
From: Stacey Hebert <staceypodolsky@gmail.com>
Sent: Friday, October 9, 2026 9:54 PM
To: _DG_rppcommentnorwalk
Subject: Fwd: Residential Parking Program Feedback

Some people who received this message don't often get email from staceypodolsky@gmail.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. **Do Not Click** links or attachments unless you know that the sender and content are safe.

Sent from my iPhone

Begin forwarded message:

From: Stacey Hebert <staceypodolsky@gmail.com>
Date: October 9, 2026 at 9:26:53 PM EDT
To: bcsmyth@norwalkct.gov, Vanessa Valadares <VValadares@norwalkct.gov>, jtravers@norwalkct.gov, customerservice@norwalkct.gov, Anne Wennerstrand <councilmemberawennerstrand@norwalkct.gov>, NEaddy@norwalkct.gov
Cc: Pamela Meskunas <pamela.meskunas@gmail.com>
Subject: Re: Residential Parking Program Feedback

To whom it may concern,

The Residential Parking Program (RPP) needs to better address how to protect tax-paying residents in historical neighborhoods, who have older homes with limited parking and should not place the burden on residents to solve a city-created problem. This city created problem seems to have gotten much worse with the narrowing of streets, reducing neighborhood parking, excessive apartment building and lack of regulation. These actions have exacerbated Norwalk parking issues. This is a city created problem that should not fall on shoulders of residents to enforce.

The draft as written, places an unreasonable burden on residents to do what is ultimately the City's responsibility - identifying the neighborhoods in need of a program. There is also an unreasonable petitioning and payment process. Park Norwalk has already identified problem areas and should not

require residents to prove them again. Residents should not be asked to solve the parking issues created in part by the City. Officials have allowed development in areas with little or no required off-street parking, while ignoring landlords with illegal apartments, over occupancy and commercial vehicles parked in residential neighborhoods. The RPP should protect residents, not make them responsible for solving the consequences of poor policy and virtually non-existent enforcement. If existing regulations were enforced, the Residential Parking Program might not be necessary. Perhaps the City should have Park Norwalk enforce existing regulations? To ask residents to garner neighborhood buy-in from the very folks creating the parking problem is asinine. I am sure the illegal apartments and people running businesses out of residential homes will be quick to sign that petition! How about fining these folks for code violations?

The current draft is an ill-conceived initiative born out of resident frustration from parking problems created by the City's overdevelopment and lack of enforcement. The proposed program requires significant revision and must address deficiencies before adoption so that it actually benefits the tax-paying residents who have been adversely impacted by this overdevelopment and the City's lax enforcement . The City must assume responsibility for identifying and solving parking problems while implementing a fair, workable RPP that is favorable to tax-paying homeowners, not occupants of illegal apartments or individuals running businesses out of a residence. As written, this RPP appears to be a money grab by Park Norwalk. It does not benefit the very residents that it purports to help.

Sincerely,

Stacey Hebert

29 Lockwood lane

From: Meskunas, Jack <Jack.Meskunas@opco.com>
Sent: Friday, October 9, 2026 8:47 PM
To: _DG_rppcommentnorwalk
Cc: Barbara Smyth; 'VValadares@norwalkct.gov'; Travers, James; City of Norwalk Customer Service; 'neaddy@norwalkct.gov'; 'councilmemberawennerstrand@norwalkct.gov'
Subject: RPP

Some people who received this message don't often get email from jack.meskunas@opco.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. [Do Not Click](#) links or attachments unless you know that the sender and content are safe.

See below:

John A. Meskunas
39 Lockwood Lane
Norwalk CT 06851

More ill-conceived regulations from a tone-deaf leftist Norwalk city government.

Over-build, under-prepare, cross your fingers and hope the taxpayers don't care about illegal apartments, illegal aliens, traffic jams, failing schools attempting to teach English to people who shouldn't be here, and 4 families living in a 3 bedroom house. Drug dealers living at 51 Lockwood, etc...What could go wrong?

The Residential Parking Program (RPP) needs to better address how to protect tax-paying residents in historical neighborhoods, who have older homes with limited parking and should not place the burden on residents to solve a city-created problem.

The draft as written places an unreasonable burden on residents to do what is ultimately the City's responsibility - identifying the neighborhoods in need of a program. There is also an unreasonable petitioning and payment process. Park Norwalk has already identified problem areas and should not require residents to prove them again. Residents should not be asked to solve the parking issues created in part by the City. Officials have allowed development in areas with little or no required off-street parking, while ignoring landlords with illegal apartments, over occupancy and commercial vehicles parked in residential neighborhoods. The RPP should protect residents, not make them responsible for solving the consequences of poor policy and virtually non-existent enforcement. If existing regulations were enforced, the Residential Parking Program might not be necessary. Perhaps the City should have Park Norwalk enforce existing regulations? To ask residents to garner neighborhood buy-in from the very folks creating the parking problem is asinine. I am sure the illegal apartments and people running businesses out of residential homes will be quick to sign that petition! How about fining these folks for code violations?

The current parking problems were created by the City's overdevelopment and lack of enforcement. The proposed program requires significant revision and must address deficiencies before adoption so that it actually benefits the tax-paying residents who have been adversely impacted by this overdevelopment and the City's lax enforcement . The City must assume responsibility for identifying and solving parking problems while implementing a fair, workable RPP that is favorable to tax-paying homeowners, not occupants of illegal apartments or individuals running businesses out of a residence.

As written, this RPP appears to be a money grab by LAZ/Park Norwalk. It does not benefit the very residents that it purports to help.

This communication and any attached files may contain information that is confidential or privileged. If this communication has been received in error, please delete or destroy it immediately. Please go to <https://www.oppenheimer.com/legal/email-disclosure.aspx> for important information and further disclosures pertaining to this transmission.

From: Pamela Meskunas <pamela.meskunas@gmail.com>
Sent: Friday, October 9, 2026 8:25 PM
To: _DG_rppcommentnorwalk
Cc: Barbara Smyth; Valadares Vanessa; Travers, James; City of Norwalk Customer Service; Wennerstrand, Anne; Eaddy, Nicolé
Subject: Residential Parking Program Feedback

Some people who received this message don't often get email from pamela.meskunas@gmail.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. [Do Not Click](#) links or attachments unless you know that the sender and content are safe.

The Residential Parking Program (RPP) needs to better address how to protect tax-paying residents in historical neighborhoods, who have older homes with limited parking and should not place the burden on residents to solve a city-created problem.

The draft as written places an unreasonable burden on residents to do what is ultimately the City's responsibility - identifying the neighborhoods in need of a program. There is also an unreasonable petitioning and payment process. Park Norwalk has already identified problem areas and should not require residents to prove them again. Residents should not be asked to solve the parking issues created in part by the City. Officials have allowed development in areas with little or no required off-street parking, while ignoring landlords with illegal apartments, over occupancy and commercial vehicles parked in residential neighborhoods. The RPP should protect residents, not make them responsible for solving the consequences of poor policy and virtually non-existent enforcement. If existing regulations were enforced, the Residential Parking Program might not be necessary. Perhaps the City should have Park Norwalk enforce existing regulations? To ask residents to garner neighborhood buy-in from the very folks creating the parking problem is asinine. I am sure the illegal apartments and people running businesses out of residential homes will be quick to sign that petition! How about fining these folks for code violations?

The current draft is an ill-conceived initiative born out of resident frustration from parking problems created by the City's overdevelopment and lack of enforcement. The proposed program requires significant revision and must address deficiencies before adoption so that it actually benefits the tax-paying residents who have been adversely impacted by this overdevelopment and the City's tax enforcement. The City must assume responsibility for identifying and solving parking problems while implementing a fair, workable RPP that is favorable to tax-paying homeowners, not occupants of illegal apartments or individuals running businesses out of a residence. As written, this RPP appears to be a money grab by Park Norwalk. It does not benefit the very residents that it purports to help.

From: Lee-Ann Etter <laetter13@outlook.com>
Sent: Friday, October 9, 2026 6:06 PM
To: _DG_rppcommentnorwalk
Cc: Barbara Smyth; Travers, James; Wennerstrand, Anne; Eaddy, Nicolé; Pamela Meskunas
Subject: Feedback on Resident Parking Program

Some people who received this message don't often get email from laetter13@outlook.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. Do Not Click links or attachments unless you know that the sender and content are safe.

Good afternoon -

Thank you for the opportunity to provide community feedback to the proposed Norwalk Resident Parking Program. I have previously provided feedback on early versions of the draft plan, which I presume were received.

I now took the time to read through the current version. I can't discern the changes/updates, and probably will give similar feedback to my prior comments.

