ECONOMIC AND COMMUNITY DEVELOPMENT
OF THE COMMON COUNCIL

125 East Avenue
P.O. Box 5125
Norwalk, CT 06856

TO: MEMBERS, ECONOMIC AND COMMUNITY DEVELOPMENT COMMITTEE OF THE COMMON COUNCIL

FROM: JOHN KYDES, CHAIRMAN

DATE: MARCH 31, 2022

RE: MEETING NOTICE

The next scheduled meeting of the Economic and Community Development Committee of the Common Council will be held on Thursday, April 7, 2022 at 7:00pm. To allow public access, anyone may access a meeting by telephone, Zoom, and/or the City of Norwalk YouTube channel. Specific instructions and links can be found at www.norwalkct.org/meetings.

Members of the public can call in and listen to a meeting. They will not be able to speak or see any of the meeting participants. Each meeting will use a unique Meeting/Webinar ID. Please find the information using the link above.

Members of the public who wish to provide "live comments" will need to register in advance and 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 called on by the host of the meeting during the public comment section. Please find the information using the link above.

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

Members of the public who wish to provide public comment are encouraged to submit those via email in advance of the meeting. For these comments to be read into the record, they should be submitted at least three hours in advance of the meeting start time. Please email Maritza Alvarado at malvarado@norwalkct.org to provide written public comment prior to the meeting.

ECONOMIC AND COMMUNITY DEVELOPMENT COMMITTEE OF THE COMMON COUNCIL
REGULAR MEETING
APRIL 7TH, 7:00PM
AGENDA

CALL TO ORDER

ROLL CALL

PUBLIC PARTICIPATION

I. ADMINISTRATION

A. Approval of the Minutes of March 3, 2022 Meeting.

II. NEW BUSINESS

A. FY2023 CAPITAL BUDGET

1. Approve the advancement of the FY2023 Capital Budget to the Common Council for approval.

B. PLANNING AND ZONING

1. Review of House Bill 5429: AN ACT CONCERNING TRANSIT-ORIENTED DEVELOPMENT. To allow for the as of right development of housing with a minimum overall gross density of fifteen dwelling units per acre located within a half-mile radius of any passenger rail or commuter rail station or any bus rapid transit station.

III. OLD BUSINESS

ADJOURNMENT

The next scheduled meeting of the Economic and Community Development Committee of the Common Council will be held on Thursday, March 3, 2022 at 7:00pm. To allow public access, anyone may access a meeting by telephone, Zoom, and/or the City of Norwalk YouTube channel. Specific instructions and links can be found at www.norwalkct.org/meetings.

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CITY OF NORWALK
ECONOMIC AND COMMUNITY DEVELOPMENT COMMITTEE
OF THE COMMON COUNCIL
REGULAR MEETING
MARCH 3, 2022
VIA TELECONFERENCE

ATTENDANCE: John Kydes, Chair; David Heuvelman; Thomas Livingston; Lisa Shanahan; Barbara Smyth; Darlene Young; Thomas Keegan (7:04 p.m.)

STAFF: Sabrina Church, Director Business Development and Tourism; Jim Travers and Garrett Bolella, TMP

OTHERS: Brian Bidoli, John Igneri; Kelly Bloom and Mary Peniston, Norwalk Redevelopment Agency; Eric Halvorsen, RKC Associates; Joe Balskus and Michael Goldenberg, VHB

CALL TO ORDER

Mr. Kydes called the meeting to order at 7:02 p.m.

ROLL CALL

Mr. Kydes called the Roll as indicated above.

PUBLIC PARTICIPATION

No members of the public wished to comment this evening.

I. ADMINISTRATION

A. Approval of the Minutes of February 3, 2022 Meeting.

** **MS. SHANAHAN MOVED TO APPROVE THE MINUTES AS PRESENTED**
** **MOTION PASSED UNANIMOUSLY**

Mr. Keegan joined the meeting at 7:04 p.m.

II. NEW BUSINESS

A. BUSINESS DEVELOPMENT & TOURISM

** **MR. LIVINGSTON MOVED TO AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE ANY AND ALL DOCUMENTS REGARDING THE 3-YEAR PARTNERSHIP WITH KIVA AND THE NATIONAL LEAGUE OF CITIES FOR A SMALL BUSINESS AND ENTREPRENEURSHIP LOAN PROGRAM ON A SOLE SOURCE PROCUREMENT BASIS INCLUDING A CONTRACTED STAFF POSITION IN AN AMOUNT NOT TO EXCEED $308,000. ACCOUNT: AMERICAN RESCUE PLAN ACT FUNDS**

Ms. Church reviewed the item. She said this is a grant funded position, but they needed to include the cost of benefits.

** **MOTION PASSED UNANIMOUSLY**

** **MR. LIVINGSTON MOVED TO AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE ANY AND ALL DOCUMENTS NECESSARY FOR THE CITY OF NORWALK TO APPLY, ACCEPT, AND/OR RECEIVE THE NLC KAUFFMAN FOUNDATION GRANT IN THE AMOUNT OF $15,000.**

Ms. Church reviewed the item. Mr. Kydes noted that the three year position will be paid through a grant. This position will be in house, rather than remote.

** **MOTION PASSED UNANIMOUSLY**

3. Economic Outlook Review & Presentation

Ms. Church presented the Economic Outlook dated March 3, 2022 and included in the meeting packet. Ms. Church said she will provide census information broken down by age and she will also provide information about new businesses coming into Norwalk, including the number of staff employed by each new business.

Mr. Keegan asked if the City has determined the optimal population. Ms. Church said there are constraints in place, but they do not have a specific number.

Mr. Kydes asked Ms. Church to revisit this presentation over the summer. Ms. Church said she would like to present an Economic Outlook on a more regular basis.

Ms. Young thanked Ms. Church.

B. COMMUNITY DEVELOPMENT BLOCK GRANT

1. Discussion on CDBG Funding

Mr. Bidoli explained that applicants gave a presentation and said they were fortunate enough to be able to accommodate all of the top requests with minor reductions. He added that he hopes they will receive additional funding so they can make the projects whole.

C. REDEVELOPMENT AGENCY

1. Webster Street Lot Update

Mr. Bidoli gave an update on the Webster Street lot. The received bids from seven firms and there has been a lot of community engagement taking place. They are in the process of identifying three firms that will move to the RFP stage.

2. SoNo TOD Plan presentation

Mr. Bidoli introduced Mr. Schwartz who walked the committee through the South Norwalk TOD plan. He said they received community input. Mr. Halvorsen provided the marketing analysis and Mr. Goldenberg gave an overview of the future buildout.

Ms. Young thanked the presenters and said they did a great job with the community meetings. She noted that parking is a big issue in South Norwalk and needs to be paid attention to. She asked if there will be enough parking, because of the development of all the new apartments. She said she hoped they would take that into consideration.

Mr. Goldenberg presented the location of the transitway and walked the Committee through the options. Mr. Schwartz presented development concepts for phase 1 and phase 2. Mr. Balskus presented the transportation and mobility plan.

The next step is to finalize and release the draft and obtain public comment. Mr. Livingston asked for copies of the presentation.

Ms. Peniston asked if there was a way to calculate how the traffic patterns will look in Norwalk. Mr. Balskus said the traffic will increase, but not as much, because it is near the train station. Mr. Bidoli added that they are looking to minimize and mitigate traffic. Ms. Peniston said she believed the benefits are important to articulate.

Ms. Young noted that part of the design shows parts of the sidewalk are widened. She asked if there was an opportunity to make some of the streets one way. She added that she was curious to know what the Spinnaker design looks like. Mr. Travers said they will continue to be in touch as they get additional information. Ms. Young expressed her thanks for this report and added hat the residents in District B are pleased and feel heard.

