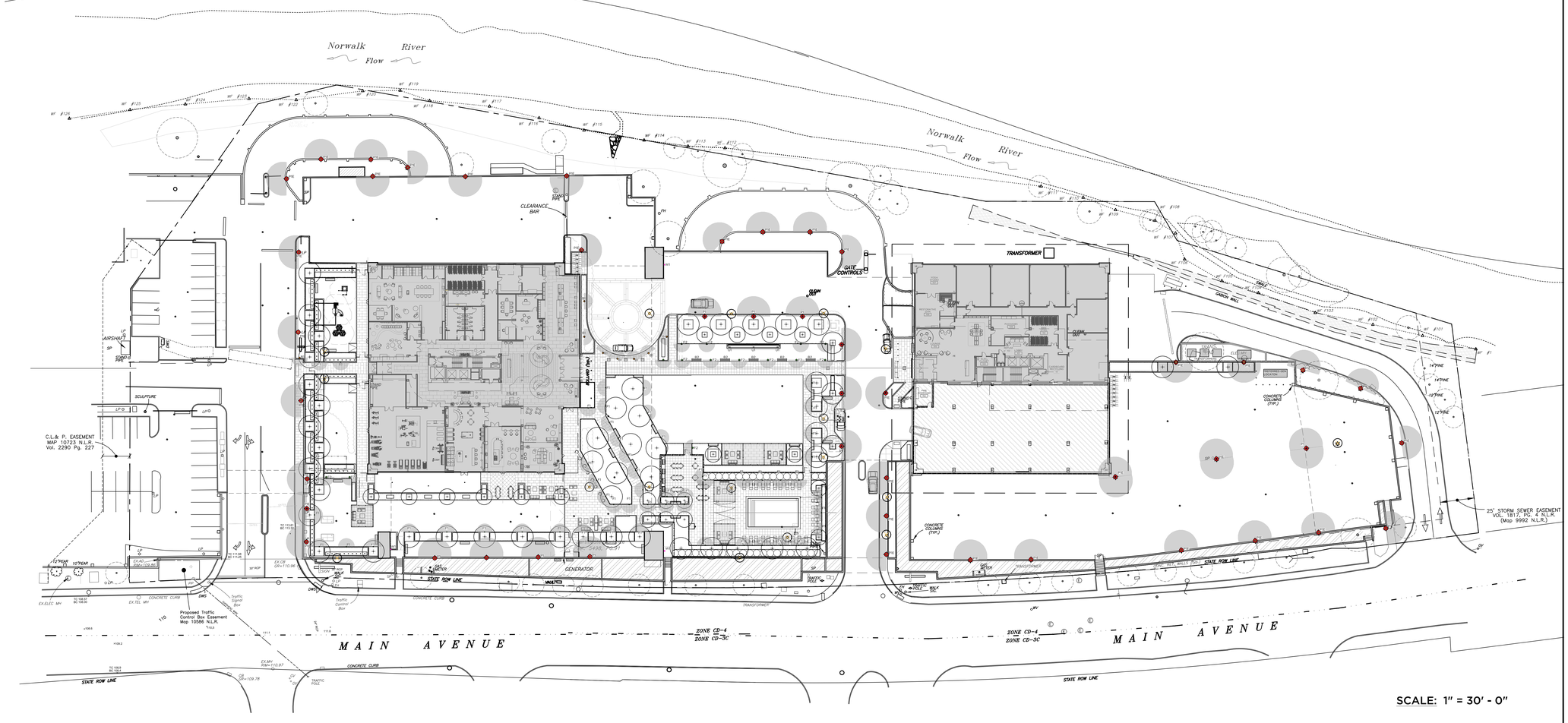
B1 - KIM PAVILION IMPACT
44" HEIGHT

F1 - BEGA RECESSED WALL LIGHT
MOUNTED 12" HEIGHT

F2 - FLEXA LIGHTING ELLE 6
24" HEIGHT

P1 - EXISTING POLE FIXTURE
12' MOUNTING HEIGHT

CONCRETE CUBES
30"x30"x24"



SCALE: 1" = 30' - 0"