- I am reassured, hopefully with merit, that this is a program that is driven entirely by residents who formally petition for this program, and application of the RPP is only if 65% of the dwellings are in agreement. That this is not a City imposed program where not requested.
- I don't understand how this would be applied if a residential street without designated parking spots could even be calculated at the 75% street occupancy, as it's not designed or intended to be designed as such. Is there a different criteria that would apply? How is that data determined, as noted that the RPP will be "only where parking demand is significant, resident support is clear and data demonstrates a need for curb management".
- I don't understand the eligibility "per dwelling unit"? Does that mean that one dwelling - whether it be an apartment building, commercial structure or other, be treated separately on a single street? Or is there some minimum length of the road to which the same parking restrictions would apply - i.e., if it affects one, it is deemed to affect all even if not with 65% support of the residents? That seems a bit muddy to me in the documentation.
- I hope that the City carefully considers how, if a resident parking area is determined, that signage is limited to curb markings as much as possible, to avoid the overload of unnecessary street signs, especially if in residential areas. This may seem like an aesthetic comment, but really it is just about carefully planned city streets, with intentional signage carefully placed in a most visible location - not a hodgepodge throughout. Okay, maybe that's aesthetics, but I think this is also important to a comprehensive city plan.
- The main problem I have with this program for ANY resident, are the fees:

- anyone within a zone of this Program has to pay to park in their own neighborhood where they already pay taxes?! \$20 annually per permit per vehicle? If a family of five has four cars, they are going to pay \$80 on top of property and city taxes? How about if the first two cars are free, then there are annual fees above that. Surely residents can't be penalized for asking for the RPP to alleviate overburden on their residential neighborhoods and then the result is they have to pay for it.
- The visitor parking is also a bit distressing. Registering visitors ahead of time may be reasonable if it's a planned family gathering or friends who have a specific plan to visit for dinner (as examples). But now no one can have a friend or family member just stop by without advance planning? They can't park? Or can they park first and then register once there? It's still seems very cumbersome to the ease of everyday life. And potentially costly. A family gathering could add a lot of money to the cost of hosting. Is that what the residents have really been asking for?? Do they really want this cost and burden? Have these fees been based on positive feedback from outreach to the community?
- For service contractors, it's sort of the same thing. A plumber has to register his/her appointment? A yard crew have to register and pay every week? That cost will not be paid by the contractor - it will be passed along to the resident. Is the impact of these additional costs really understood under the application process? It may seem like it will solve a parking problem but will add a lot of cost and "paperwork" to the resident to coordinate every visitor or contractor? Again, has the community given feedback that this is what they expect as part of the program?
-
- Then it's enforcement. If there is illegal parking now - i.e., I read about a complaint about yard crew vehicles being parked long-term in the street - why is that not being enforced first? To see if applying existing parking rules actually solves or at least alleviates these problems? Will layering on a RPP do any good? What is the reality of enforcement of rules now vs enforcement of expanded rules later?
- Where are all of these parking fees going? Are they added to the City budget to fund other projects, maintain sidewalks and infrastructure? Or does LAZ Parking benefit from most of the fees? I would like to see clarity and transparency in the document on that issue.

Finally, I also hope that the widespread sidewalk initiatives don't in turn limit existing parking which in turn almost forces residents to turn to a RPP and adds more cost to their neighborhoods in addition to the cost of maintenance of new sidewalks. I hope that the City - and with you as their partner in parking - are looking at all of these transportation and mobility issues holistically. And not as separate pieces that then don't really work well together.

I put my trust - somewhat apprehensively - in all of you to develop a resident-driven program that fully supports residents and their needs. And doesn't restrict enjoyment of the City, resident homes and use of space, and puts additional financial burden on an already heavily taxed community.

Respectfully,
 Lee-Ann Etter
 18 Lockwood Lane

From: DMSHome@optonline.net
Sent: Friday, October 9, 2026 5:16 PM
To: _DG_rppcommentnorwalk
Subject: RPP for Norwalk

Some people who received this message don't often get email from dmsHome@optonline.net. [Learn why this is important](#)

Warning: This email is from outside L.A.Z. [Do Not Click](#) links or attachments unless you know that the sender and content are safe.

I am a resident of Raymond Terrace and I have several question about the parking proposal for residents.

Central to the operational success of the residential parking program will be the enforcement of the regulations.

What is the enforcement plan for the RPP?

The Draft Plan recommends different parking management strategies for individual streets. Page 31 of the proposal lists Raymond Terrace as under consideration for "curb management / one-side review". I understand that the change in one-side parking is "under consideration". The language in the proposal suggested that the parking changes to a street could be implemented without input from the residents on the street. Is that a possibility?

What are the curb management elements being focused on by those conducting the study? What are the issues being cited or flagged in addition to the number of parking spots vs. vehicles parking on the street?

An adjacent/related traffic related question I would appreciate having answered: why isn't the existing resource-the digital "black box" sign on the traffic signal installed on East Ave—being used to reinforce *NO LEFT TURN* from East Ave onto Raymond Terrace?

With the tangle of construction projects in East Norwalk, Raymond Terrace has experienced an increase in frustrated drivers "peeling off East Ave" and taking a left turn onto Raymond Terrace. I understand wanting to avoid construction zones. I also know this section of East Norwalk is going to be in a construction zone of one sort or another, for a very long time. The new, elevated street signs to St John's and Raymond Terrace suspended from the traffic signal-- coupled with directional arrows-- should be coupled with *NO LEFT TURN* directional at this same visual level.

In summary, my questions:

- What is the enforcement plan for the RPP?
- Can parking changes be implemented on a street without input from the residents on the street?
- What are the curb management elements being focused on by those conducting the study?

- What are the issues being cited or flagged in addition to the number of parking spots vs. vehicles parking on the street?
- Related question: Why isn't the existing resource-the digital "black box" sign on the traffic signal installed on East Ave—being used to reinforce *NO LEFT TURN* from East Ave onto Raymond Terrace?

Thank you for your time and attention to my questions.

I look forward to your response—

Donna M
Schlegel

Terrace

29 Raymond

Norwalk, CT 06855

From: Shahzad Rajabdeen <shazadtr@gmail.com>
Sent: Friday, October 9, 2026 4:30 PM
To: _DG_rppcommentnorwalk
Cc: Vanessa Valadares; bcsmyth@norwalkct.gov
Subject: Feedback on the Residential Parking Permit

Some people who received this message don't often get email from shazadtr@gmail.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. **Do Not Click** links or attachments unless you know that the sender and content are safe.

This email sounds curt because we are exhausted by this city pretending to "listen" but never genuinely "understanding" its residents.

Here we go again, the city looking to charge residents by pretending to solve a non-existent problem. We don't have a parking problem at Lockwood Lane.

Solve the sewer back up into our neighbors houses during heavy rains.

We don't want or need parking permits so that Laz Parking can get a bulk of that revenue and for no other benefit. If the city wants genuine feedback why would ask us to email LAZ parking instead of the city.

So much for all the transparency promised to residents. It's non-existent. You can still change your approach and move from just listening to understanding..

Thanks,
Shahzad.

From: Lynnelle Jones <lynnelle@hathersage.com>
Sent: Friday, October 9, 2026 3:57 PM
To: _DG_rppcommentnorwalk
Subject: Residential Parking Plan Proposal Comments
Importance: High

Some people who received this message don't often get email from lynnelle@hathersage.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. **Do Not Click** links or attachments unless you know that the sender and content are safe.

Questions asked in previous email, following the LAZ rep at the mayor's night out not being able or willing to answer questions, have never been addressed. If Jessica Vonashek, or someone else with calls into people having power in the city of Norwalk, had asked Mr. Lutz a question, would LAZ or Park Norwalk have responded? Norwalk's code of ethics requires public service employees to treat residents equally, not favor some over others, not favor some neighborhoods over others.

TMP's letter regarding the Manresa development proposed states that parking is the limiting factor for visitors, not traffic, not coastal flooding, making it sort of obvious why Manresa is suddenly a neighborhood in this draft, which is why I have asked if Park Norwalk, TMP or LAZ has shared communications and data with Manresa Wilds, while ignoring questions from the hoi polloi.

Why was the invitation to attend an East Norwalk Neighborhood meeting ignored when Mr. Travers accepted an invitation to speak with Rowayton?

The burden should not be on residents to create a petition. This draft is not what residents asked for, this is something for a park like Manresa, as opposed to a residential street. Putting these procedural burdens on residents is outright wrong. This is a complicated scheme which has not had adequate public outreach. Simply dumping a complex PDF draft on the public without staff-led presentations, contextual explanations, or Q&A sessions makes it impossible for stakeholders to effectively participate. Is this by design, a tactic to kick the can down the road and never address the issue?

Proposed parking fees and tiers for different fees, information required for this complicated system, need clarification as it appears that the burden stays on residents who just want to be able to park on their streets. For example, while the draft states this is driven by residents, the city appears to be able to add sidewalks and bike lanes, limiting parking to one side of the street and requiring parking data, passes and fees, even if not requested by residents. The city can create a parking issue, with new rules, and put the burden on residents, so not 100% resident driven.

The idea that the fees collected will pay for this, including enforcement, is not credible.

The length of time since the public was able to speak, last Feb, raises the question of why there has been no pilot program on streets already in desperate need for parking. This also highlights the lack of current

enforcement of current city codes and known issues like illegal double parking, blocked sightlines, and commercial vehicles being improperly parked on residential streets. Enforcement of many city rules is a huge public issue.

Creating a new permitting system which will require enforcement, administration, education, digital capabilities, and promises all this will be covered by fees paid by residents is just not credible.

This draft appears to benefit Manresa development, as TMP identified parking as the limiting factor for Manresa development.

How is it not possible that Rowayton, walking distance to a train station, a neighborhood with residential parking issues, was left out? If Rowayton was left out because they want to police their own residential parking, then why not allow individual streets to do the same? Why not allow residents on a street to police their own street with fair rules, or however Rowayton handles large events and when residents have large parties.

My neighborhood Wilson Point has private roads, and parking is an issue when large events are held by individuals or one of the two private clubs situated in Wilson Point. While the city cannot tell property owners on Wilson Point where to park, the HOA can and does. No digital system or internet access is required. Sometimes simple is the best way and depending on the internet, depending on everyone understanding and properly inputting data about residency, guests, housekeepers, workers, etc, is just a problem waiting to happen as enforcement has not been explained and unintended consequences, like just forcing limo drivers to park vehicles on different public roads, and disputes due to data problems will increase expenses, all of which will fall back on taxpayers.

Finally, and importantly, this draft does not address why and how this parking issue developed in neighborhoods where the same family has lived for generations.