D. TRANSPORTATION, MOBILITY & PARKING

** **MR. LIVINGSTON MOVED TO AUTHORIZE MAYOR HARRY W. RILLING TO AMEND THE AGREEMENT BETWEEN THE CITY OF NORWALK AND FUSS & O'NEILL FOR DESIGN SERVICES FOR THE WALL STREET CORRIDOR IMPROVEMENT, PROJECT NO. 4149. FOR AN AMENDMENT AMOUNT OF $49,500., WITH A REVISED TOTAL AGREEMENT AMOUNT NOT TO EXCEED $399,500. ACCOUNT 0920-4120-5777-C0649**

Mr. Travers reviewed the project to reimagine Wall Street and said Mr. Bolella will be the Project Manager. He said they heard from the community and had their full support with the plans. He noted that they are 1,000% committed to making this happen.

Mr. Bolella walked the Committee members through a high level concept plan. Mr. Heuvelman asked about a cross walk. Mr. Travers said they looked at a raised cross walk and introducing something uniquely to Norwalk. They want to work with the community to create a cross walk with flair that will create a comfortable connection for residents.

Ms. Smyth asked about the plaza at the foot of High and Knight Streets. Mr. Travers said the are fixing that by pulling out the island as far as they can.

Mr. Livingston commented Mr. Travers and Mr. Bolella. Mr. Travers said they are committed to a consistent corridor and a stronger, connected network to make a more walkable community.

Mr. Keegan asked if there were any concerns about truck turns. Mr. Travers said they run truck turn templates and there should be no problems.

Ms. Shanahan said she was excited to see this investment in the Wall Street area. Mr. Travers said they are very committed to community engagement.

Mr. Heuvelman thanked Mr. Travers and Mr. Bolella and expressed appreciation for the work they have done since arriving in Norwalk and looking at this as a unit. Mr. Bolella noted that at the last Parking Authority meeting, they discussed improvements to the Yankee Doodle Parking Garage.

Mr. Kydes thanked Mr. Travers and Mr. Bolella.

III. **OLD BUSINESS**

There was no old business discussed this evening.

ADJOURNMENT

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

There was no further business, and the meeting was unanimously adjourned at 9:31 p.m.

Respectfully submitted,

Rosemarie Lombardi
Telesco Secretarial Services

CITY OF NORWALK
Harry W. Rilling
Mayor
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P: 203-854-7294 / F: 203-854-7939

Norwalk City Hall
125 East Avenue, PO BOX 5125
Norwalk, CT 06856-5125

March 14, 2022

Members of the Board of Estimate and Taxation
Members of the Common Council
Members of the Planning & Zoning Commission
City of Norwalk

My fellow residents:

In accordance with the City Code, I have completed my review and herewith transmit my recommendations for the FY 2022-2023 Capital Budget and recommend a total capital budget of $40,996,040. Of the total recommended amount, $1,012,500 will be financed from grants and other non-general fund sources, leaving a balance to be financed and repaid from the General Fund of $39,983,540. This total recommendation is $290,449 greater than the Finance Department's recommendation, and $342,500 less than the Planning Commission's recommendation.

My Capital Budget recommendation reflects my continued commitment to investing in our schools, infrastructure and parks while enhancing walkability, livability, and protecting our natural resources and environment.

It's important to note that the approved Capital Budget project does not appear on our debt service repayments immediately. Each individual project takes time to complete and is accompanied with a prudent plan. We are cognizant of balancing the critical investment needs of our community while also being mindful of finalizing a budget that allows our community to live within our means.

The following pages have full detail of the changes that differ from the Chief Financial Officer and/or Planning and Zoning Commission recommendations. I did, however, want to provide further details to you on certain projects.

Education:

While the Planning and Zoning Commission recommended $500,000, I am recommending $1 million for instructional technology needs, replacing analog with digital resources because our students need access to a digital world-class education.

I am also recommending $600,000 for the enhancement to school security to ensure we continue to prioritize school safety. It's important that we provide our schools, students, and educators with the resources they need as they continue to demonstrate resilience and overcome every obstacle during this ongoing pandemic.

Livability:

I am recommending $6 million for the pavement management program and $715,000 for the West Cedar Street Bridge to ensure that there are dedicated resources focused on the City's transportation challenges and solutions. Our goal is to make Norwalk's transportation system safe, sustainable, accessible, and equitable. We want to connect people to their community and help build a strong economy.

I am also recommending nearly $360,000 for affordable housing. Norwalk must be a community that is affordable to all families. This investment is essential to securing funding that will speed up critical development around affordable housing in our community.

There are several other initiatives that I did not recommend funding including green infrastructure, coastal resiliency, drainage, and stormwater because those projects will be paid for through federal grants covered by the American Rescue Plan Act.

Walkability:

I am recommending over $2.5 million for improvements towards our city's sidewalks, curbs, and crosswalks. Investments to increase access to sidewalks, curbs and crosswalks represent support for a community that encourages active mobility among residents and increases their quality of life.

I am also recommending $50,000 for Norwalk River Valley Trail and $50,000 for tree planting, in addition to the $900,000 being funded by the American Rescue Plan Act. Improvements to the Norwalk River Valley Trail and increased tree planting create greater vibrancy within our community that adds value to resident's overall well-being.

Parks and Enjoying the Outdoors:

I am recommending $410,000 for school and park playgrounds, $600,000 for Veteran's Park dock improvements, $160,000 for Veteran's Park basketball courts, $560,000 for Casagrande Field's new track, $425,000 for Irving Freese Park, $150,000 for athletic fields, and $250,000 for Oyster Shell Park. Throughout the pandemic, we've appreciated the value of parks and green spaces more than ever. These projects and spaces are critical for our young people's physical and emotional development and help expand equity across our community.

I am also recommending $1.8 million for Calf Pasture Beach to improve resident access to one of the most precious resources in our community.

Library:

I am recommending $208,000 for the SoNo Branch Library, an important community asset that will continue to benefit residents. Community libraries are a vital part of Norwalk and help close the digital gap by providing residents with access to critical resources.

Arts and Culture:

I am recommending $3 million for the Lockwood-Mathews Mansion, meeting their request and will revisit an additional investment of $3 million within the FY 2023-2024 Capital Budget. It remains important to continue to support this National Historic Landmark.

I am also recommending $150,000 for Streetscape improvements, $100,000 for the Public Art Inventory program, $50,000 for the Arts in Public Places program and $10,000 to the Historical Society' Museum Collection.

Wall Street:

I am recommending $675,000 to the Wall Street corridor. These projects are essential to help increase the vibrancy of Wall Street.

My Capital Budget recommendation reflects the City of Norwalk's ongoing priorities and commitment to serving our residents during these challenging times. I am grateful for the effort made by the departments and Planning and Zoning Commission for their reviews and recommendations. We are once again investing in the people within our community: schools, infrastructure, parks, and educational resources all benefit residents and make Norwalk a community that everyone wants to live in. My budget recommendations strike a balance between the needs of the community while also limiting taxes on residents.