LIGHTING SCHEDULE

QTY	SYMBOL	FIXTURE	MFR	MODEL#	SIZE	MATERIAL	FINISH	LUMINERE WATTS	LUMENS	MOUNT
12	LP	EXISTING POLE LIGHT TO BE REMOVED AND SALVAGED						NA		
7	P1	EXISTING SALVAGED LIGHT POLE MOVED TO HERE						NA		GROUND MOUNT POLE
	P1E	EXISTING LIGHT POLE TO REMAIN								
9	B1	BOLLARD LIGHT	KIM	PA7R-TBD-CHS-12L-020-3K7-42A-TBD-UNIV	44"H X 7" DIA	ALUMINUM ALLOY	POWDERCOAT	22	1841	GROUND MOUNT
5	B2	BENCH LIGHT	VOLT	SS-VHS-6719-25-BBZ-VER1	18"	BRASS	BRONZE	11	425	MOUNT UNDER BENCH
53	F1	STEP LIGHT	BEGA	33053	6.625"X 2.75" X 5"		POWDERCOAT	4.1	231	METAL PLANTER
13	F2	PATH LIGHT	FLEXA	ELLE 6 BLP-6-30-TBD				4.3	NA	GROUND MOUNT
2	S1	STRING LIGHT	VOLT	E26 BISTRO LIGHT 50FT - 30 BULBS	G45 BULB 1.75" X 2.75"			0.5	30(50)	STEEL CABLE
3	U1	UNDERWATER LIGHT	CIP	GTG9104A MCA170A 3C	6.7"DIA X 3"			12	960	FOUNTAIN POOL
3	W1	WALL MOUNTED	SEE ARCHITECTS PLAN							WALL MOUNTED

GRANOFF ARCHITECTS

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Structural:
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Greenwich, CT (203) 625-9460

Architect:
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United Spinal Association
102 Duane Road
Fort Totten, NY (718) 803-3782 x 7502

Fire Consultant:
Versteeg Associates
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Stamford, CT (649) 948-2110

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Middletown, CT (203) 712-1100

Pool Engineer:
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257 E. Veterans Highway
Jackson, NJ (732) 255-0231

Low Voltage:
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(203) 788-0814
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REVISIONS

#	DATE	REVISION DESCRIPTION	BY:

PHASE

PRELIMINARY - NOT FOR CONSTRUCTION

North

PROJECT NAME

MERRITT 7

101 MERRITT 7
NORWALK, CT 06851

JOB NO.: **25005**

DRAWN BY: **RB/JS** PROJ. MANAGER: **JG/SO**

DATE: **12/17/2025** SCALE: AS NOTED

DRAWING TITLE

SITE LIGHTING IMPROVEMENTS

DRAWING NO.

L03

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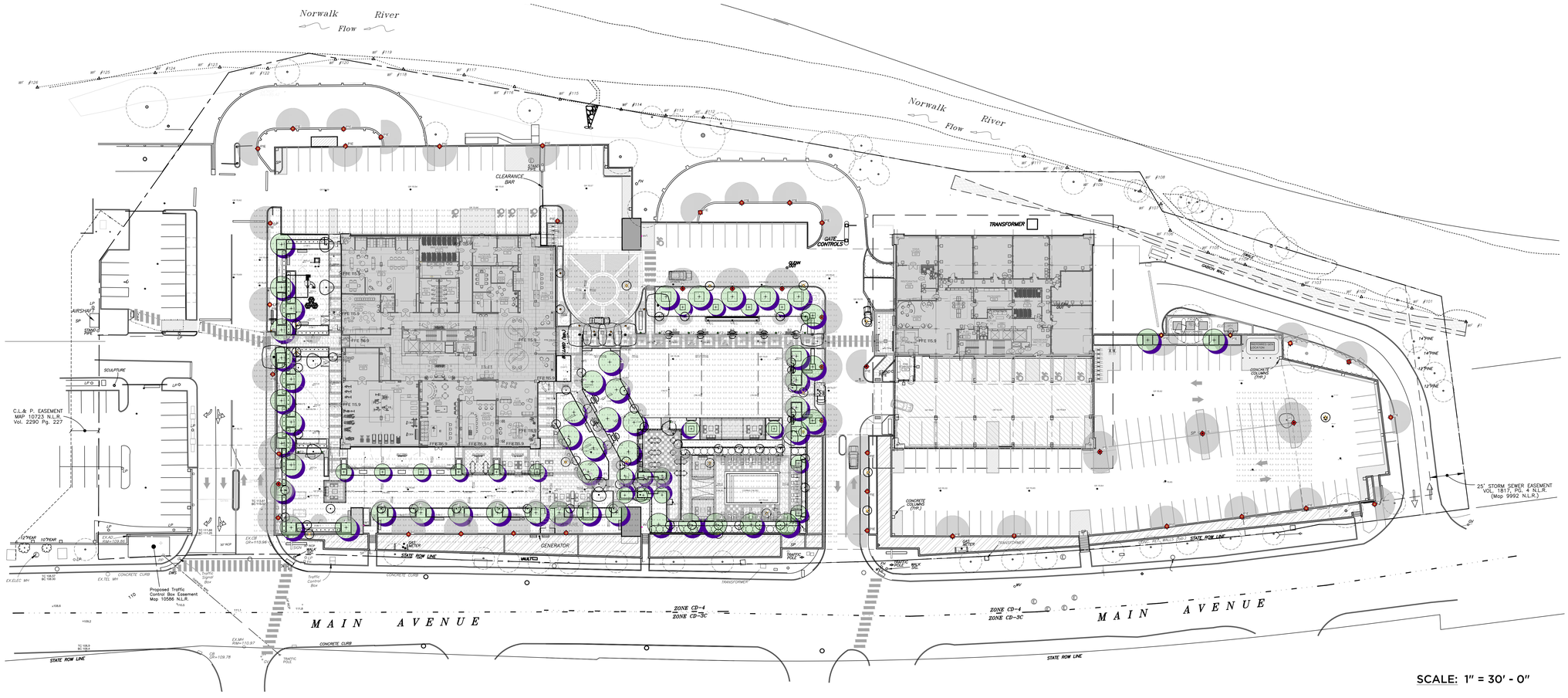
Luminaire Schedule							
Qty	Label	Luminaire Watts	Total Watts	Arrangement	LLF	Description	Tag
7	B1	21.73	152.11	Single	0.900	Kim PA7N-730x0N-SL-d20-3K7-d2x7-700-MV	
10	B2	N.A.	130	GROUP	0.900	Kim ACE-E-200-SW-IP67-7F7-1A7-1-DIM-WC	TOP @ 17ft's MTG
11	F1	43.92	472.12	Single	0.900	Lithi BLD2x3-17r700x-1-HOT4W-F35K90	
14	F2	4.3	210.2	Single	0.900	Thore EBr-E-FA3x7R0	
3	U1	0	0	Single	0.010	CP 07S010WMC417SNZ8	