Lynnelle Jones

From: Christina Donaher <csdonaher@sbcglobal.net>
Sent: Friday, October 9, 2026 2:14 PM
To: _DG_rppcommentnorwalk
Subject: Residential Parking Program

[Some people who received this message don't often get email from csdonaher@sbcglobal.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Warning: This email is from outside LAZ. Do Not Click links or attachments unless you know that the sender and content are safe.

I live on Raymond Terrace and have a few questions:

- I see that Raymond Terrace is on the list for possible one side parking. Is that something the city might implement even if residents don't want the street to be a permit zone?
- If the city implements one side parking, does that mean residents will HAVE to have permits even if we did not request being a permit zone?
- Why make residents purchase permits? Why not permit residents by record of the license plate numbers of registered cars - the same way the city does for beach and dump access?
- Is there a plan to build a parking building at or near the train station? On the Road House side? Maybe lease the St. Thomas lot across from the church and use those spaces?
- Besides putting the burden on residents to hold permits to park at their own homes, what does the city plan to do to alleviate congestion around train stations and the hospital?
- Why has it been decided that the remedy for high parking demand falls on the residents, making them claim their right to park where they live instead of on the city to provide public parking for the train station and hospital?
- Does the city Zoning Board take any responsibility for causing this problem by allowing so much overdevelopment?

Christina Donaher

From: Clifford Lea <clifflea@optonline.net>
Sent: Friday, October 9, 2026 12:49 PM
To: _DG_rppcommentnorwalk
Subject: Norwalk Parking Framework

Some people who received this message don't often get email from clifflea@optonline.net. [Learn why this is important](#)

Warning: This email is from outside LAZ. **Do Not Click** links or attachments unless you know that the sender and content are safe.

I don't believe the proposed parking framework benefits Village Creek, where residents generally park in their driveways and street parking is used only occasionally for guests. Requiring demonstrated congestion before providing protection overlooks preventing outside parking from becoming a problem. Adding permit requirements and costs for residents and visitors provides no benefit to our neighborhood or visitors. We need an approach that preserves our existing neighborhood and surroundings neighborhoods conditions before congestion develops.

Clifford and Diana Lea
30 Dock Rd

From: William Luther <lex4949@yahoo.com>
Sent: Friday, October 9, 2026 12:10 PM
To: _DG_rppcommentnorwalk
Subject: proposed residential parking permit proposal

Some people who received this message don't often get email from lex4949@yahoo.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. **Do Not Click** links or attachments unless you know that the sender and content are safe.

To LAZ and the town of Norwalk,

It is acknowledged that some areas of Norwalk, particularly the prime commercial and hospital neighborhoods have parking issues for both residents and visitors for which solutions need to be considered.

While I believe the intent is to apply the permit plan only in areas highlighted in the proposal, if applied throughout the city however this proposal is unacceptable. I happen to live in a neighborhood of primarily single family homes. Residents here do use street parking intermittently. We have ample parking for residents, visitors, worshipers and service providers year round. I believe the residents here would object to needing a permit to park on the street.

As a commuter out of East Norwalk for 20+ years, I have seen the impact street parking has in the area and see the need for changes. With all the construction in the station area, parking options have been squeezed which could easily impact the study data. I feel this area should be reexamined after the station area is complete and areas for parking are free from construction and their related equipment and materials.

Thank you,
Bill Luther

[Yahoo Mail: Search, Organize, Conquer](#)

From: Juan Abad <juanabad@gmail.com>
Sent: Friday, October 9, 2026 12:07 PM
To: _DG_rppcommentnorwalk
Subject: Questions Regarding the RPP Proposal

Some people who received this message don't often get email from juanabad@gmail.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. **Do Not Click** links or attachments unless you know that the sender and content are safe.

Dear Zoning Commission,

I am a resident of East Norwalk (#28 Raymond Terrace) and I would like to ask a few questions in regard to the RPP proposal presented by the City of Norwalk.

* I have noticed that some of the streets which the City is considering to automatically include in the RPP program (as listed in the Appendix of the RPP document shared by the City) are being reclassified to "one-side" parking only when they are currently one-way and wide enough to accommodate parking on both sides of the street (e.g., Raymond Terrace). Could you please explain the rationale for such decision?

* Can streets that the City is automatically including in the RPP opt out of the program by presenting a sufficient number of resident signatures rejecting to participate in the RPP? Also, if this were possible, could they re-apply to the RPP at a future date? The reason for my question is that some streets will not experience parking issues until specific programs are nearing completion or fully finalized, e.g., the Transit Zone Plan for the East Norwalk train station.

* How will the RPP work for frequent service providers, e.g., landscapers, contractors, or caregivers, needing to perform frequent work at a location in a street admitted to the RPP? Would they be able to obtain monthly permits at a discounted rate or rebates on paid fees if they can prove that they visit (have visited) a given location in a RPP participating street more than a certain number of times per month?

Thank you in advance for all your attention. Kind regards.

JuanAbad

From: Diane Cece <dmcece@aol.com>
Sent: Thursday, October 8, 2026 11:18 PM
To: _DG_rppcommentnorwalk
Subject: QUESTIONS FOR RPP DRAFT COMMENT PERIOD #1

Some people who received this message don't often get email from dmcece@aol.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. [Do Not Click](#) links or attachments unless you know that the sender and content are safe.

Good evening RPP Project team:

In addition to the letter submitted by the East Norwalk Neighborhood Association on October 8th, I am submitting the following list of questions and comments.

- 1) Why does the Draft fail to include illegal apartments and overcrowded multifamily units as a cause of excess parking demand, especially as this problem is widespread and chronic in both East & South Norwalk?
- 2) The NPA Chair mentioned multiple times that this program may have budget implications related to costs. Will the program administration costs be covered by the revenue of any approved program, including permit fees and enforcement fines, since the existing enforcement partner will continue to be LAZ parking and Gtechna will be engaged for permit processing?
- 3) What are the hours of enforcement? Are they limited to only specific "constraint" times? What, if any, will be the role of the Norwalk Police Department in enforcement?
- 4) If all permits are to be digital based on plates, how would residents on a permit street identify illegally parked vehicles? And if they suspect on, who do they notify for inspection/enforcement, and what would be the typical response time?
- 5) The draft indicates that Park Norwalk has already selected a technology platform & partner to support implementation and then ongoing management - since the NPA, TMP and Norwalk City Council have not even approved the program, why was tech platform and partner engaged?
- 6) Will all communications pre & post implementation include at least Spanish?
- 7) How will analysis be done to prevent spillover parking issues proactively versus creating a problem to be solved reactively?
- 8) Why doesn't the draft specifically mention utilizing city parks, city property and under utilized private properties for consideration in the parking solutions toolkit?
- 9) Why would a resident have to pay a \$100 non refundable program application fee? No other request for city analysis for parking and road requests requires a fee (for example, a resident request for reduced speed limit, additional stop sign, conversion to one-way, or no parking signs)
- 10) If residents identify parking constraint times as 8pm-7am, who will conduct the parking occupancy review during that period?
- 11) If heaviest constraint times are identified as weekdays only or some streets, would the permit program signage there indicate Permit Required Monday-Friday?
- 12) Why would residents have to submit applications and \$100 fee in the areas the City has already identified as "pre-qualified"?

- 13) It is not clear exactly who approves a program request - is it only NPA or would it include Traffic Authority, TMP, and Council? And how would approvals be handled for State roads should the need arise?
- 14) The draft states that NPA would only provide an "education period" prior to active enforcement only "whenever practical" - this education and "grace" period should be in place for every program site
- 15) Why aren't all of the streets East Norwalk with 1/2 mile of station included in your base analysis?
- 16) Who selected the 7 study areas and what was the basis?
- 17) Why is Manresa listed as a study area when there is no approved Manresa Wilds application at this time
- 18) Which specific streets are groups in the study area called Roger Square?
- 19) Recommending one-sided parking to alleviate safety issues in East Norwalk only solves that issue, but likely further exacerbates the insufficient parking space dilemma.
- 20) If strategies are developed based on individual neighborhood needs and conditions, why did you exclude neighborhood representation on the project team and during the 6-month draft development period?
- 21) How will you manage the program for residents, visitors or service staff who may not have access to your portal?
- 22) How is resident data safeguarded? Who has access to it? How long are records maintained?
- 23) Was Gtechna chosen only because it currently provide parking solutions to NPA now? What are the estimated additional costs associated with resident sign ups and enforcement, and how are costs scaled as program usage increases?

Thank you for including these questions and your responses in your public communications prior to the first round of revisions to the draft.

Sincerely,
Diane Cece

From: East Norwalk Neighborhood Association (ENNA) <info@eastnorwalk.org>
Sent: Thursday, October 8, 2026 9:46 PM
To: _DG_rppcommentnorwalk
Cc: East Norwalk Neighborhood Association (ENNA)
Subject: ENNA COMMENTS/RECOMMENDATIONS - RPP DRAFT OCTOBER 8 2026
Attachments: ENNA COMMENTS - RPP DRAFT PERIOD #1 OCTOBER 8 2026.pdf

Some people who received this message don't often get email from info@eastnorwalk.org. [Learn why this is important](#)

Warning: This email is from outside LAZ. **Do Not Click** links or attachments unless you know that the sender and content are safe.

Dear Residential Parking Project Team:

Attached please find the East Norwalk Neighborhood Association's comments and recommendations regarding the Draft Residential Parking (permit) Program, submitted during the first public comment period.

We appreciate the opportunity to provide input and respectfully request that ENNA's comments be included in the complete public record of comments received on the draft.

Thank you for your consideration.