Respectfully submitted,

Harry W. Rilling

Mayor Harry W. Rilling

City of Norwalk and NPS/Board of Ed

Dept Requested & CFO Recommended FYE 2023 Capital Budget

Ver #9 Mar 07, 2022 01:30PM

Division	Proj ID	available	Rank	ProjectName	FYE 2022 council approved	FYE 2023 Department Request	FYE 2023 Department Revenue	FYE 2023 Request Net of Revenue	FYE 2023 CFO Recommend	FYE 2023 P&Z Recommend	CFO comment	P&Z comment
FINANCE DEPT	NEW	-		OFFICE SPACE SECURITY MODIFICATION	-	70,000	-	70,000	70,000	70,000		
FINANCE DEPT	C0375	34,869	1	INFORMATION TECHNOLOGY PROJECTS	1,210,281	683,770	-	683,770	683,770	683,770		
FINANCE DEPT Total		**34,869**			**1,210,281**	**753,770**	**-**	**753,770**	**753,770**	**753,770**		
COMMUNITY SVCS	NEW	-	1	ADA COMPLIANCE	-	80,000	-	80,000	80,000	80,000		
COMMUNITY SVCS	C0548	-	1	NORWALK NEWSPAPER DIGITIZATION	38,000	33,000	-	33,000	33,000	33,000		
COMMUNITY SVCS	C0605	3,915	2	SONO BRANCH REPURPOSING	58,579	207,949	-	207,949	-	207,949	Hold -- Confirmed with Purchasing that RFP was issued	Recommend approval -- Important community asset w/ benefit to the community
COMMUNITY SVCS	NEW	-	3	TECHNOLOGY UPGRADES	-	15,100	-	15,100	15,100	15,100		
COMMUNITY SVCS	NEW	-	4	LIBRARY VAN	-	42,816	-	42,816	-	-	Not approved, coordinate with Fleet Services	
COMMUNITY SVCS Total		**3,915**			**96,579**	**378,865**	**-**	**378,865**	**128,100**	**336,049**		
POLICE & COMB DISP	C0665	428,993	1	CARS & VANS	981,252	719,877	-	719,877	550,377	550,377	reduced to eliminate 3 unmarked Explorers	
POLICE & COMB DISP	NEW	-	3	FARO 360 SCANNER	-	110,000	-	110,000	110,000	110,000		
POLICE & COMB DISP Total		**428,993**			**981,252**	**829,877**	**-**	**829,877**	**660,377**	**660,377**		
FIRE DEPARTMENT	C0437	-	1	APPARATUS REPLACEMENT	-	1,350,000	-	1,350,000	1,350,000	1,350,000		
FIRE DEPARTMENT	NEW	-	2	REFURBISHED FIRE BOAT/MATCHING FUNDS	-	60,000	-	60,000	60,000	60,000		
FIRE DEPARTMENT	C0385	-	3	BUILDING REPAIRS VARIOUS STATIONS	18,290	87,500	-	87,500	87,500	87,500		
FIRE DEPARTMENT	C0486	-	4	VEHICLES	206,737	75,000	-	75,000	75,000	75,000		
FIRE DEPARTMENT	NEW	-	5	Station 5 Roof Replacement	-	55,000	-	55,000	55,000	55,000		
FIRE DEPARTMENT	NEW	-	6	LADDER TRUCK REFURBISHMENT	-	117,000	-	117,000	117,000	117,000	Undercarriage corrosion, refurb before failure	
FIRE DEPARTMENT Total		**-**			**225,027**	**1,744,500**		**1,744,500**	**1,744,500**	**1,744,500**		
ECD	C0792	17,750	1	ARTS IN PUBLIC PLACES PROGRAM	44,750	50,000	-	50,000	50,000	50,000		
ECD	NEW	-	3	PUBLIC ART INVENTORY	-	100,000	-	100,000	100,000	100,000		
ECD	C0773	23,139	1	Small Business Main Street Program	193,062	150,000	-	150,000	150,000	150,000		
ECD	C0806	-	1	STREETSCAPE IMPROVEMENTS	150,000	150,000	-	150,000	150,000	150,000		
ECD	NEW	-	1	Plotter	-	9,955	-	9,955	9,955	9,955		
ECD	NEW	-	1	FLEET EQUIPMENT	-	70,000	-	70,000	-	-	re-assess after OpBud final	
ECD	C0800	-	10	WALL STREET CORRIDOR IMPROVE (PHASE I, II, & III)	350,000	250,000	-	250,000	250,000	250,000		
ECD	C0777	50,000	11	NORWALK RIVER VALLEY TRAIL	100,000	50,000	-	50,000	50,000	50,000		
ECD	C0581	29,750	12	PROTECTED CROSSWALKS	60,937	30,000		30,000	30,000	30,000		
ECD	NEW	-	13	PEDESTRIAN CROSSWALK - 40 CROSS ST.	-	35,000	-	35,000	35,000	35,000		
ECD	C0776	25,184	14	GEORGE AVENUE SIDEWALKS	40,000	60,000	-	60,000	-	-	Not approved	
ECD	NEW	-	15	AUTONOMOUS SHUTTLE PILOT	-	50,000	-	50,000	-	-	Not approved	
ECD	NEW	-	2	ROADWAY DESIGN & RECONSTRUCTION	-	250,000	-	-	250,000	250,000		
ECD	C0232	82,709	3	TRAFFIC SIGNAL EQUIPMENT	1,572,010	600,000	-	600,000	-	-	Not approved	
ECD	NEW	-	4	GREGORY BLVD AT 5TH ST/MARVIN ST/CALF PASTURE ROAD INTER IMPROVEMENTS	-	1,610,000	-	1,610,000	-	-	Not approved, on hold	
ECD	C0649	9,131	5	NEW SIDEWALK CONSTRUCTION	250,000	250,000	-	250,000	250,000	250,000	requested every year, $50k for study w/ DPW, $200k const	
ECD	C0528	-	6	TRAFFIC SYSTEM ENHANCEMENT	87,650	50,000	-	50,000	50,000	50,000	Optics for safe crossing (flashers)	
ECD	C0599	20,000	7	SEAVIEW AVENUE CORRIDOR IMPROVEMENTS	200,000	50,000	-	50,000	50,000	50,000	Not approved	
ECD	C0441	20,897	8	SAFE ROUTES TO SCHOOL	727,165	250,000	-	250,000	250,000	250,000		
ECD	NEW	-	9	EAST AVE/EAST WALL ST/PARK ST/MORGAN AVE INTERSECTION	-	250,000	-	250,000	-	-	Not approved	
ECD	C0562	97,493	N/A	PAVEMENT MARKINGS & SIGNAGE	399,581	-	-	-	-	-		
ECD	C0775	1,950	N/A	HUNT STREET/ WITCH LANE SIDEWALKS	50,000	-	-	-	-	-		