Calculation Summary								
Label	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Height	
Site	Ft	0.41	109.1	0.0	N.A.	N.A.	0	

NOTE: PHOTOMETRICS SHOWN FOR PROPOSED LANDSCAPE LIGHTING PROVIDED BY ILLUMINATE, TO DEMONSTRATE THAT FOOT CANDLES DO NOT SPILL BEYOND PROPERTY LINE. CONTACT FOR FURTHER INFORMATION ON SPECIFICATIONS, COORDINATE CHANGES WITH OWNER, ARCHITECT AND LANDSCAPE ARCHITECT. EXISTING POLE FIXTURES TO REMAIN, RELOCATED OR REMOVED AS INDICATED ON SHEET L03



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(203) 788-0814
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REVISIONS

#	DATE	REVISION DESCRIPTION	BY:

PHASE

PRELIMINARY - NOT FOR CONSTRUCTION

North

PROJECT NAME

MERRITT 7

101 MERRITT 7
NORWALK, CT 06851

JOB NO.: **25005**

DRAWN BY: **RB/JS** PROJ. MANAGER: **JG/SO**

DATE: **12/17/2025** SCALE: AS NOTED

DRAWING TITLE

SITE LIGHTING PHOTOMETRICS

DRAWING NO.

L04

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CITY OF NORWALK
PLANNING & ZONING COMMISSION MINUTES
January 7, 2026

PRESENT: Chapin Bryce, Chair; Diana Lenkowsky; Louis Schulman; Tammy Langalis; Harvey Jones; Richard Roina; Ana Tabachneck (left the meeting at 7:40 pm); Nick Kantor; Galen Wells; Jacquen Jordan-Byron (after the roll call)

STAFF: Steve Kleppin; Bryan Baker; Amelia Williams

OTHERS: Atty Liz Suchy; Rob Metzgar; Tom Ryder; Lyle Fischell; Aleksandra Moch; Stuart Lane;

I. CALL TO ORDER

Mr. Bryce called the meeting to order at 6:01 p.m. It should be noted that this meeting was held on Zoom.com with participants calling in, separately.

II. ROLL CALL & SEATING OF ALTERNATES

Mr. Baker called the roll. Mr. Kleppin noted that there is a scam going around Connecticut towns where applicants are being asked to send money, via email, after an application has been approved. He advised applicants not to pay any money because the city is not sending them.

Mr. Bryce seated both Ms. Lenkowsky and Ms. Tabachneck at this meeting.

III. REVIEW AND ACTION ON APPLICATIONS

A. #2023-68 SP/MV/CAM – 24 Van Zant, LLC & P1 Motorcars – 24 Van Zant Street – Extension of time request for motor vehicle repair use within existing one-story building – Report & recommended action

Atty Liz Suchy said that an extension of time had been requested in 2025. The applicant was having an issue with applying for hte building permit. As soon as he could he would satisfy the requirements for this permit. She also explained that the site was not being used. This wasa the applicant's second request for an extension. She was asking for one year but could accept 6 months.

**** MR. SCHULMAN MOVED: THEREFORE, BE IT RESOLVED** by the Norwalk Planning and Zoning Commission, that application #2023-68 SP/MV/CAM - 24 Van Zant, LLC - 24 Van Zant Street - EXTENSION OF TIME REQUEST for six months for a proposed motor vehicle repair use within an existing one-story building be **APPROVED**.