Diane Cece
East Norwalk Neighborhood Association Board - President

www.eastnorwalk.org info@eastnorwalk.org



Mission Statement: The purpose of the East Norwalk Neighborhood Association is to foster and preserve the residential character; natural and historic resources; and quality of life in the East Norwalk community, and to encourage the residents of East Norwalk to actively participate in achieving this purpose. The East Norwalk Neighborhood Association, formerly the Eastern Norwalk Neighborhood Association, is a registered nonprofit organization with the State of Connecticut and a tax exempt (contributions are tax deductible) organization under section 501c3 of the IRS Code.

Attachment

East Norwalk
Neighborhood Association



October 8, 2026

To: Residential Parking Permit Program Project Team

Re: East Norwalk Neighborhood Association Public Comment - Draft Residential Parking Program

Dear Residential Parking Program Project Team:

The East Norwalk Neighborhood Association (ENNA), a 20+ year nonprofit organization representing East Norwalk residents, appreciates the opportunity to comment on the City's Draft Residential Parking Permit Program. ENNA and our residents were among the earliest to urge the City to address growing residential parking problems, and we support development of a fair, workable program.

Our principal concerns begin before the mechanics of permits are considered: **the process used to develop this draft excluded the stakeholders most affected by it; the proposed process places responsibility on residents for work that should be City-initiated and managed; and the draft does not sufficiently require the City to identify the causes of parking shortages or consider alternatives before regulating scarce curb space.**

Before this draft advances, ENNA asks the Project Team to reconsider four fundamental issues.

1. Stakeholders Were Not Included in Developing the Draft

Perhaps our most significant concern is that a program intended to address **residential neighborhood parking problems was developed without residential stakeholders participating in its development.**

Following the three February 2026 listening sessions through release of this initial draft, there was no direct public outreach during the actual drafting process and no resident, neighborhood association, business representative, or property owner included on the Project Team. That is difficult to reconcile with a proposal that relies heavily on neighborhood participation and neighborhood support.

Parking problems are intensely local. Housing density, multifamily properties, train stations, businesses, schools, beaches, illegal apartments, commercial vehicles and inadequate off-street parking can all affect conditions. Those realities are best understood not only through studies and consultants, but by the people who experience them every day.

ENNA therefore recommends that **residential and other affected stakeholders be formally included in the next phase of program development before a final proposal advances for approval.**

2. The 65% Resident-Initiated Petition Requirement Puts the Burden in the Wrong Place

ENNA strongly disagrees with requiring residents to obtain support from 65% of households before the City undertakes the work necessary to determine whether an RPP is warranted. Any resident or recognized neighborhood organization should be able to request a residential parking review.

That request should initiate the City's work - not require residents to become petition organizers, parking analysts and planners before the City becomes involved.

The City has the staff, data, mapping capabilities and technical expertise to determine whether a parking problem exists, what is causing it and what solutions are available. Residents also should not be asked to demonstrate 65% support before they know what their neighborhood plan would actually contain - its boundaries, hours, permit limits, costs, visitor and caregiver rules, enforcement procedures, alternatives and spillover protections.

Those questions should be answered **before residents are asked whether they support implementation, not afterward.**

3. Actual Parking Demand Must Be Distinguished from Legal Permit Eligibility

A residential parking program cannot rely exclusively on legally recognized dwelling units when actual demand may be different. Illegal apartments, unauthorized conversions and overcrowding can materially increase curb demand. The City must distinguish between how many vehicles are actually competing for parking and which households and vehicles are legally eligible for permits. The final program should require interdepartmental coordination so studies reflect actual conditions without inadvertently legitimizing unlawful occupancy.

4. Look for Additional Parking and Better Use Existing Parking Before Rationing Curb Space

Before dividing limited curb space among competing users, the City should determine whether parking capacity can be increased or used more efficiently. That should include City-owned property and parking facilities, as well as outreach to businesses, offices, churches and institutions with lots that may be underused evenings and overnight. ENNA and residents have repeatedly requested consideration of allowing legally registered cars from Seaview, Osborne and Goodrow to park in Veterans Memorial Park using the existing City license-plate registry.

The City should also address oversized commercial and other vehicles that consume the equivalent of multiple passenger-car spaces and consider striping or delineating spaces where appropriate. Better use of existing curb space should be part of the solution, not an afterthought.

The Fundamental Problem: The Draft Begins Too Late in the Problem-Solving Process

A comprehensive program should first ask: **Why does the shortage exist? Who and what are creating demand? What parking is actually available? Is it being used efficiently? Can public or shared private parking be added? Can the rules be enforced? What solutions do affected residents believe would work? And only then - is an RPP necessary?**

The City's first response to a neighborhood parking problem should be investigation and problem-solving, not petition gathering.

ENNA Recommends Reversing the Sequence

Current approach: Identify the problem -> organize the neighborhood -> obtain 65% support -> ask the City to investigate -> wait to learn what the City proposes.

ENNA recommends: Resident request -> City investigation and data analysis -> stakeholder participation -> alternatives and spillover analysis -> proposed neighborhood plan -> informed resident support -> implementation and monitoring.

A resident request should trigger a preliminary City review. If warranted, the City should collect data and identify the causes of the shortage; engage residents, property owners, neighborhood organizations and businesses before selecting a solution; evaluate City-owned and shared private parking, curb utilization, oversized vehicles and other alternatives; and assess potential displacement onto surrounding streets.

Only after that work should the City present a specific neighborhood plan identifying boundaries, hours, permit eligibility and limits, costs, visitor/caregiver provisions, enforcement procedures and spillover protections. This is the appropriate point to measure neighborhood support because residents would be considering an actual proposal rather than signing a petition asking the City to determine what the proposal might someday be.

Residents identify the problem. The City investigates it. Residents help shape the solution. And only then are residents asked whether they support it. That is not eliminating neighborhood participation. It is making neighborhood participation meaningful.

Enforcement and Spillover Must Be Defined Before Approval

A permit program is only as effective as its enforcement. If permits are entirely digital and assigned to license plates rather than displayed by placard or sticker, how will a resident know whether an unfamiliar vehicle is authorized, and how will a suspected violation be reported? Each neighborhood plan should clearly identify

Attachment

enforcement responsibility and hours, resident reporting procedures, response protocols and treatment of repeat violations.

The City should also document baseline conditions on surrounding streets and monitor them after implementation. If a City-created permit zone causes significant spillover onto an adjacent street, those residents should not have to initiate a new 65% petition to address a problem created by the City's program. A permit zone should not solve one street's parking problem by exporting it to the next street.

Close the Public-Comment Loop Before This Program Advances

ENNA strongly requests that this initial 30-day comment period not simply result in publication of another revised PDF. Meaningful public engagement requires closing the loop.

Before a revised RPP advances for departmental or Common Council consideration, the Project Team should conduct a public presentation devoted to Draft #2, identify material changes from Draft #1, explain the reasoning behind those changes, and provide a meaningful public question-and-answer period.

ENNA also requests publication of a Public Comment and Response Matrix consolidating the substantive questions, comments and recommendations received and identifying each disposition as:

- Incorporated into revised draft as requested/suggested
- Incorporated with modifications - with an explanation of the modification
- Not incorporated - with an explanation of why

Matrix example

Public Comment / Recommendation	Project Team Response	Disposition
Remove 65% petition requirement; allow resident request	[Explanation]	Incorporated as requested
Include stakeholders in further program development	[Explanation]	Incorporated with modifications ¹
Require spillover monitoring of adjacent streets	[Explanation]	Not incorporated ²

The matrix and revised draft should be published sufficiently in advance of the presentation to allow residents to review both. **Residents should not be expected to download another lengthy PDF and play “spot the difference” to determine whether the public-comment process accomplished anything.**

Public comment should be a conversation, not a collection box. That is especially important because residents, neighborhood associations, businesses and property owners were not represented on the Project Team during development of Draft #1. A transparent accounting of how comments were considered, followed by Q&A and an opportunity to submit changes during the second 30-day comment period, would be an important step toward correcting that omission.

Finally, if this program expected residents to demonstrate 65% neighborhood support before the City will act on their parking concerns, it is hardly unreasonable for residents to expect the City to demonstrate 100% accountability for how it considered the feedback and requests it specifically asked them to provide.

We thank you for considering ENNA's comments and recommendations and look forward to participating in development of a Residential Parking Permit Program that is practical, transparent, enforceable and responsive to the neighborhoods it is intended to serve.

Respectfully submitted,
East Norwalk Neighborhood Association
Board of Directors

From: Bill Peloquin <wc.peloquin@gmail.com>
Sent: Thursday, October 8, 2026 9:37 PM
To: _DG_rppcommentnorwalk
Subject: Fwd: QUICK READ re: on-street parking proposal

Some people who received this message don't often get email from wc.peloquin@gmail.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. **Do Not Click** links or attachments unless you know that the sender and content are safe.

Hello,

I am writing in regards to the email below. Just wanted to quickly add my two cents: personally I have not experienced any difficulties finding parking on Raymond Terrace due to people parking on our street to use the train. I imagine this is a bigger problem on the streets closer to the train than us (i.e. Myrtle and Fitch) but for us it's a non-issue. In fact, I would lobby against instituting a parking program on Raymond Terrace because it would greatly complicate matters when friends and family come to visit us.

Thanks for your time!

As residents who live close to the East Norwalk Train Station, Norwalk's proposed parking program can change how we park on our streets. The Residential Parking Permit (RPP) Program would allow qualifying neighborhoods to request parking restrictions intended to improve residents' access to on-street parking. A link to the full proposal (~35 pages) is [here](#).

Page 31 of the proposal lists Raymond Terrace as under consideration for "curb management / one-side review". If you have any questions or concerns about this it's important to reach out to the city so that decisions are not made without our input.