City of Norwalk and NPS/Board of Ed

Dept Requested & CFO Recommended FYE 2023 Capital Budget

Ver #9 Mar 07, 2022 01:30PM

Division	Proj ID	available	Rank	ProjectName	FYE 2022 council approved	FYE 2023 Department Request	FYE 2023 Department Revenue	FYE 2023 Request Net of Revenue	FYE 2023 CFO Recommend	FYE 2023 P&Z Recommend	CFO comment	P&Z comment
ECD	C0802	-	1	ENTREPRENEURSHIP MICROGRANT PROGRAM	50,000	-	-	-	-	-		
ECD	NEW	-	2	ARTS AND CULTURE PLAN	-	50,000	-	50,000	-	-	Not approved	
ECD	C0186	5,020	01	L-M MANSION CODE & REPAIR	2,719,708	6,000,000	-	6,000,000	6,000,000	6,000,000	$5m from state, this is city amt	Reiterate approval -- renovations and repairs to important city asset
ECD	C0430	-	02	SMITH STREET BUILDINGS	110,003	125,000	-	125,000	-	-	Not approved	
ECD	C0521	87,500	03	ADA ACCESS MILL HILL & MASTER	202,435	18,000	-	18,000	18,000	18,000		
ECD	C0533	824	04	MUSEUM COLLECTION	15,320	10,000	-	10,000	10,000	10,000		
ECD	C0294	-	05	CEMETERY SITE WORK	11,957	10,000		10,000	10,000	10,000		
ECD	C0549	2,462	06	LOCKWOOD HOUSE - ADA	122,793	-	-	-	-	-		
ECD	C0574	-	07	WPA MURALS	77,208	-	-	-	-	-		
ECD	C0288	-		AFFORDABLE HOUSING	250,000	359,389	-	359,389	359,389	359,389		
ECD	NEW	-		SONO TRAIN STA ROADWAY & INFRASTRUCTURE IMPROVE	-	3,000,000	-	3,000,000	3,000,000	3,000,000	City amount, $11.8m project, $6m DCD, Spinnaker balance	
ECD	NEW	-		FUNDS FOR MATCH OF DECD $3M GRANT FOR STREETSCAPE AND ROADWAY IMPROVEMENTS -WEST AVE, QUINCY, ORCHARD, BUTLER STREETS	-	1,100,000	-	1,100,000	1,100,000	1,100,000		
ECD Total		**478,009**			**7,929,052**	**14,987,344**	-	**14,737,344**	**12,172,344**	**12,172,344**		
OPERATIONS AND PW	NEW	-	1	Salt Shed Door Replacement	-	174,441	-	174,441	75,000	75,000	lesser quality door (aluminum vs. stainless steel)	
OPERATIONS AND PW	C0515	-	1	TRUCK SCALE REPLACEMENT	224,888	250,000	-	250,000	250,000	250,000		
OPERATIONS AND PW	C0315	47,496	A1	BRIDGE REPAIRS	1,759,626	200,000	-	200,000	200,000	200,000		
OPERATIONS AND PW	C0617	-	A2	STRUCTURAL INSPECTION / REPAIRS	109,948	35,000	-	35,000	35,000	35,000		
OPERATIONS AND PW	C0642	95,541	A3	WEST CEDAR STREET BRIDGE	4,173,319	715,000	532,000	183,000	715,000	715,000		
OPERATIONS AND PW	C0021	1,494,191	B1	PAVEMENT MANAGEMENT PROGRAM	8,014,312	7,000,000	-	7,000,000	5,000,000	5,000,000		
OPERATIONS AND PW	C0318	481,610	B2	SIDEWALKS AND CURBS	3,942,713	3,500,000	-	3,500,000	2,000,000	2,000,000		
OPERATIONS AND PW	C0503	75,203	B3	FOOTPATH REPLACEMENT	275,203	300,000	-	300,000	-	-	Not approved	
OPERATIONS AND PW	C0302	54,105	B4	GENERAL DRAINAGE	595,558	500,000	-	500,000	-	500,000	ARPA 5.6 -- this is for materials (catch basins etc)	Funding of this initiative is important to long term sustainability of the community
OPERATIONS AND PW	C0425	264,377	C3	STORMWATER MANAGEMENT PLAN	303,529	837,000	-	837,000	-	837,000	ARPA 5.6	Funding of this initiative is important to long term sustainability of the community
OPERATIONS AND PW	NEW	-	C5	COASTAL RESILIENCY	-	350,000	-	350,000	-	350,000	ARPA 5.6	Funding of this initiative is important to long term sustainability of the community. Major part of POCD
OPERATIONS AND PW	C0233	5,968	D1	TREE PLANTING DPW	76,109	200,000	-	200,000	-	-	ARPA	
OPERATIONS AND PW	C0471	38,928	E1	EAST AVENUE ROADWAY & BRIDGE RECONSTRUCTION	2,273,501	2,000,000	-	2,000,000	2,000,000	2,000,000	City pays for underground utils	
OPERATIONS AND PW	C0234	650,542	E2	GRANT LOCAL MATCHING FUNDS	3,810,213	450,000	-	450,000	450,000	450,000	For applying where there is a % split with another party	
OPERATIONS AND PW	NEW	-	E3	INFRASTRUCTURE REINVEST (CAPITAL RESERVE)	-	100,000	-	100,000	100,000	100,000		
OPERATIONS AND PW	NEW	-	E4	RIGHT-OF-WAY USE POLICY STUDY	-	75,000	-	75,000	-	-	On hold, check with CCM / other towns	
OPERATIONS AND PW	NEW	-	E5	STATE PROJ NON-PARTICIPANT CITY STANDARD AMENITIES	-	200,000	-	200,000	200,000	200,000		
OPERATIONS AND PW	NEW	-	E6	WALL ST AREA SIDEWALK & HISTORIC STREET LIGHT PROJ	-	425,000	-	425,000	-	425,000	on hold, LOTCIP - this is for Mill Hill portion (closer to green)	Project is essential to support economic growth and add vibrancy to Wall Street
OPERATIONS AND PW	NEW	-	E7	ELIZABETH ST STREETSCAPE & UNDERGROUND UTILITY PROJECT	-	200,000	-	200,000	200,000	200,000		
OPERATIONS AND PW	NEW	-	E8	CONVERSION OF AERIAL TO UNDERGROUND UTILITIES	-	1,000,000	-	-	-	-	on hold	
OPERATIONS AND PW	NEW	-	E9	GREEN INFRASTRUCTURE	-	250,000	-	250,000	-	-	ARPA	

City of Norwalk and NPS/Board of Ed

Dept Requested & CFO Recommended FYE 2023 Capital Budget

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Division	Proj ID	available	Rank	ProjectName	FYE 2022 council approved	FYE 2023 Department Request	FYE 2023 Department Revenue	FYE 2023 Request Net of Revenue	FYE 2023 CFO Recommend	FYE 2023 P&Z Recommend	CFO comment	P&Z comment
OPERATIONS AND PW	C0313	-	1	FLEET REPLACEMENT	546,991	995,000	-	995,000	995,000	995,000	awaiting fleet inventory / rolling stock plan (Hybrid / EV)	
OPERATIONS AND PW	C0439	221,940	H01	CITY HALL REPAIRS & IMPROVEMENTS	907,706	235,000	-	235,000	235,000	235,000		
OPERATIONS AND PW	C0476	21,685	H02	VARIOUS CITY BLDG REPAIRS	75,097	50,000	-	50,000	50,000	50,000		
OPERATIONS AND PW	C0137	17,300	H03	POLICE FACILITIES	501,559	50,000	-	50,000	50,000	50,000		
OPERATIONS AND PW	C0119	(100,324)	H04	PUBLIC WORKS CENTER IMPROVEMENTS	(69,220)	95,000	-	95,000	95,000	95,000		
OPERATIONS AND PW	C0266	-	H05	NATHANIEL ELY IMPROVEMENTS	300,691	275,000	-	275,000	-	-	Not approved	
OPERATIONS AND PW	C0327	1,408	H06	VARIOUS BLDGS ENERGY CONSERVATION	29,400	25,000	-	25,000	25,000	25,000		
OPERATIONS AND PW	C0295	-	H09	BEN FRANKLIN IMPROVEMENTS	66,337	120,000	-	120,000	120,000	120,000		
OPERATIONS AND PW	C0543	4,060	H11	ENVIRONMENTAL REMEDIATION	22,291	20,000	-	20,000	20,000	20,000		
OPERATIONS AND PW	NEW	-	H12	ROOSEVELT CENTER IMPROVEMENTS	-	20,000	-	20,000	-	-	Not approved	
OPERATIONS AND PW	C0645	-	H15	HEALTH DEPARTMENT	63,784	38,000	38,000	38,000	38,000	38,000		
OPERATIONS AND PW	C0364	5,791	01	SCHOOL & PARK PLAYGROUNDS	176,827	410,000	-	410,000	410,000	410,000		
OPERATIONS AND PW	C0486	-	02	VEHICLES	206,737	396,000	-	396,000	276,000	276,000	Backhoe eliminated	
OPERATIONS AND PW	C0365	46,748	03	CALF PASTURE BEACH	1,030,888	1,800,000	-	1,800,000	1,800,000	1,800,000		
OPERATIONS AND PW	C0321	43,750	04	BASKETBALL & TENNIS COURTS	678,929	235,000	-	235,000	160,000	160,000	Vets Park basketball only	
OPERATIONS AND PW	C0367	-	06	VETERANS PARK	813,309	750,000	150,000	600,000	750,000	750,000		
OPERATIONS AND PW	C0771	29,624	07	ATHLETIC FIELDS	82,724	150,000	-	150,000	150,000	150,000		
OPERATIONS AND PW	NEW	-	08	CASAGRANDE FIELD	-	560,000	-	560,000	560,000	560,000	new track	
OPERATIONS AND PW	C0370	4,329	09	TREE PLANTING	121,906	50,000	-	50,000	50,000	50,000		
OPERATIONS AND PW	C0131	-	11	BACKSTOPS AND FENCING	63,669	50,000	-	50,000	50,000	50,000		
OPERATIONS AND PW	C0658	32,605	12	BROAD RIVER BASEBALL COMPLEX	2,558,653	2,500,000	-	2,500,000	-	-	ok to push out one year	
OPERATIONS AND PW	NEW	-	13	OYSTER SHELL PARK	-	600,000	-	600,000	250,000	250,000	no electric	
OPERATIONS AND PW	C0588	-	14	PAVING SIDEWALK PROJECTS	54,135	50,000	-	50,000	50,000	50,000		
OPERATIONS AND PW	C0657	-	15	IRVING FREESE PARK	220,000	425,000	-	425,000	425,000	425,000		
OPERATIONS AND PW	C0372	-	16	OPEN SPACE FUND	411,686	50,000	-	50,000	50,000	50,000		
OPERATIONS AND PW	C0361	800,702	1	COLLECTIONS SYSTEM REHABILITATION	9,277,088	3,000,000	-	3,000,000	3,000,000	3,000,000		
OPERATIONS AND PW Total		**5,190,621**			**59,418,391**	**31,710,441**	**720,000**	**30,028,441**	**20,834,000**	**22,946,000**		
BOARD OF EDUCATION	C0537	-	3	ENHANCEMENT TO SCHOOL SECURITY	236,996	600,000	-	600,000	-	-	on hold until study complete	
BOARD OF EDUCATION	C0562	97,493	4	AIR CONDITIONING PROGRAM	399,581	500,000	-	500,000	500,000	500,000		
BOARD OF EDUCATION	C0609	387	5	CURRICULUM MATERIALS & TEXTBOOKS	796,369	200,000	-	200,000	100,000	100,000		
BOARD OF EDUCATION	C0112	59,323	6	INSTRUCTIONAL TECHNOLOGY	66,544	1,420,900	-	1,420,900	500,000	500,000		P&Z reiterates support of $500k recommended, improve tech and replace analog with digital
BOARD OF EDUCATION	C0587	31,837	7	CAPITAL REPAIRS AND REPLACEMENT	169,734	250,000	-	250,000	100,000	100,000		
BOARD OF EDUCATION	C0789	17,268	8	FUEL TANK REPLACEMENT	1,206,098	400,000	292,500	107,500	-	-	On hold	
BOARD OF EDUCATION	C0623	71,832	9	DISTRICT VEHICLES	100,000	125,000	-	125,000	-	-	work with fleet department	
BOARD OF EDUCATION Total		**278,140**			**2,975,323**	**3,495,900**	**292,500**	**3,203,400**	**1,200,000**	**1,200,000**		
PARKING AUTHORITY	C0303	4,520	P1	PARKING GARAGES	2,261,776	1,000,000	-	1,000,000	1,000,000	1,000,000		
PARKING AUTHORITY	C0465	-	P2	REVENUE CONTROL EQUIPMENT	530,984	200,000	-	200,000	200,000	200,000		
PARKING AUTHORITY Total		**4,520**			**2,792,760**	**1,200,000**	**-**	**1,200,000**	**1,200,000**	**1,200,000**		
Grand Total		**6,419,067**			**75,628,666**	**55,100,697**	**1,012,500**	**52,876,197**	**38,693,091**	**41,013,040**		