Ms. Langalis seconded.
Chapin Bryce; Diana Lenkowsky; Louis Schulman; Tammy Langalis; Harvey Jones; Richard Roina; Ana Tabachneck; Nick Kantor approved.
No one opposed.
Galen Wells and Jacquen Jordan-Byron abstained.

B. #2025-92 CSPR – Thomas W. Thill – 13 Ridgewood Road – Construct a new single- family residence within the Coastal Area Management boundary – Report & recommended action

Ms. Williams began the presentation by noting that these applications used to be exempt from coastal site plan reviews but because of recent state legislation that was no longer the case.

Rob Metzgar, the architect on hte project, continued the presentation with a description of the house.

**** MS. LANGALIS MOVED: THEREFORE BE IT RESOLVED** that application #2025-92 CSPR – Thomas W. Thill – 13 Ridgewood Road – Construct a new single-family residence within the Coastal Area Management boundary be **APPROVED** subject to the following conditions:

1. That the building and site be developed in accordance with the following plans:

a. Per engineered site plan dated 8/13/2025 prepared by McChord Engineering Associates, Inc., Wilton, CT, revised per Staff comments

b. Per architectural plans dated 3/3/2025 prepared by Neil Hauck Architects, Darien, CT

c. Per zoning/location survey dated 12/8/2021 prepared by Walter H. Skidd - Land Surveyor LLC, Fairfield, CT, revised per Staff comments

2. That the driveway configuration be made compliant prior to issuance of any Zoning Permit; and

3. That all department sign-offs are obtained prior to issuance of any Zoning Permit; and

4. That all required soil sedimentation and erosion controls are in place prior to the start of any construction; and

5. That any additional needed soil sedimentation and erosion controls be installed at the direction of Staff; and

6. That any changes to the plans be reviewed by Staff prior to implementation; and

7. Nothing in this permit shall obviate the requirements for the applicant to obtain any other assents, permits or licenses required by law or regulation by the City of Norwalk, State of Connecticut, or the Government of the United States, including any approval required by the Connecticut Department of Environmental Protection and U.S. Army Corps of Engineers- obtaining such assents, permits or licenses is the sole responsibility of the applicant; and

BE IT FURTHER RESOLVED that this proposal complies with all applicable coastal resource and use policies and with all applicable sections of the Zoning Regulations for the City of Norwalk; and

BE IT FURTHER RESOLVED that these preceding conditions and modifications of this application are integral to the Commission's approval because, if not for those conditions and modifications, the Commission would have denied this application.

BE IT FURTHER RESOLVED that the effective date of this approval shall be January 16th, 2026.

You must obtain a zoning approval and a building permit prior to any work on the site.

Mr. Jones seconded.

At this point, the commissioners reviewed the resolution. Mr. Kleppin added that this new legislation was adding a burden to towns similar to Norwalk because these applications would now have to come before the Planning & Zoning Commission. There was also a discussion about having the garage in the back of the structure as well as the patio being impervious.

Chapin Bryce; Diana Lenkowsky; Louis Schulman; Tammy Langalis; Harvey Jones; Richard Roina; Ana Tabachneck; Nick Kantor; Galen Wells and Jacquen Jordan-Byron approved.
No one opposed.
No one abstained.

C. #2025-85 CSPR – LandTech – 95 Rowayton Avenue – Trenching landward of an existing Shoreline Flood and Erosion Control Structure (SFECS), and reconstruction of a deck – Report & recommended action

Tom Ryder, the engineer for the applicant, began the presentation by orienting the commissioners as to the location of the property on an aerial map. He showed them a picture of the sea wall which is in need of repair. He explained that they would replace the wall. They would also take down a deck and a shed. The design had been approved by the Army Corps of Engineers and the Connecticut Department of Energy and Environmental Protection (DEEP). Since the work was being done on the land side. They would be creating a trench. He explained why the application required the commission's review.

There was a discussion about the design of the bait shop next door. Ms. Williams also explained why the sea wall application was before the commission and that staff did not have further comments.

**** MS. LANGALIS MOVED: THEREFORE BE IT RESOLVED** that application #2025-85 CSPR – LandTech – 95 Rowayton Avenue – Trenching landward of an existing Shoreline Flood and Erosion Control Structure (SFECS), and reconstruction of a deck be APPROVED subject to the following conditions:

1. That the building and site will be occupied in accordance with the following plans:

a. Per plan set dated 9/5/2025 prepared by Sound Engineering Associates, Fairfield, CT; and

2. That any modifications to the approved plan be reviewed and approved by City Staff prior to implementing; and

3. That all required soil sedimentation and erosion controls (such as turbidity curtains) are in place prior to the start of any construction; and

4. That any additional needed soil sedimentation and erosion controls be installed at the direction of the Staff; and

5. Nothing in this permit shall obviate the requirements for the applicant to obtain any other assents, permits or licenses required by law or regulation by the City of Norwalk, State of Connecticut, or the Government of the United States, including any approval required by the Connecticut Department of Environmental Protection and U.S. Army Corps of Engineers- obtaining such assents, permits or licenses is the sole responsibility of the applicant; and

BE IT FURTHER RESOLVED that this proposal complies with all applicable sections of the Zoning Regulations for the City of Norwalk; and

BE IT FURTHER RESOLVED that these preceding conditions and modifications of this application are integral to the Commission's approval because, if not for those conditions and modifications, the Commission would have denied this application.