The first comment period ends on Friday, October 9th.

Send your questions, concerns & suggestions to: rppcommentnorwalk@lazparking.com

Here are a few aspects of the program to know.

Your street has to qualify for the program. A resident must submit a formal application indicating the hours when the street has the most limited available parking, a petition signed by at least 65% of

the households in the proposed permit area and a nonrefundable \$100 application fee. Park Norwalk (The Norwalk Parking Authority) must review and approve or deny the proposed street or zone. Note: Even if your neighborhood meets all the requirements, approval is not guaranteed.

No residential permit zone will be automatically established. Residents have to complete the required petition & approval process. If a program application is approved, there would be an annual permit fee of \$20 per vehicle and a limit of 2 permits per household. Permits are digital only using license plate registrations and enforced via license plate recognition technology. Paid permits would also be required for visitors, contract & service providers. Having a permit does NOT guarantee a parking space near your home and Park Norwalk can limit the number of permits issued and/or establish waiting lists. Plus, parking restrictions and enforcement hours can vary by neighborhood.

The Draft Plan recommends different parking management strategies for individual streets. Some parking management strategies may be implemented on streets the city has identified as having problematic conditions ... regardless of/without neighborhood input. (i.e., modifying 2-way streets to 1-way or restricting on-street parking to one side of the street).

Residents should understand the pros and cons of a Residential Parking Permit Zone – the benefits as well as the fees, restrictions, enforcement and responsibilities.

Read the **full draft proposal** here: parknorwalk.org/residential-parking-program

Thanks for taking the time to read this short piece on the proposal. Send your questions and comments to the email above.

From: Kool Kreations <debkoolkreations@gmail.com>
Sent: Thursday, October 8, 2026 7:11 PM
To: _DG_rppcommentnorwalk
Subject: Residential parking permit feedback

[Some people who received this message don't often get email from debkoolkreations@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Warning: This email is from outside LAZ. Do Not Click links or attachments unless you know that the sender and content are safe.

I think the parking permit for residential areas, including village Creek, to protect our space against overflow parking for Manresa Wildes is absolutely ridiculous.

And not realistic. It's putting the responsibility on the owners of residence of these areas -almost in a punishment manor to the residence of this area. I feel it's unclear how it's going to prevent overflow from Manresa parking on our streets.

There are other areas where there is large commercial venue around residential areas and there are signs up in the street that say no Manresa parking on the street. Cars will be ticketed or towed.

I feel this parking proposal is cumbersome and highly Unrealistic to monitor while putting responsibility and cumbersome responsibilities on the residence of these areas

If there's not enough parking available on the grounds of Manresa Wilds, then they should only allow a number of people that they can actually service parking wise.

They're making money from people coming to see them. Why should the residence around Manresa wild assume the responsibility of servicing parking for them and giving up our residency parking spaces we pay the taxes and this seems as if it will also increase crime in these areas the opportunity for crime in these areas

This is just very wrong

Manresa wild should be responsible for their own parking. It's not our responsibility.

Deborah Kreter
7 Dock rd
203-247-6175
Low Tide Island Design

From: Christina Donaher <csdonaher@sbcglobal.net>
Sent: Thursday, October 8, 2026 5:40 PM
To: _DG_rppcommentnorwalk
Subject: Residential Parking Permit Zones

Some people who received this message don't often get email from csdonaher@sbcglobal.net. [Learn why this is important](#)

Warning: This email is from outside LAZ. **Do Not Click** links or attachments unless you know that the sender and content are safe.

I am a resident of Raymond Terrace who has lived here for twenty-seven years. I am appalled that the city is couching a program to manage higher parking demand that it's overdevelopment policies and allowances have created in the wording of "residential parking protection." This program is nothing of the sort. Making me pay for parking for my family an visiting family and friends in front of the house on which I pay taxes is ridiculous. It's not the residents' job to bear the cost burden of protecting parking where we live and already pay taxes. Build a parking building at the train station for commuters. The city has ruined East Norwalk and other parts of the city with overdevelopment, creating stress on schools, roads, the hospital, the sewer system, stores. Making residents pay for permits to part where we live and calling it protection is insulting.

If you want to protect residential parking, through permits, they should be granted to residents. Commuters and visitors to the city can be the ones to pay to park.

Christina Donaher

From: Sushila Gillis <gillissushila@gmail.com>
Sent: Thursday, October 8, 2026 4:19 PM
To: _DG_rppcommentnorwalk
Subject: Comment from Village Creek resident.

Some people who received this message don't often get email from gillissushila@gmail.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. **Do Not Click** links or attachments unless you know that the sender and content are safe.

I live on Splitrock Road in Village Creek and am a member of the Village Creek Homeowners Association. While I do suspect that the car traffic to and from Manresa Wilds will negatively affect the roads in Village Creek, I don't see a solution for us in the current rpp. I expect a major problem for us will be people driving through and clogging our narrow roads in addition to attempts to park. We currently have a lot of construction as well as various services and having to arrange for permits for all this would be overwhelming. The only answer I see is to strongly advocate for the use of shuttles and buses, and keep the cars away in lots and garages in town.

Sushila Gillis
35 Splitrock Rd, Norwalk, CT 06854

From: Lisa Brinton <lisabrintonthomson@gmail.com>
Sent: Wednesday, October 7, 2026 9:49 AM
To: _DG_rppcommentnorwalk
Cc: Roberta DiBisceglie; PATRICK COOPER; Alexandra Kemeny; Jessica Garnett; Scott Goodwin; Heather Dunn Morenberg; Patricia Agudow; Benjamin Wesley; Lisa Brinton; Barbara Smyth; councilmembergoldstein@norwa
Subject: Residential Parking Program Input
Attachments: Streets-Overcrowded-.pdf; Final RPP Input.docx

Some people who received this message don't often get email from lisabrintonthomson@gmail.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. [Do Not Click](#) links or attachments unless you know that the sender and content are safe.

To: Park Norwalk RPP Committee

Re: Residential Parking Program Feedback

Thank you for the opportunity to provide input on the first draft of Norwalk's Residential Parking Program (RPP). This response comes from Save Norwalk Neighborhoods, the civic, non-partisan arm of the Norwalk Independent Party Town Committee. We have also attached the feedback in a Word document.

Our primary concerns center around 1) better protecting existing residents living in historical neighborhoods, with older homes with no realistic parking alternative and giving them first consideration in any RPP, 2) placing the burden on residents to solve a city-created problem, 3) understanding neighborhood parking data better, and 4) establishing clearer city department governance and appeal protections.

Given LAZ's historical enforcement of parking operations in other areas around Norwalk, we are confident in implementation and operations once initiated. What we take issue with is city leadership placing an unreasonable burden on residents to do what is the city's responsibility - identifying the neighborhoods in need of a program - along with an unreasonable petitioning and payment process, all to simply be 'considered.' Park Norwalk already has the data needed to identify problem areas without requiring residents to prove them again. The draft creates "Pre-Qualified Residential Parking Permit Areas" where the City has verified occupancy data exceeding 75%. If the City's study has documented an area meets the RPP standard, residents shouldn't have to further petition.

Residents shouldn't be asked to solve the parking pressures created in part by the city. Officials have allowed development in areas with little or no required off-street parking, while ignoring landlords with illegal apartments, over occupancy and cars parked in yards. The RPP should protect residents, not make them responsible for solving the consequences of poor policy and virtually non-existent enforcement.

Parking Data For example, the 75% occupancy referenced in the RPP threshold does not establish the cause of the parking problem. It's the city's responsibility to provide accurate DATA to residents to determine who is parking on the street and why—is it residents, commuters, visitors, employees or

vehicles generated by nearby development? Appendix C reports “occupancy” above 100%—including 125%, 112.5% and 110.5%. The legal-space counts, observation methodology and treatment of illegally parked vehicles need explanation before areas are declared “prequalified.” The City also needs to monitor adjacent streets, so an RPP does not merely push vehicles into the next block.

The Petitioning Process: The 65% petition process unfairly counts nonresponses against a neighborhood. Residents who are away, working, difficult to reach or simply do not answer their doors effectively count the same as opponents. Nonresponse is not opposition. The City should provide formal notice and a response process and clearly define which dwelling units are included in the 65% calculation.

Who Is in Charge? Governance and resident protections are unclear. The draft gives conflicting accounts of whether Park Norwalk staff, its leadership/Board or the Common Council approves zones. It also gives Park Norwalk broad discretion over permits, waitlists and eligibility without sufficiently objective standards or a meaningful appeal process. A final draft needs to clarify the chain of command, who is responsible for what, and remove the contradictions.

Neighborhoods (or at least Streets) Have Been Identified: The city already knows the problem areas. Neighborhood parking has been a growing issue in Norwalk for well over a decade. Quick googling produced the following:

The Hour, 2015 Golden Hill We first found reference cited in a 2015 Hour article, entitled: Ordinance Committee Tackles Commercial Vehicle Parking on City Streets. Below are two quotes from then, city officials:

“We have a situation in several different neighborhoods that people are basically running commercial businesses out of their home, whether it be a limo service, so *they’ve* got all their limos lined up, or their SUVs, whatever it may be, landscaping companies,” said Councilwoman Shannon O’Toole Giandurco, former chairwoman of the committee. “It’s the one address and there’s five to seven work trucks lining the street.”

Councilman Thomas P. Livingston, a member of the committee, posed another possible solution. “Some cities have permit parking on the streets, so residents would get a permit, so they can park one vehicle or two — whatever the number is,” Livingston said. “That would sort of address the number issue.”