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PS/Bd of Ed of Norwalk
Projected Future Building Plans & Costs FY2023 thru FY2046
As of January 11, 2022
Millions of $US

Originally prepared by Tom Hamilton, CFO of NPS
Adjustments by HMDachowitz, CFO City of Norwalk

		FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	FY2037	FY2038	FY2039	FY2040	FY2041	FY2042	FY2043	FY2044	FY2045	FY2046	TOTALS	
Year		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
Tier I Recommendations																										$0.0	
	West Rocs Middle School			$54.0																						$54.0	
	Nathan Hale Middle School					$52.2																				$52.2	
	Roton Middle School							$47.9																		$47.9	
	Fox Run Elementary									$38.4																$38.4	
	Naramake Elementary											$31.6														$31.6	
	Wolfpit Elementary													$43.4												$43.4	
	Central Kitchens															$8.5										$8.5	
																										$0.0	
Tier II Recommendations																										$0.0	
	Marvin Elementary																$41.2									$41.2	
	Silvermine Dual Language																	$32.7								$32.7	
	Rowayton Elementary																		$37.9							$37.9	
	Tracey Magnet School																			$43.1						$43.1	
																										$0.0	
Tier III Recommendations																										$0.0	
	Kendall Elementary																				$30.5					$30.5	
	Brookside Elementary																					$31.1				$31.1	
	Brien McMahon HS & CGS																						$118.3			$118.3	
	Norwalk Early Childhood Center																							$2.4		$2.4	
	Upper Ponus Ridge Middle School																								$12.2	$12.2	
																											cross-ck
	Total GROSS Expenditures	**$0.0**	**$0.0**	**$54.0**	**$0.0**	**$52.2**	**$0.0**	**$47.9**	**$0.0**	**$38.4**	**$0.0**	**$31.6**	**$0.0**	**$43.4**	**$0.0**	**$8.5**	**$41.2**	**$32.7**	**$37.9**	**$43.1**	**$30.5**	**$31.1**	**$118.3**	**$2.4**	**$12.2**	**$625.4**	**$625.4**
28.0%	Assumed reimbursement from state	$0.0	$0.0	($15.1)	$0.0	($14.6)	$0.0	($13.4)	$0.0	($10.8)	$0.0	($8.9)	$0.0	($12.2)	$0.0	($2.4)	($11.5)	($9.2)	($10.6)	($12.1)	($8.5)	($8.7)	($33.1)	($0.7)	($3.4)	($175.1)	
	Total NET Expenditures	**$0.0**	**$0.0**	**$38.9**	**$0.0**	**$37.6**	**$0.0**	**$34.5**	**$0.0**	**$27.7**	**$0.0**	**$22.8**	**$0.0**	**$31.3**	**$0.0**	**$6.2**	**$29.7**	**$23.6**	**$27.3**	**$31.0**	**$21.9**	**$22.4**	**$85.2**	**$1.7**	**$8.8**	**$450.3**	
ADJUSTMENTS																											
25.0%	Diff assumed rate of reimb	$0.0	$0.0	($13.5)	$0.0	($13.0)	$0.0	($12.0)	$0.0	($9.6)	$0.0	($7.9)	$0.0	($10.9)	$0.0	($2.1)	($10.3)	($8.2)	($9.5)	($10.8)	($7.6)	($7.8)	($29.6)	($0.6)	($3.0)	($156.4)	
4.0%	Increased costs of projects over time			$6.7	$0.0	$11.3	$0.0	$15.1	$0.0	$16.3	$0.0	$17.1	$0.0	$28.9	$0.0	$6.8	$36.0	$31.0	$38.9	$47.7	$36.3	$39.8	$162.1	$3.5	$19.1	$516.5	
4.0%	Increase of reimb over time			($1.7)	$0.0	($2.8)	$0.0	($3.8)	$0.0	($4.1)	$0.0	($4.3)	$0.0	($7.2)	$0.0	($1.7)	($9.0)	($7.8)	($9.7)	($11.9)	($9.1)	($9.9)	($40.5)	($0.9)	($4.8)	($129.1)	
	Gross expenditures	$0.0	$0.0	$54.0	$0.0	$52.2	$0.0	$47.9	$0.0	$38.4	$0.0	$31.6	$0.0	$43.4	$0.0	$8.5	$41.2	$32.7	$37.9	$43.1	$30.5	$31.1	$118.3	$2.4	$12.2	$625.4	
	+ cost increase over time	$0.0	$0.0	$6.7	$0.0	$11.3	$0.0	$15.1	$0.0	$16.3	$0.0	$17.1	$0.0	$28.9	$0.0	$6.8	$36.0	$31.0	$38.9	$47.7	$36.3	$39.8	$162.1	$3.5	$19.1	$516.5	increase
	REVISED Gross Expenditures	**$0.0**	**$0.0**	**$60.7**	**$0.0**	**$63.5**	**$0.0**	**$63.0**	**$0.0**	**$54.7**	**$0.0**	**$48.7**	**$0.0**	**$72.3**	**$0.0**	**$15.4**	**$77.2**	**$63.7**	**$76.8**	**$90.8**	**$66.7**	**$70.9**	**$280.3**	**$5.9**	**$31.2**	**$1,141.9**	of 82.6%
	Reimbursement at lower rate	$0.0	$0.0	($13.5)	$0.0	($13.0)	$0.0	($12.0)	$0.0	($9.6)	$0.0	($7.9)	$0.0	($10.9)	$0.0	($2.1)	($10.3)	($8.2)	($9.5)	($10.8)	($7.6)	($7.8)	($29.6)	($0.6)	($3.0)	($156.4)	
	+ reimb increase over time	$0.0	$0.0	($1.7)	$0.0	($2.8)	$0.0	($3.8)	$0.0	($4.1)	$0.0	($4.3)	$0.0	($7.2)	$0.0	($1.7)	($9.0)	($7.8)	($9.7)	($11.9)	($9.1)	($9.9)	($40.5)	($0.9)	($4.8)	($129.1)	increase
	REVISED Reimbursements	**$0.0**	**$0.0**	**($15.2)**	**$0.0**	**($15.9)**	**$0.0**	**($15.8)**	**$0.0**	**($13.7)**	**$0.0**	**($12.2)**	**$0.0**	**($18.1)**	**$0.0**	**($3.8)**	**($19.3)**	**($15.9)**	**($19.2)**	**($22.7)**	**($16.7)**	**($17.7)**	**($70.1)**	**($1.5)**	**($7.8)**	**($285.5)**	of 82.6%
	REVISED Net Cost (to be borrowed)	**$0.0**	**$0.0**	**$45.5**	**$0.0**	**$47.6**	**$0.0**	**$47.3**	**$0.0**	**$41.0**	**$0.0**	**$36.5**	**$0.0**	**$54.2**	**$0.0**	**$11.5**	**$57.9**	**$47.8**	**$57.6**	**$68.1**	**$50.0**	**$53.2**	**$210.3**	**$4.4**	**$23.4**	**$856.5**	