BE IT FURTHER RESOLVED that the effective date of this approval shall be January 16th, 2026.

You must obtain a zoning approval prior to any work on the site.

Mr. Schulman seconded.

At this point, the commissioners reviewed the resolution, but there were no comments or modifications.

Chapin Bryce; Diana Lenkowsky; Louis Schulman; Tammy Langalis; Harvey Jones; Richard Roina; Ana Tabachneck; Nick Kantor; Galen Wells and Jacquen Jordan-Byron approved.
No one opposed.
No one abstained.

D. #2025-84 CSPR – LandTech – 163 Gregory Boulevard – Retain a Shoreline Flood and Erosion Control Structure that was built without permits and construct a new residential dock – Report & recommended action

This was continued to the next Planning & Zoning Commission meeting.

E. #2025-71 CAM – Nicola Vona, High Street, LLC – 80 Main Street – Proposed Mixed- Use Addition to Residential Structure – Report & recommended action

Lyle Fischell began the presentation with a description of the project which would be a building with retail on the first floor and two floors of residential above it. There would be eight new units. He said that they would have to meet CAM requirements, although not near coastal resources. He explained the various buildings which would be constructed. One building would be connected to the existing structure. It is on a hill so there were complications with the site.

At this point, Mr. Bryce noted that for this application, Ms. Tabachneck would be seated, since Ms. Byron-Jordan had arrived after the roll call.

Mr. Fischell discussed the site plan. He also described the parking spaces and showed them pictures of the current site. He discussed how they were meeting ADA requirements. There was a discussion about wayfinding for the space. There was also a discussion about what had been previously approved and what the applicant was proposing. There was also a discussion about hte other private properties nearby. Mr. Fischell showed them the elevations of the buildings which had been revised. The public realm space is an existing space and available to the public. Access to it would be constructed upon approval of the application.

Mr. Kleppin discussed modifying the public realm space before the application was approved. Mr. Fischell said they would add benches and other amenities. He also said that the property owner does take care of the landscaping on the property. There was a discussion about how the public would get to this space since it was above street grade and behind the building. There was a discussion about the ADA access to this area. There was a discussion about exempting the applicant from the public realm since it did not seem to be conducive to it. Mr. Fischell suggested that the space would be used by those in the residential units. Mr. Kleppin said that they did not have the authority to exempt the applicant at this time. He did note that later in the agenda there would be a discussion on some amendments to the regulations, one of which could address this topic. He did agree that the topography of this property did not lend itself to a public realm space. He suggested a condition for the resolution that could be removed later if the commission decided to amend the regulation for the public realm space.

**** MS. WELLS MOVED: THEREFORE BE IT RESOLVED** that application #2025-71 CAM – 80 Main St., Vona – Proposed Mixed-Use Addition to Residential Structure be **APPROVED** subject to the following conditions:

1. That the building and site be developed in accordance with the following plans:

a. Per Improvement Location Survey, Parking Layout Plan (CE-1), Grading & Drainage Plan (CE-2), Utility Layout Plan (CE-3), Sediment & Erosion Control Plan (CE-4) and Emergency Vehicle Access Plan (CE-5), prepared by Kousidis Engineering, LLC, revised to 12.15.25.

b. Per Proposed First Floor Retail Plan/Existing Retail Plan (A.1), Proposed Second Floor Plan Residential (A.2), Proposed Third Floor Plan Residential (A.3), Proposed West (Front) Elevations (A.4), Proposed South & North Elevations (A.5), Proposed East Elevation (A.6) and Proposed Building Section/Proposed Use (A.7), prepared by Fishell Architecture, revised to 12.15.25.

2. That the foundation and siding materials and coloring be compliant with Article 4.3.1-H and as indicated on the South and North Elevations (A.4); and

3. That the commercial façade be revised to demonstrate compliance with the form-based window requirements.

4. That any changes to the plans be reviewed by Staff prior to implementation; and

5. Should any building façade material become damaged or deteriorated, the applicant and future owners shall repair the damage or deterioration within thirty (30) days' notice from the City; and

6. That a revised Workforce Housing Plan be submitted to Staff for review and approval; or, a fee paid for the fractional units added as part of this phase of the development; and

7. A revised landscape plan be submitted to staff for review and approval showing publicly accessible and functional public realm space, potentially including a stairway to the street, benches and other amenities; and

8. That all department sign-offs, including WPCA, Fire Marshal, are obtained prior to issuance of any Zoning Permit; and

9. Any additional utilities comply with location and screening requirements; and

10. All proposed and required accessible spaces be ADA compliant; and

11. Nothing in this permit shall obviate the requirements for the applicant to obtain any other assents, permits or licenses required by law or regulation by the City of Norwalk, State of Connecticut, or the Government of the United States, including any approval required by the Connecticut Department of Environmental Protection and U.S. Army Corps of Engineers- obtaining such assents, permits or licenses is the sole responsibility of the applicant.