P&Z Zoning Rewrite 2023, Save Norwalk Neighborhoods Street List: In 2023, the Planning & Zoning Commission completed a comprehensive rewrite of 30-40 years of Norwalk’s zoning code - catching up to spot zoning and special permit initiatives produced the previous decade. At this time, our Facebook page, *Save Norwalk Neighborhoods* (the activist neighborhood arm of the Norwalk Independent Party) was born. Its purpose was to alert neighborhoods to P&Z meetings and the changes being codified, while highlighting quality of life issues impacting the neighborhoods. Since then, our group has been committed to identifying and recommending solutions to mitigate the consequences of increased density – parking being one of them. Hundreds of residents submitted names of streets that were challenging or

‘impassable’ due to a combination of factors. This list of – resident provided data - has been submitted via email and hard copied multiple times, over multiple years to city officials and organizations, including two mayors, two councils, LAZ and the Transportation, Mobility & Parking Director, Jim Travers. **We attach the list again.**

P&Z Carve Out CD2 and CD3 Neighborhoods Allowed in CT Bill 8002, April 2026: Other notable neighborhoods have also already been identified. Earlier this summer, following passage of CT Bill 8002, eliminating requirements for developers to provide resident parking for developments under 16 units, the Planning and Zoning Commission implemented a local exemption/carve-out structure that acknowledged the parking constraints in areas of South Norwalk and the city center.

An April 2026 a *Nancy on Norwalk* article reported that Mr. Kleppin had “identified the CD2 and CD3 zones around South Norwalk as areas most in need of protection, citing narrow streets and existing density. Without the exemption, he warned, those neighborhoods could be “overwhelmed with cars.”

2020 East Norwalk TOD Plan: The City-sponsored plan states that the needs of “businesses, residents, and commuters create a high demand for parking spaces in East Norwalk and conflicts consistently arise.” It also says the small size of many East Norwalk parcels limits on-site parking and that in some locations, on-street parking is the only viable option. The public marina and Veterans Memorial Park, with its amenities and seasonal events, place additional pressure on already limited neighborhood parking.

Manresa Wilds Impact of Surrounding Neighborhoods, 2026: The local neighborhoods near Manresa Wilds - Harbor View, Harbor Shores & Village Creek have raised various concerns about the development – including parking pressure of visitors parking for hours on Woodward Avenue and the various side streets and nearby neighborhoods when the Manresa Wilds parking lot is full.

We urge you to take this feedback into consideration and revise the proposed program to address these deficiencies before adoption. The City must assume responsibility for identifying parking problems and implementing a fair, workable RPP process rather than placing that burden on residents.

Thank you very much.

Save Norwalk's Neighborhoods

Norwalk Independent Town Committee

Attachment: Impassable Street List

Lisa Brinton
203 722-8771

Challenging Norwalk Streets Due to On Street Parking

Amundsen
Arbor
Autumn
Barnum
Baxter
Beau
Betts
Bettswood
Bouton (to the end of Glasser)
Branford
Bridge (corner of Scofield)
Broad St
Burritt to Woodward to Meadow (blind left turn due to cars parking too close to the corner on Woodward)
Burwell
Carol
Carlin
Charles
Chestnut
Cheter
Chipping
Christie
Cliff
Clinton
Cobblers
College
Cottage
Couch
Cove
Crest
Crown
Church where it meets Ridge and Cliff
Deerfield
Delaware
Devon
Disea
Earl
Eleanor (corner)
Emerson
Fifth
Finely
First
Ferris (top) supposed to be one side from CT Ave until Philips then Benedict on the other – but parking on both
Flicker
Fort Point from East Ave to railroad overpass
Garner
Glasser
Glendenning

Attachment

Glenwood (middle and top)
Gresham
Harris
Harvard
Harvann
Harvey
Hayes
Heather
Henry
Hill
Holly
Hudson
June
Kellog
Kermit
Kettle
Ivy
Lakeview
Laura
Lennox (when school is out)
Leuvine
Lexington
Lindenwoods (sight line issue)
Loomis
Lowe
Luftburry
Magnolia
Maher
Margaret
Meadow
Melrose
Milton
Mills (bus top corners of Mill and Silvermine and Mills and Bartlett)
Morton (turn onto Taylor)
Myrtle (illegal left turns from East Ave or parking to close to the corner on Strawberry Hill)
Naromake
Nelson
New St – where Seaview meets 1st Street
Neptune
Newfield
Newtown terrace
Noland
Nostrom (can't make left onto Stuart – cars parked up to the corner sign)
Oak 93 homes have no driveways)
Ohio
Olmstead Pl (making left turn)
Osborne (between Ft. Point & St. John)
Outlook
Parkhill (bottom towards East Ave)
Petton
Phillips
Platt

Plymouth
Princeton
Prowitt
Quintard
Raymond Terrace (front and back of Raymond and blind hill, line of sight turning onto Strawberry or
Richmond Hill
Ridgewood
Rockridge
Roosevelt
Roger Square
Ryan
Sable
Sachem
Saddle
Saranac
Scofield Pl & Bridge St
Seaview (at East to First in front of Overtons & Frosty's)
Senga
Sention
Sheriden
Shirley
Silvermine (Lower)
Silk
South Smith Street
Summit
Sycamore (off Gregory)
Taylor from Morton (cars parked to close to corner)
Thomes
Tracy
Tyron
Vail
Valleyview
Van Ness
Villaway
Vollmer
Water
Windsor Pl to 23 Windsor
West Cedar
West Couch
Westmere
Woodbury Ave
Woodward
Yale
Yarmouth
Yost

A. Hochmair

October 7, 2026

To: Park Norwalk

Re: Residential Parking Program Feedback

Thank you for the opportunity to provide input on the first draft of Norwalk's Residential Parking Program (RPP). This response comes from *Save Norwalk Neighborhoods*, the civic, non-partisan arm of the Norwalk Independent Party Town Committee.

Our primary concerns center around 1) better protecting existing residents living in historical neighborhoods, with older homes with no realistic parking alternative and giving them first consideration in any RPP, 2) placing the burden on residents to solve a city-created problem, 3) understanding neighborhood parking data better, and 4) establishing clearer city department governance and appeal protections.

Given LAZ's historical enforcement of parking operations in other areas around Norwalk, we are confident in implementation and operations once initiated. What we take issue with is city leadership placing an unreasonable burden on residents to do what is the city's responsibility - identifying the neighborhoods in need of a program - along with an unreasonable petitioning and payment process, all to simply be 'considered.' Park Norwalk already has the data needed to identify problem areas without requiring residents to prove them again. The draft creates "Pre-Qualified Residential Parking Permit Areas" where the City has verified occupancy data exceeding 75%. If the City's study has documented an area meets the RPP standard, residents shouldn't have to further petition.

Residents shouldn't be asked to solve the parking pressures created in part by the city. Officials have allowed development in areas with little or no required off-street parking, while ignoring landlords with illegal apartments, over occupancy and cars parked in yards. The RPP should protect residents, not make them responsible for solving the consequences of poor policy and virtually non-existent enforcement.

Parking Data For example, the 75% occupancy referenced in the RPP threshold does not establish the cause of the parking problem. It's the city's responsibility to provide accurate DATA to residents to determine who is parking on the street and why— is it residents, commuters, visitors, employees or vehicles generated by nearby development? Appendix C reports "occupancy" above 100%—including 125%, 112.5% and 110.5%. The legal-space counts, observation methodology and treatment of illegally parked vehicles need explanation before areas are declared "prequalified." The City also needs to monitor adjacent streets so an RPP does not merely push vehicles into the next block.

Attachment

The Petitioning Process: The 65% petition process unfairly counts nonresponses against a neighborhood. Residents who are away, working, difficult to reach or simply do not answer their doors effectively count the same as opponents. Nonresponse is not opposition. The City should provide formal notice and a response process and clearly define which dwelling units are included in the 65% calculation.

Who Is in Charge? Governance and resident protections are unclear. The draft gives conflicting accounts of whether Park Norwalk staff, its leadership/Board or the Common Council approves zones. It also gives Park Norwalk broad discretion over permits, waitlists and eligibility without sufficiently objective standards or a meaningful appeal process. A final draft needs to clarify the chain of command, who is responsible for what, and remove the contradictions.

Neighborhoods (or at least Streets) Have Been Identified: The city already knows the problem areas. Neighborhood parking has been a growing issue in Norwalk for well over a decade. Quick googling produced the following:

The Hour, 2015 Golden Hill We first found reference cited in a 2015 Hour article, entitled: Ordinance Committee Tackles Commercial Vehicle Parking on City Streets. Below are two quotes from then, city officials:

"We have a situation in several different neighborhoods that people are basically running commercial businesses out of their home, whether it be a limo service, so *they've* got all their limos lined up, or their SUVs, whatever it may be, landscaping companies," said Councilwoman Shannon O'Toole Giandurco, former chairwoman of the committee. "It's the one address and there's five to seven work trucks lining the street."

Councilman Thomas P. Livingston, a member of the committee, posed another possible solution. "Some cities have permit parking on the streets, so residents would get a permit, so they can park one vehicle or two — whatever the number is," Livingston said. "That would sort of address the number issue."