City of Norwalk, CT
Credit Impact of Proposed Debt

January 27, 2022

Munistat

Introduction

Task: Munistat was requested to analyze the impact of proposed capital borrowing requests on the City's bond rating over the next 15 fiscal years.

Approach: Munistat first calculated certain credit metrics based on the proposed capital borrowing requests, and then compared the resulting credit metrics to the credit factors for debt as outlined under Moody's Investors Service's US Local Government, General Obligation Debt Methodology. Munistat assumed that all City non-debt credit factors would remain constant in an effort to isolate the effects of the proposed debt on the City's credit rating. Munistat focused on Moody's Investor Service rating methodology because it was the most influenced by changes in debt levels and because it produced the lowest rating score in a baseline analysis.

Assumptions

Future Borrowings: Future borrowing were modeled based on the following:

- Existing Authorized-but-Unissued debt of $217MM would be issued over the next 7 years ($31MM/year)
- Future City debt would be in the amount of $35MM/year including BOE maintenance projects but excluding BOE future Major Facilities Projects
- Future BOE debt for Major Facilities Projects based on BOE October 2021 model of $425MM over the next 25 years ($18MM/year)

Assumptions

Interest Rates

- Assumes 1.00% increase in interest rates in CY 2022 and 2023
- Assumes 0.75% increase in interest rates in CY 2024 and 2025
- Assumes 0.25% increase in interest rates in CY 2026 to 2028
- Assumes interest rates will be constant CY 2029 to 2037

Operating Budget Growth

- Assumes 4% growth per year for non-debt service expenditures. Future debt service is based on amounts determined in the analysis

Grand List Growth

- Assumes 0.25% grand list growth per year

Moody's Scorecard Rating Methodology

Factors & Sub-Factors	Weights
Factor 1: Economy/Tax Base	**30%**
Full Value (market value of taxable property)	10%
Full Value per Capita	10%
Median Family Income	10%
Factor 2: Finances	**30%**
Fund Balance as % of Operating Revenue	10%
5-Year Dollar Change in Fund Balance as % of Revenues	5%
Cash Balance as % of Revenues	10%
5-Year Dollar Change in Cash Balance as % of Revenues	5%
Factor 3: Management	**20%**
Institutional Framework	10%
Operating History: 5-Year Average of Operating Revenues / Operating Expenditures	10%
Factor 4: Debt/Pensions	**20%**
Net Direct Debt / Full Value	5%
Net Direct Debt / Operating Revenue	5%
3-Year Average of Moody's Adjusted Net Pension Liability / Full Value	5%
3-Year Average of Moody's Adjusted Net Pension Liability / Operating Revenues	5%

Moody's Scorecard Rating Methodology

- Moody's Methodology incorporates a scorecard tool to provide a composite score of an issuer's credit profile. The scorecard outcome will not match the final rating in every case as: 1) the rating incorporates forward-looking elements that may not be captured in historic data; 2) the importance of one factor may escalate and transcend its prescribed weight under the methodology.
- Since the scorecard produces a composite score based on a number of underlying credit factors, it is important to keep in mind that an issuer does not need to achieve a Aaa score on all factors to arrive at a Aaa final rating. For example, an issuer could score less than Aaa for a credit factor with a lower weighting (e.g. debt) and still achieve a final rating of Aaa.
- In fact, the City has not historically achieved a Aaa score for all credit factors, including debt.

Munistat

Moody's Scorecard Rating Methodology

- Additionally, it is important to point out that if the City's other credit factors were to improve, then theoretically the amount of additional debt required to trigger a rating downgrade could increase.
- But the opposite is also true, if the City's other credit factors were to weaken, then theoretically the amount the additional debt required to trigger a rating downgrade would decrease.

Debt Metrics

Fiscal Year	2022	2023	2024	2025	2026	2027
Total Debt Load (Principal outstanding)	$389,459,862	$447,515,579	$500,929,318	$553,038,246	$602,921,362	$650,676,604
Annual Debt Service	$36,925,620	$35,295,409	$39,222,075	$43,693,884	$49,299,962	$55,289,553
Annual Debt Service Carrying Charge (% Budget)	10.3%	8.6%	9.2%	9.7%	10.5%	11.2%
Debt Burden (Net Debt/Grand List (Full Value))	1.91%	2.19%	2.44%	2.69%	2.93%	3.15%
Net Debt / Operating Revenue	98.2%	109.3%	117.0%	123.4%	128.3%	132.0%

Fiscal Year	2028	2029	2030	2031	2032	2033
Total Debt Load (Principal outstanding)	$696,470,971	$708,960,338	$721,189,705	$732,358,947	$743,445,000	$754,699,000
Annual Debt Service	$61,190,077	$67,459,207	$71,813,159	$74,746,503	$76,546,239	$78,006,784
Annual Debt Service Carrying Charge (% Budget)	11.9%	12.5%	12.7%	12.7%	12.6%	12.3%
Debt Burden (Debt/Grand List (Full Value))	3.36%	3.41%	3.47%	3.51%	3.55%	3.60%
Debt / Operating Revenue	134.9%	131.1%	127.8%	124.8%	122.1%	119.5%

Fiscal Year	2034	2035	2036	2037
Total Debt Load (Principal outstanding)	$766,535,000	$776,335,000	$783,665,000	$789,930,000
Annual Debt Service	$79,020,466	$82,574,515	$86,398,219	$88,676,761
Annual Debt Service Carrying Charge (% Budget)	12.1%	12.1%	12.2%	12.0%
Debt Burden (Debt/Grand List (Full Value))	3.65%	3.68%	3.71%	3.73%
Debt / Operating Revenue	117.0%	113.9%	110.5%	107.3%

Moody's Scorecard Methodology	Aaa	Aa	A	Baa	Ba	B & Below	Weight
Net Direct Debt / Full Value	< 0.75%	0.75% ≤ n < 1.75%	1.75% ≤ n < 4%	4% ≤ n < 10%	10% ≤ n < 15%	≥ 15%	5%
Net Direct Debt / Operating Revenues	< 0.33x	0.33x ≤ n < 0.67x	0.67x ≤ n < 3x	3x ≤ n < 5x	5x ≤ n < 7x	≥ 7x	5%

Findings

- Based on the results of our analysis we estimate that the proposed capital borrowing requests would trigger a downgrade in the City's Moody's rating to Aa1 from Aaa within the next 2-3 fiscal years.
- As the City's debt metrics will remain elevated throughout the 15 year analysis period, we would not anticipate a return to the Aaa rating over that time frame.
- Additionally, while the City's debt metrics remain elevated, if the City's General Fund reserve levels were to fall to below 15% of revenues and/or its General Fund cash balances were to fall below 10% of revenues, this would lead to a downgrade in the City's rating to Aa2.