BE IT FURTHER RESOLVED that this proposal complies with all applicable coastal resource and use policies and with all applicable sections of the Zoning Regulations for the City of Norwalk; and

BE IT FURTHER RESOLVED that the effective date of this approval shall be January 23rd, 2026.

Mr. Jones seconded.

At this point, the commissioners reviewed the resolution. Mr. Kleppin showed them language that he had added during the discussion with the applicant. There was a discussion about adding a staircase to the property. The applicant would be required to work with the Planning & Zoning Department staff.

Chapin Bryce; Louis Schulman; Tammy Langalis; Harvey Jones; Richard Roina; Nick Kantor; Galen Wells and Jacquen Jordan-Byron approved.
Ana Tabachneck opposed.
No one abstained.

F. #2025-79 SPR – Lofts M7 LLC – 101-201 Merritt 7 – Conversion of Office Buildings to Residential – Report & recommended action

This was continued to the next Planning & Zoning Commission meeting.

IV. PUBLIC HEARINGS

A. #2025-77 SUB – NIE Richards LLC – 210 Richards Avenue – Proposed three-lot subdivision – Public hearing, report & recommended action

Mr. Bryce opened the public hearing and explained how it would proceed.

Aleksandra Moch, the environmental consultant for the project, began the presentation by orienting the commissioners as to the lcoaiton of the property on an aerial map. She described the north and southern portions of the property. She then discussed how the property would be divided into three lots and that there would be a road through it. She also described the pervious and impervious surfaces, as well as the structures that would be constructed on each lot. She also discussed the sidewalk and stop signs, as well as the erosion controls during construction. She showed them the location of street trees.

There was a request for a rendering for the residences which Ms. Moch said was not available at this time. Wayne D'Vanzo said that the residences would be the same footprint and size which the owner of the property confirmed. He said he could show them renderings at a later date.

There was a discussion about two of the proposed structures being close together and whether they had full basements.

Mr. Bryce seated Ms. Lenkowsky on this application before the public began to comment on the applciaton. Mr. Bryce explained the procedure for public comment. There were no members of the public who spoke on it. Mr. D'Vanzo said that the stormwater management regulations had been met for this project.

**** MR. SCHULMAN MOVED: THEREFORE BE IT RESOLVED** by the Norwalk Planning & Zoning Commission that application #2025-77 SUB – NIE Richards LLC – 210 Richards Avenue – Proposed three-lot subdivision be **APPROVED** subject to the following conditions:

1. That the site shall be developed in accordance with the following plans:

    a. Per site plans entitled "Subdivision Map prepared for NIE Richards LLC" of 210 Richards Avenue prepared by Land Surveying Services, LLC, dated August 15, 2025, as modified within these conditions per comments from the Department of Public Works (DPW) and Transportation, Mobility, and Parking (TMP); and

    b. Per the plan entitled "Proposed Street Trees" for 210 Richards Avenue, prepared by Aleksandra Moch, Landscape Designer, dated November 24, 2025, provided that shade trees shall be planted no more than 30 feet apart and flowering trees shall be planted no more than 25 feet apart, subject to the location of driveways, cross streets, and walks; and

2. That any changes to the approved plans shall be submitted to the Commission's Staff (Staff) for review and approval prior to implementation. If any proposed changes are determined to be substantive, Staff shall refer the changes to the Commission for their review and approval prior to implementation; and

3. That the design of the proposed private road shall conform to the standards of the Norwalk Complete Streets Design Guide for Low Density Residential streets; and

4. That per TMP's memorandum dated November 4, 2025, the following modifications shall be made to the site plan:

    a. That a sidewalk and curb shall be constructed along the south side of the roadway (adjacent to proposed residences) connecting from the sidewalk along the east side of Richards Avenue to the driveway/access walk of the furthest rear lot (Lot #3); and

    b. That the sidewalk shall be at least five feet wide, and a three-foot-wide amenity zone (grassed/landscaped buffer strip) shall be between the sidewalk and curb; and

        i. That the dimensions of the sidewalk and amenity zone can be adjusted in coordination with TMP and Planning & Zoning (P&Z) Staff, if necessary; and

c. That the sidewalk shall be bituminous and curbing shall be concrete; and

d. That the proposed private road, labeled Lauren Court, approach to Richards Avenue shall be STOP-controlled and include a STOP sign, and 24" wide stop bar pavement marking, per City of Norwalk standard details; and

e. That the pedestrian access route along the east side of Richards Avenue crossing the proposed private road (Lauren Court) must include crosswalk markings and ADA/PROWAG-compliant pedestrian curb ramps, per City of Norwalk standard details; and

f. That the proposed private road (Lauren Court) approach to Richards Avenue must conform to the intersection sight distance standards outlined in the AASHTO "A Policy on Geometric Design of Highways and Streets" 7th Edition (2018) and the sight triangles for both directions from the approach shall be included on the roadway plans; and