P&Z Zoning Rewrite 2023, Save Norwalk Neighborhoods Street List: In 2023, the Planning & Zoning Commission completed a comprehensive rewrite of 30-40 years of Norwalk's zoning code - catching up to spot zoning and special permit initiatives produced the previous decade. At this time, our Facebook page, *Save Norwalk Neighborhoods* (the activist neighborhood arm of the Norwalk Independent Party) was born. Its purpose was to alert neighborhoods to P&Z meetings and the changes being codified, while highlighting quality of life issues impacting the neighborhoods. Since then, our group has been committed to identifying and recommending solutions to mitigate the consequences of increased density – parking being one of them. Hundreds of residents submitted names of streets that were challenging or 'impassable' due to a combination of factors. This list of – resident provided data - has been submitted via email and hard copied multiple times, over multiple years to city officials and organizations, including two mayors, two councils, LAZ and the Transportation, Mobility & Parking Director, Jim Travers. **We attach the list again.**

Attachment

P&Z Carve Out CD2 and CD3 Neighborhoods Allowed in CT Bill 8002, April 2026: Other notable neighborhoods have also already been identified. Earlier this summer, following passage of CT Bill 8002, eliminating requirements for developers to provide resident parking for developments under 16 units, the Planning and Zoning Commission implemented a local exemption/carve-out structure that acknowledged the parking constraints in areas of South Norwalk and the city center.

An April 2026 *Nancy on Norwalk* article reported that Mr. Kleppin had “identified the CD2 and CD3 zones around South Norwalk as areas most in need of protection, citing narrow streets and existing density. Without the exemption, he warned, those neighborhoods could be “overwhelmed with cars.”

2020 East Norwalk TOD Plan: The City-sponsored plan states that the needs of “businesses, residents, and commuters create a high demand for parking spaces in East Norwalk and conflicts consistently arise.” It also says the small size of many East Norwalk parcels limits on-site parking and that in some locations, on-street parking is the only viable option. The public marina and Veterans Memorial Park, with its amenities and seasonal events, place additional pressure on already limited neighborhood parking.

Manresa Wilds Impact of Surrounding Neighborhoods, 2026: The local neighborhoods near Manresa Wilds - Harbor View, Harbor Shores & Village Creek have raised various concerns about the development – including parking pressure of visitors parking for hours on Woodward Avenue and the various side streets and nearby neighborhoods when the Manresa Wilds parking lot is full.

We urge you to take this feedback into consideration and revise the proposed program to address these deficiencies before adoption. The City must assume responsibility for identifying parking problems and implementing a fair, workable RPP process rather than placing that burden on residents.

Thank you very much.

Save Norwalk's Neighborhoods
Norwalk Independent Town Committee

Attachment: Impassable Street List

From: Brad Anderson <bradf.anderson@gmail.com>
Sent: Tuesday, October 6, 2026 8:42 PM
To: _DG_rppcommentnorwalk
Subject: Draft residential parking permit plan

Some people who received this message don't often get email from bradf.anderson@gmail.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. [Do Not Click](#) links or attachments unless you know that the sender and content are safe.

I am writing to offer comments on the draft Residential Parking Permit Program and, specifically, to recommend changes to the process by which residents can request establishment of an RPP zone.

I support the basic concept of the program. Residents who depend on street parking should have a meaningful way to address situations in which limited curb space is being consumed by commuters, visitors, transit-related parking, businesses, events, or other non-residential demand.

However, I believe the current resident-initiated process places too much of the burden on residents before Park Norwalk will investigate whether a parking problem exists.

Under the draft, residents seeking an RPP zone must obtain support representing 65% of eligible dwelling units, pay a \$100 non-refundable application fee, identify the parking problem and the period during which it occurs, and submit the application before Park Norwalk conducts its parking-occupancy evaluation. The draft then requires the proposed area to meet the applicable parking-occupancy standard and undergo technical review.

I recommend reversing that sequence.

Residents should request an investigation—not conduct a petition drive.

The purpose of the RPP program is to allow the City to manage public curb space based on actual parking conditions. Determining whether those conditions warrant an RPP zone is fundamentally a technical and operational question that Park Norwalk is equipped to evaluate.

Residents should therefore be required to identify the problem, but they should not have to demonstrate neighborhood-wide support before the City will study it.

I recommend that the draft allow any resident residing within a proposed RPP area to request an evaluation. The 65% threshold should not be a prerequisite to investigation.

This would preserve public input while eliminating an unnecessary barrier to identifying legitimate parking problems.

Cottage Street is a useful example of why this change is needed.

Cottage Street is a residential area with a mix of single-family, two-family and multifamily housing, and the City has identified the area's proximity to the East Norwalk Village Transit Zone as a relevant planning consideration.

For residents who do not have off-street parking, the public curb is effectively their only practical parking resource.

A resident in that situation should not have to organize 65% of all dwelling units on the street merely to persuade the City to determine whether parking demand is actually impairing residential access to the curb.

The appropriate question should be straightforward:

Is there sufficient on-street parking available for residents, and is outside demand contributing materially to the shortage?

Park Norwalk should answer that question through objective observation and analysis—not require residents to answer it through a petition.

I also recommend modifying the draft's 75% occupancy threshold.

A high occupancy rate is obviously useful evidence of parking demand. However, a rigid 75% threshold can overlook important circumstances affecting residential parking availability.

Park Norwalk should be able to consider:

- the amount of off-street parking available to residents;
- residential density;
- proximity to transit;
- commuter parking;
- parking turnover;
- seasonal demand;
- nearby commercial or institutional activity;
- roadway and curb restrictions; and
- other recurring sources of non-residential parking demand.

I recommend that 75% occupancy create a presumption that an RPP zone is warranted, rather than serving as an absolute prerequisite.

Conversely, Park Norwalk should retain discretion to establish an RPP zone below 75% occupancy when other documented conditions demonstrate a substantial residential parking need.

This would make the program responsive to actual conditions rather than a single numerical measurement.

The initial \$100 application fee should also be eliminated.

I recommend eliminating the \$100 fee for an initial RPP evaluation. Residents are requesting that the City investigate and manage public parking. They should not have to pay a non-refundable fee simply to ask the City to determine whether a public parking problem exists.

Fees for permits themselves are a separate issue. An initial request for a City evaluation should not carry a financial barrier.

I suggest that the resident-initiated section of the draft be revised along these lines:

Resident-Initiated Evaluation

Any resident residing within a proposed Residential Parking Permit area may request that Park Norwalk evaluate the area for establishment of an RPP Zone. The request shall identify the proposed area and describe the parking conditions affecting residential access to on-street parking.

A request shall not require signatures from a specified percentage of dwelling units as a condition of initiating a parking study.

Upon receipt of a qualifying request, Park Norwalk shall evaluate parking occupancy during the period identified by the requesting resident or residents and conduct an operational review of the proposed area.

Park Norwalk shall consider, in addition to parking occupancy, the availability of off-street parking, residential density, transit and commuter activity, parking turnover, seasonal or event-related demand, roadway conditions, and other documented factors affecting residential access to on-street parking.

An occupancy rate of 75 percent or greater shall create a presumption that an RPP Zone is warranted, but occupancy below 75 percent shall not preclude establishment of an RPP Zone where other documented conditions demonstrate a substantial residential parking need.

No application fee shall be charged for an initial request for evaluation.

Resident petitions may be considered as evidence of community support but shall not be a prerequisite to Park Norwalk's evaluation or approval of an RPP Zone.

These changes would not remove safeguards from the program. They would simply put the responsibility for measuring and evaluating a public parking problem with the City, while allowing residents to bring the problem to the City's attention without first having to conduct a neighborhood organizing campaign.

I believe that approach would make the Residential Parking Permit Program more accessible, more data-driven, and more responsive to residents who lack off-street parking.

Thank you for considering these comments as the draft program moves through the public-review process.

Sincerely,

Brad Anderson

18 Cottage St, Norwalk, Connecticut

From: Lynnelle Jones <lynnelle@hathersage.com>
Sent: Wednesday, September 30, 2026 1:24 PM
To: Lutz, Bryan; Travers, James; _DG_rppcommentnorwalk
Cc: McMurrer, Jenn; City of Norwalk Customer Service
Subject: Questions re: Norwalk's Residential Parking Permit Program draft
Attachments: ParkingDraftPages.pdf

Importance: High

Some people who received this message don't often get email from lynnelle@hathersage.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. **Do Not Click** links or attachments unless you know that the sender and content are safe.

Thank you for your attention to the two questions below. Sorry for the typo yesterday, highlighted in green, corrected below.

Attached please find two pages copied from the Residential Parking Permit Draft shared with residents.

1. Appendix D, a visual of the Digital Permit System, is missing Box #5. If this system "integrates residents, permits, enforcement, and reporting into one connected system to deliver a modern, efficient, and transparent parking program" how is it possible that Box #5 is missing from a graphic summary?
 - a. Box 1, Residential Portal, 24/7 Self-Service Access.
 - b. Box 2, Permit Administration, Centralized & Efficient
 - c. Box 3, Visitor Management, Flexible Visitor Access
 - d. Box 4, Contractor Permits, Supports Work & Projects
 - e. Box 5.....missing.....!?!?!?
 - f. Box 6, License Plate Recognition, Real-Time Verification
 - g. Box 7, Mobile Enforcement, Efficient in the Field
 - h. Box 8, Reporting & Analytics, Data-Driven Insights
 - i. Box 9, Annual Program Evaluation, Continuous Improvement

The final box on this page titled "The Digital Permit System Advantage for Norwalk" includes "Better Experience for Residents, Stronger Enforcement, Greater Efficiency, Smarter Decisions and Long-Term Value for the City", is highly questionable given the simple graphic with multiple connecting lines, arrows and dots, is missing Box #5. The final page, the Grand Summary, in the multiple colors, is not proof-read by either staff or free AI? Opps, an embarrassment given the time that appears to have gone into this draft.

2. Appendix C, Parking Occupancy Analysis is the Dashboard Summary.
 - a. Out of the 6 Study Areas, **Manresa is listed as having 25 streets and 677 total parking spaces**, draft page 26.
 - b. In my comments below, the **345-parking space** number came from adding up the spaces listed in the 8 following pages, draft pages 27-34. None of the summaries of the study areas parking spaces add up, raising questions, again, if the digital capability is as

stated. East Norwalk Train Station, on page 26, has 688 parking spaces, yet 326 are listed in the following pages.