Findings

- Finally, it is important to recognize that given the heavier weighting of finances under Moody's scorecard methodology, deterioration of the City's financial position will have a significant impact on the City's rating. In Moody's Credit Opinion dated July 9, 2021, in addition a material increase in debt, the other two factors Moody's listed that could lead to a rating downgrade were: 1) reduction in reserves and 2) adoption of less conservative approach to budgeting and financial management.

Disclaimer

Munistat Services, Inc. is providing the information contained in this document for discussion purposes as municipal advisor to the City of Norwalk. Future interest rates are dependent upon many factors such as, but not limited to, interest rate trends, tax rates, supply, changes in laws, rules and regulations, as well as changes in credit quality and rating agency considerations. The effect of such changes in such assumptions may be material and could affect the projected results. These results should be viewed with these potential changes in mind as well as the understanding that there may be interruptions in the market or no market may exist at all.

City of Norwalk – Planning and Zoning

125 East Avenue, Norwalk, CT 06851

TO: MEMBERS, ECONOMIC AN COMMUNITY DEVELOPMENT COMMITTEE OF THE COMMON COUNCIL

FROM: STEVE KLEPPIN, DIRECTOR OF PLANNING AND ZONING

DATE: MARCH 28, 2022

SUBJECT: HOUSE BILL 5429: AN ACT CONCERNING TRANSIT-ORIENTED DEVELOPMENT

Since HB 5429 inception, Planning and Zoning staff has been analyzing its potential impacts on Norwalk. While the language of the bill is clear, putting it into practice in our complex transit sites is extremely difficult and time consuming. Considering Norwalk has four (4) train stations with extremely different land uses, zoning, infrastructure and topography, trying to simply apply the exemptions they include in the bill is a very complex task that will take significant staff time. Specific sections of concern are provided below:

(b) Any zoning regulations adopted pursuant to section 8-2 of the general statutes, as amended by this act, shall allow, as of right, housing developments with a minimum overall average gross density of fifteen dwelling units per acre located within a half-mile radius of any passenger rail or commuter rail station or any bus rapid transit station, provided a municipality with multiple such stations may calculate overall average allowable gross density across all such stations.

(c) Any zoning regulations adopted pursuant to section 8-2 of the general statutes, as amended by this act, may impose parking requirements not to exceed one parking spot for any studio or one bedroom dwelling unit, and two parking spots for each dwelling unit that contains two or more bedrooms for any housing development with a minimum overall average gross density of at least fifteen dwelling units per acre located within a half-mile radius of any passenger rail or commuter rail station or any bus rapid transit station.

(d) The following lands are exempt from the requirements of subsection (b) of this section: Roadways, railways, regulated inland wetlands and watercourses areas, steep slopes of fifteen per cent or more in grade change within a single lot, ledges, special flood hazard areas defined by the Federal Emergency Management Agency, wetlands defined in section 22a-29 of the general statutes, public parkland, land subject to conservation or preservation restrictions as defined in section 47-42a of the general statutes, coastal resources protected by the Connecticut Coastal Management Act, areas necessary for the protection of drinking water supplies, areas identified as likely to be inundated during a thirty-year flood event by the Connecticut Institute for Resilience and Climate Adaptation pursuant to the institute's responsibilities to conduct sea level change scenarios pursuant to subsection (b) of section 25-68o of the general statutes, and areas that are not served by water and sewer infrastructure

A critical consideration for Norwalk is whether the Pulse Point is considered Bus Rapid Transit Station. Transportation, Parking, and Mobility staff has confirmed that the Pulse Point would not be considered a Bus Rapid Transit Station in their professional opinion by definition. So even though it is a major transportation terminal, it will not count. This is critically important to Norwalk since that area contains the highest zoning-density allowance and without counting it the City would not comply. Below is a breakdown of the City's specific stations and their related densities:

1. East Norwalk: 10 units/acre. This area just completed a TOD plan, which was funded by and found to be in compliance with the grant conditions, by CT OPM. Additional residential density is allowed by special permit and additional density will be allowed in the industrial zones soon, which will increase the ratio to 14 units/acre. While there is a special permit requirement for additional density, the special permit requirement was placed to achieve specific development goals related to resiliency and neighborhood amenities.
2. Merritt Station: 9 units/acre. Proposed rezoning will increase this to 9.6 units/acre.
3. Rowayton Station: 4 units/acre. Includes Norwalk land only.
4. SoNo Station: 28 units/acre. Proposed rezoning as part of the citywide rewrite, anticipated in the fall, will result in an increase of 33 units/acre.
5. Pulse Point (not included): 32 units/acre

The bill allows municipalities with multiple stations to calculate the density over the total area of all the stations, which is helpful. When looking at the areas in totality, without applying any exemptions in (d) above, here is where we stand:

Existing Zoning:

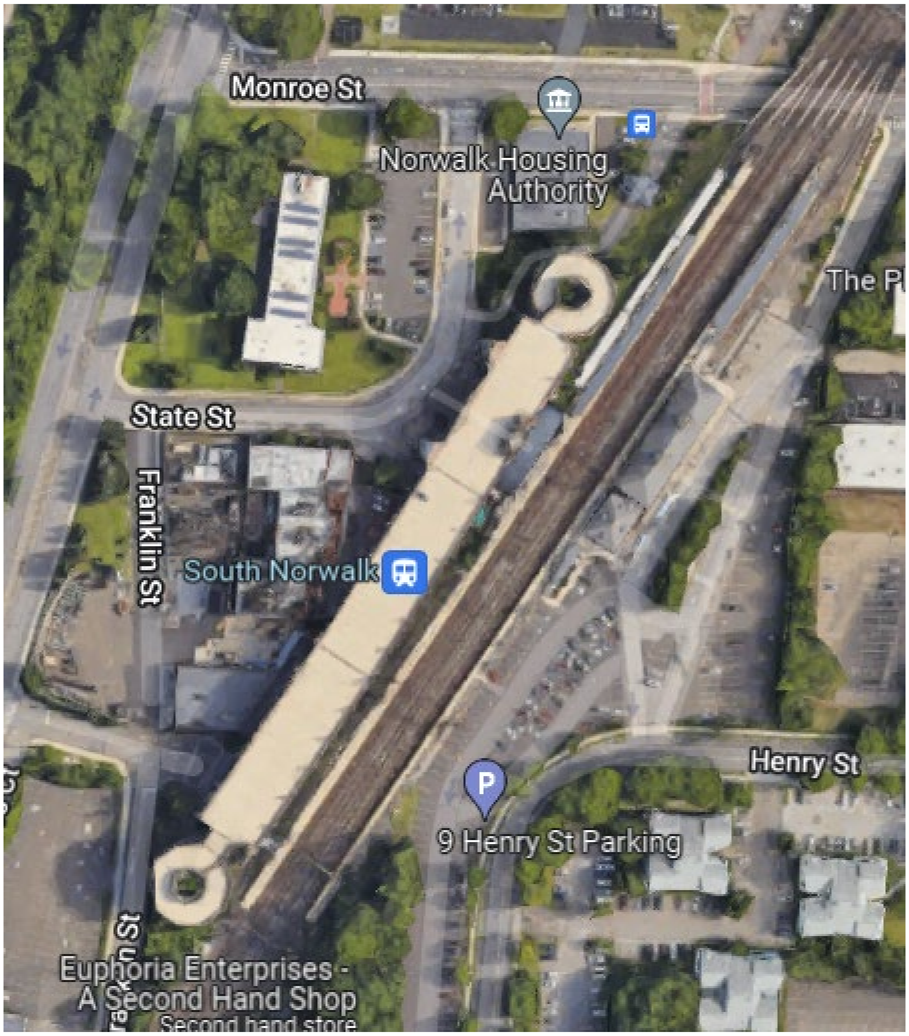
- Total w/Pulse Point = 16.6 (comply)
- Total w/out Pulse Point 12.75 units/acre (do not comply)