5. That per DPW's memorandum dated November 5, 2025, the following modifications shall be made to the site plan:

a. That a Utility Plan shall be provided, which shall include the location of all existing utility mains, both in the property and the right-of-way, as well as the proposed location of the service connection(s), and all utility information such as pipe size, material, slopes, inverts, etc., for water, sewer, pumps and drainage infrastructure; and

b. That the sewer line shall be a minimum of three feet from the water line; and

c. That all elements proposed within the new right-of-way shall include additional callouts and corresponding construction details on the plans; and

6. That the applicant has acknowledged the following comments from DPW's November 5, 2025, memorandum:

a. That Richards Avenue is under a road moratorium and non-emergency excavation work is prohibited until October 9, 2026; and

b. That DPW shall be responsible for reviewing and approving each new lot's address; and

c. That any existing trees that are to be removed within the City's right-of-way that are eight inches or greater in caliper, shall require a tree removal permit and must be posted by the City's Tree Warden at least 10 days in advance, in accordance with City Code Chapter 112; and

7. That prior to the mylar map being filed on the land records, the applicant shall provide documentation that a fire hydrant is within 500 feet of each lot within the proposed subdivision; and

8. That this application shall comply with Section 3.41 of the City of Norwalk's Subdivision Regulations relating to guarantee of public improvements; and

9. That all erosion and sediment controls be installed and maintained prior to the start of any construction or site work and that additional controls be installed at the direction Staff; and

10. That any and all conditions required by Norwalk WPCA are applicable to this approval; and

11. That a Connecticut licensed engineer shall certify that all the required improvements, including any required off-site improvements, were installed to City standards prior to the issuance of a Certificate of Zoning Compliance (COZC); and

BE IT FURTHER RESOLVED that this application shall comply with all procedural requirements of the Norwalk Subdivision Regulations; and

BE IT FURTHER RESOLVED that this application complies with all applicable sections of the Norwalk Subdivision Regulations; and

BE IT FURTHER RESOLVED that the effective date of this action shall be January 16, 2026.

Ms. Wells seconded.

At this point, the commissioners reviewed the resolution. Mr. Baker noted changes he had made during the discussion. Mr. Schulman and Ms. Wells accepted the changes to it.

Chapin Bryce; Louis Schulman; Tammy Langalis; Harvey Jones; Richard Roina; Nick Kantor; Galen Wells; Diana Lenkowsky; Jacquen Jordan-Byron approved.
No one opposed.
No one abstained.

B. #2025-86 SP – The Mid Fairfield AIDS Project – 9 Moore Place – Special Permit application for a Boarding or Rooming House use – Public hearing, report & recommended action

Mr. Bryce opened the public hearing.

Stuart Lane, the executive director of The Mid Fairfield AIDS Project, first thanked the Planning & Zoning Department staff, as well as the commissioners. He described the non-profit which had been in existence since the 1980s. He said that they had purchased the 2 floor property about 14 years prior which was used as transitional housing. He dewscribed the services they provided to help homeless people and end homelessness. He said that they have an 80% rate of moving people into their own homes. He said that they now have 3 structures on the same property. He explained why they were applying for the rooming house permit.

There was a discussion about the type of program Mr. Lane's program was running. There was also a discussion about the rotation of residents. Mr. Lane said that a person could stay up to 36 months. They do not discharge anyone into the streets. There was a discussion about which agencies refer residents to them. There is no funding from the federal government. Mr. Kantor thanked Mr. Lane for his work and noted that there was a bingo that people could attend.

Mr. Bryce then opened the hearing to the public for comments. There were no members of the public who spoke on this application.

**** MS. TABACHNECK MOVED: THEREFORE, BE IT RESOLVED** by the Norwalk Planning & Zoning Commission, that application #2025-86 SP – The Mid Fairfield AIDS Project – 9 Moore Place – Special Permit application for a Boarding or Rooming House use be **APPROVED** subject to the following conditions:

1. That the site shall be developed in accordance with the following plans:

a. Per architectural drawings entitled "Proposed Floor Plans Renovations," prepared for Mid-Fairfield AIDS Project, 9 Moore Place, Norwalk, CT, and prepared by L.F. Garcia Architects, LLC, dated 12/30/13; and

2. That a certificate of special permit shall be filed on the Norwalk Land Records prior to the issuance of a zoning permit; and

3. That all conditions as required by the Norwalk Water Pollution Control Authority (WPCA) shall be applicable to this approval; and

4. That all conditions as required by the Norwalk Health Department shall be applicable to this approval; and

5. That all conditions as required by the Norwalk Department of Public Works (DPW) shall be applicable to this approval; and

6. That all conditions as required by the Norwalk Fire Marshal shall be applicable to this approval; and

7. That any revisions to the approved plans shall be submitted to Staff for review and approval prior to implementation, and that should any revisions be determined to be substantive by Staff, shall be submitted to the Commission for review and approval prior to implementation; and

BE IT FURTHER RESOLVED that the effective date of this action shall be January 16, 2026.

Mr. Jones seconded.

At this point, the commissioners reviewed the resolution.

Chapin Bryce; Louis Schulman; Tammy Langalis; Harvey Jones; Richard Roina; Nick Kantor; Galen Wells; Ana Tabachneck; Jacquen Jordan-Byron approved.
No one opposed.
No one abstained.

V. DISCUSSION

A. Additional Zoning Regulation Changes

Mr. Kleppin began the presentation by noting that changes would be made to the ADU regulations. Mr. Bryce asked that these be separate from other regulation changes when the commission was ready to vote on a resolution.

For the ADU regulations, there was a discussion about allowing an ADU in the side yard. There was a discussion about front setbacks. An ADU in the front might only be allowed in extreme circumstances. There was a discussion about site plan review applications. Mr. Kleppin said that they were trying to make the ADU process simple so that applicants did not have to appear before the ZBA and/or the Planning & Zoning Commission. There was also a discussion about differences between attached and detached structures on a single family lot. Mr. Kleppin understood that they could not

write the perfect regulation but was requesting the commission's feedback. There was also a discussion as to whether a site plan review or special permit was the appropriate regulation. There was a discussion about the size of the ADU and the frontage. There was a clarification about which applications would be over the counter zoning permits and which would need to come before the commission. There was a discussion about noticing neighbors that there would be another residence on the property. Mr. Kleppin said he would check with Corporation Counsel to see if the commission could require notice. There was also a discussion about differences between converting part of a house into an ADU versus creating a new structure. There was a discussion about the owner of the property living on the premises. There was a discussion about having a public hearing for the separate ADU regulations and educating the public as to the benefits of ADUs.

The next discussion was about changes to the regulations for the public realm. Mr. Kleppin described an application that had recently been approved which had required a public realm. He did not think it had helped the neighborhood. He descsribed the changes that staff was recommending if developments were not required to provide a public realm space.

The next discussion was about the city's arts and culture plan which would include living spaces for artists. Mr. Kleppin described the changes to the workforce housing regulations for these types of living spaces.

Mr. Kleppin described changes to band signs in the regulations. He also discussed a change to a defined term for Floor Area in connection with the ADUs. He then described changes to the regulations for "dormers." He also said that there would be a proposed new definition for "nursery" as well as discussing removing limitations to lot size and zone. He then discussed proposed changes to the regulations for patio. There was a discussion about proposed changes for the encroachment table for porches and stoops. He also discussed proposed changes to the definition of wet bar. He discussed proposed changes to allow the commission to authorize an outside peer review for applications in a village district. There was a further discussion about the public realm.

VI. ACCEPTANCE OF MINUTES

A. Regular Meeting: December 3, 2025

**** MR. SCHULMAN MOVED to approve the December 3, 2025 minutes.**
Ms. Langalis seconded.
Chapin Bryce; Diana Lenkowsky; Louis Schulman; Tammy Langalis; Harvey Jones approved.

No one opposed.
Jacquen Jordan-Byron; Galen Wells; Richard Roina abstained.

VII. COMMENTS OF DIRECTOR

Mr. Kleppin said that for the ADU regulations the staff would have pre-approved plans. They would hold a contest for plans submitted by architects which would be voted on by the city's residents. They would be approved as of right and expedite the process. There would be a credit for the architects whose plans would be used on the city's website.

VIII. COMMENTS OF COMMISSIONERS

Mr. Schulman asked about one of the city's forms that said there was a speaking limit of 3 minutes. It should have been deleted.

Ms. Langalis asked Ms. Williams to request from the applicant for a photo if the commissioners cannot see the property from a map or the road.

IX. ADJOURNMENT

Ms. Jordan-Byron made a Motion to Adjourn.
Ms. Langalis seconded.
Chapin Bryce; Diana Lenkowsky; Louis Schulman; Tammy Langalis; Harvey Jones; Richard Roina; Nick Kantor; Galen Wells; Jacquen Jordan-Byron approved.
No one opposed.
No one abstained.

The meeting was adjourned at 8:37 pm.

Respectfully submitted,
Diana Palmentiero