Proposed Rezoning:

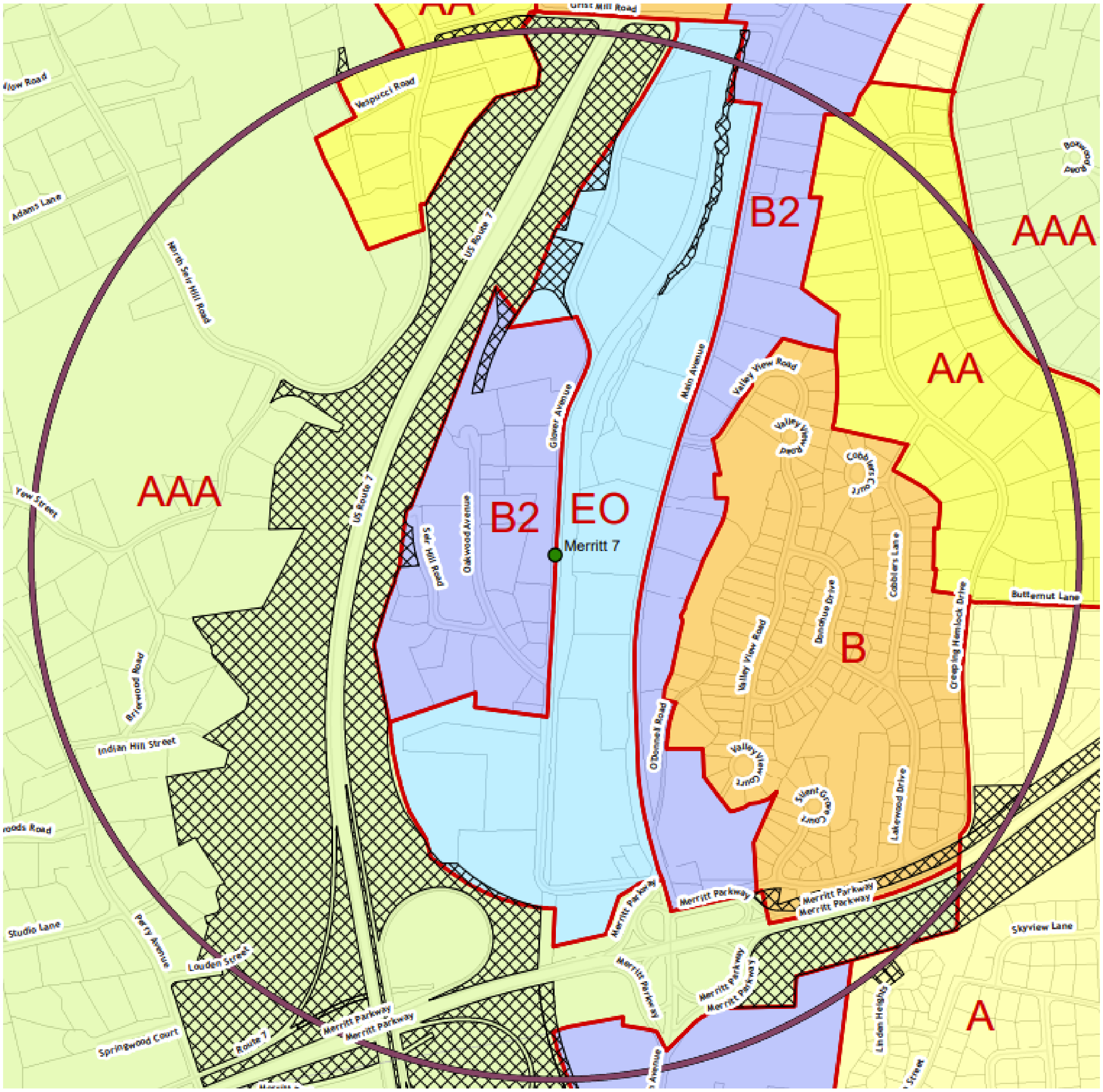
- Total w/Pulse Point = 18.52 (complies)
- Total w/out Pulse Point 15.15 units/acre (complies, but no margin for error)

Some other thoughts:

- The intent of the regulation is good and makes sense; however, it is too prescriptive. Placing a one size fits all approach to this exercise is not good planning.
- While they have carved out exemptions under (d), above, these calculations may negatively affect Norwalk in some ways. Consider the SoNo Station for example. If we subtract the "railways", that land is currently zoned for higher density, so we lose that land area from the density/acre calculation, decreasing our overall density. In addition, removing roadways, may help, or it may not. That depends on the area, or it may balance itself out.



- Simply placing a circle around a transit station because that is the acceptable walkshed distance, is not good planning. Consider the Merritt Station, which is bound by a rail line, a river, the Merritt-7 office complex, Main Ave and then very steep topography to the east and to the west there is the 7 Connector and then single family residential. In my opinion applying a circle over this type of geography and land use does not make sense.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Vespucci Road
Adams Lane
North Seir Hill Road
US Route 7
Yew Street
Main Avenue
Valley View Road
Glover Avenue
Seir Hill Road
Oakwood Avenue
Cobblers Lane
Donohue Drive
Butternut Lane
Creeping Hemlock Drive
Briarwood Road
Indian Hill Street
O'Donnell Road
Lakewood Drive
Merritt Parkway
Studio Lane
Perry Avenue
Louden Street
Springwood Court
Route 7
Skyview Lane
Linden Heights

- Chairman Schulman had a simple amendment to the legislation, which is to exempt municipalities that are compliant with CGS 8-30g. Currently Norwalk is a little over 13%, whereas the state minimum is 10%.
- We are also wrapping up a study of our industrial zones, as well as our industrial waterfront. The idea behind those efforts is to ensure there is adequate land available to sustain economic growth. It would make sense that areas that are currently zoned industrial that do not permit residential use, should be exempt from that calculation.

- How are stations that have land area in multiple municipalities handled. While not the case in Rowayton, what if the land in your municipality met the 15 unit/acre standard, but the portion of land in the other municipality did not and the resulting gross density was less than 15 units/acre? Would they then be able to override the zoning on a portion of the land in your town, that was currently not zoned at a density of 15 units/acre, similar to how 8-30g works?
- The proposed parking standards, while laudable, don't always work. We have been lowering standards, especially around transit, but on some sites, we have been told by developers that they will not get financing unless there is 1.3 spaces/unit. And while lowering or eliminating the parking maximum makes sense, near the stations, what about the scenario like Merritt Station, where the half mile circle extends far beyond the land use and is restricted by infrastructure or topographic features that make biking or walking difficult.

We can continue to evaluate the bill and try and determine how the exemptions either benefit or negatively impact Norwalk, but the way the legislation is written, some of these are on a lot-by-lot basis, which makes the calculations more time consuming. In addition, we are working off of GIS data, not survey data, so there is not 100% certainty in any of the calculations provided.