While I understand that it is entirely possible that there is a reasonable explanation for the selection of neighborhoods studied, which is why I ask questions and request clarification, there is no doubt in my mind that Box #5 is missing from a critical summary of this proposed digital program.

Curious if staff or any digital consultant who worked on this over the past 6 months uses AI, either free AI or subscription AI. Anyone who uses AI knows AI corrects and identifies when something appears missing or contradictory. My grammar makes it obvious I am not using AI, perhaps I should.

Thank you for addressing my questions. If I figure out what Box #5 would have, or could have, included, before you get back to me, I will let you know.

Lynnelle Jones

From: Lynnelle Jones
Sent: Tuesday, September 29, 2026 12:41 PM
To: Diane Cece <dmcece@aol.com>
Subject: FW: Residential Parking Draft Comments
Importance: High

Below is what I sent today. Just FYI and thanks again for sharing the photo, which I would have never seen.

From: Lynnelle Jones
Sent: Tuesday, September 29, 2026 12:20 PM
To: 'Lutz, Bryan' <BLutz@norwalkct.gov>; Travers, James <JTravers@norwalkct.gov>; 'rppcommentnorwalk@lazparking.com' <rppcommentnorwalk@lazparking.com>
Cc: McMurrer, Jenn <jenn.mcmurrer@norwalkct.gov>; City of Norwalk Customer Service <CustomerService@norwalkct.gov>
Subject: Residential Parking Draft Comments
Importance: High

Hello and please know I have taken time to edit down my questions, highlighted.

No one could, or would, answer any questions about the Residential Parking Plan draft at the Sept 24th mayor's night out. The more I look at the draft, considering the history, the growing need, neighborhoods, and Norwalk's IT, administration, and enforcement capabilities, the more concerned I am about this draft, analysis, comparisons, and suggestions. Needing to understand how Norwalk got to this draft from residents being squeezed out of being able to park on the street where they live, in neighborhoods that rely on street parking, was one of the reasons I attended this event, with pages from the draft that needed clarification and explanation.

The site lists that 2 listening sessions were held on Feb 17 and 18 and community input was collected. Is that input shared publicly anywhere so neighbors can see concerns that other neighbors shared and see how their concerns were summarized?

The site states public comment was closed as of March 13th, so there was over 5 months of study from the comments that resulted in the draft the public now, 6 months later, is being asked to comment on. If this timeline is not correct or if public comments collected in the two listening sessions in Feb are available, please let me know, before this comment period ends.

It is hard to believe that a digital approach was requested by residents, much less a digital approach requiring license data, data about home occupancy, data about service providers/guests and their license data. **Was a simple solution, requiring marked space sizes and tags like handicapped parking tags considered or ever tested?** Requiring residents to petition their neighborhoods is an invitation to pit neighbor against neighbor, not a solution I believe any neighbor would have suggested, so **who came up with this idea of putting the burden back on residents?** **The draft,** after creating a petition and neighbors pay a fee, **does not guarantee there will be a parking space for neighbors.** Why would neighbors do this if it is not going to guarantee they have even a single space to park on their streets? This draft does not appear to come from resident's comments and that is highly troubling.

Because a digital permit system was proposed by Manresa, who uses the same visual icons, little boxes, and supporting slogans, the fact that this study was silent for 6 months, the 6 months P&Z planned to get Manresa all the approvals required (unfortunately delayed due to serious residential concerns about quality of life and property values), raises basic ethical and transparency questions. The photo on the Norwalk site, from the mayor's night out, of me speaking with Jessica, with the Manresa table in the background, is when, for the second time, I asked Jessica to address the ethics complaint formally filed about her taking the Manresa job following being Norwalk's first Director of Economic and Community Development. **Why hasn't this ethics complaint been addressed by Jessica and why was the complaint dismissed without explanation when it was a clear violation of our Ethics Ordinance? Do the people, staff &/or consultant, behind this really think the connection to Manresa is not obvious?** The money Jessica got the city council to spend on a new Strategic Harbor Report, which mentions Manresa multiple times, appears as if it was directed with the intention of approving Jessica's promised plans for Manresa. Despite not yet being approved, Manresa had a table at the mayor's night out and despite the important special P&Z meeting addressing resident concerns including traffic and parking, Jessica found time to attend the mayor's night out. **In the 6 months since public comment has been closed, has Manresa staff or its director been in communication with staff or consultants creating this draft for a new residential parking program?**

The draft says Norwalk was studied and neighborhood areas were identified. Dashboards are created. Operational issues are identified and Norwalk is compared to other urban centers using digital parking solutions. **Was a comparison to other communities in other states and other cities requested in the Feb listening sessions** or was this the idea of LAZ, Norwalk staff, or an outside consultant who had access to the summary of residential comments? **How is it possible that a neighborhood like Rowayton, walking distance from a train station, where there are parking issues, is not listed at all?**

Manresa is listed as a neighborhood, in multiple sections and for multiple studies, yet like Rowayton, other neighborhoods known to have parking issues are not listed, included, or studied at all. This listing of Manresa as a neighborhood is confusing and makes no sense to anyone who lives in Village Creek, Harbor View, or other neighborhoods, so how and why did this happen? **Did city staff or an outside consultant make the decision to include Manresa as a "neighborhood"?** At least 7 times, Manresa is listed, under different streets with approximately 345 parking spaces, all with the "recommendation" to just "monitor/no immediate change". **Is the city using the same consultant as Manresa? Did city staff, or a consultant, decide there were 345 parking spaces in the Manresa neighborhood?**

Parking affects all neighborhoods and people drive to visit neighbors, so how does it make sense to do a study like this including Manresa as a neighborhood, comparing to different cities, and leave out Rowayton and other Norwalk neighborhoods?

While the draft states this will be resident driven, it also states there is no guarantee the city will accept and create a residential parking program even if residents present a petition and pay a fee. Does the city have the right to limit parking on one side of the street, without resident approval, and require this digital solution?

Any digital parking program, including the one Manresa is proposing, will only shift parking elsewhere, beyond the Manresa parking lot, beyond the streets powered by this proposed digital program, presumably managed by an outside company, so fees pay them to manage parking, not revenue to the city. The draft doesn't go into detail, but the implication is no new staff is required, even for enforcement, which should raise red flags. How are license plates parked checked and how will this be enforced? Have potential unintended consequences, associated with any form of enforcement, IT glitches (which happen), or potential ADA compliance, been considered? Problems created are often more expensive, particularly with complicated digital solutions requiring constant updating of data.

Why didn't James Travers, who recently attended a 6th Taxing District meeting to answer questions, accept the ENNA invitation to answer questions about this draft? Why was the rep, I now understand is part of LAZ, not able or willing to address any questions during the mayor's night out? Are resident comments regarding this draft shared, public, or confidential?

Thank you for your attention to my questions and thank you for posting the photo of me asking Jessica, for the second time, to address the ethics complaint I filed when she took the position to run Manresa Wilds.

Lynnelle Jones

From: Lutz, Bryan <BLutz@norwalkct.gov>

Sent: Friday, September 25, 2026 4:07 PM

To: Lynnelle Jones <lynnelle@hathersage.com>; Travers, James <JTravers@norwalkct.gov>

Cc: McMurrer, Jenn <jenn.mcmurrer@norwalkct.gov>; City of Norwalk Customer Service <CustomerService@norwalkct.gov>

Subject: Re: Impt question following Mayor's night out last evening

Ms. Jones,

A quick clarification to my previous email: questions submitted during the public comment period will be reviewed and addressed as part of the program evaluation process. You can submit at

<https://www.parknorwalk.org/residential-parking-program/>

Looking forward to seeing your questions

Best

Bryan

Get [Outlook for iOS](#)

From: Lutz, Bryan <BLutz@norwalkct.gov>
Sent: Friday, 25 September 2026 15:52:54
To: Lynnelle Jones <lynnelle@hathersage.com>; Travers, James <JTravers@norwalkct.gov>
Cc: McMurrer, Jenn <jenn.mcmurrer@norwalkct.gov>; City of Norwalk Customer Service <CustomerService@norwalkct.gov>
Subject: Re: Impt question following Mayor's night out last evening

Hello Ms. Jones,

Thank you for your email and for reviewing the draft Residential Parking Permit Program.

The purpose of the current public comment period is to collect feedback, concerns, questions, and recommendations from residents regarding the draft proposal. Staff attending public outreach events have been instructed to encourage residents to submit their comments through the formal comment process so that all input can be reviewed and considered as part of the evaluation of the program.

Accordingly, residents are encouraged to submit any questions, concerns, or suggested revisions before the close of the comment period. All comments received will be reviewed as part of the ongoing development of the program.

We appreciate your participation and encourage you to submit the questions and observations you identified during your review of the draft.

Respectfully,

Bryan Lutz

Get [Outlook for iOS](#)

From: Lynnelle Jones <lynnelle@hathersage.com>
Sent: Friday, 25 September 2026 15:43:26
To: Travers, James <JTravers@norwalkct.gov>; Lutz, Bryan <BLutz@norwalkct.gov>
Cc: McMurrer, Jenn <jenn.mcmurrer@norwalkct.gov>; City of Norwalk Customer Service <CustomerService@norwalkct.gov>
Subject: Impt question following Mayor's night out last evening

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

Hello Mr. Travers and Mr. Lutz,

One of my reasons for attending the mayor's night out was to ask questions and get clarification about the proposed residential parking program draft shared with the public. After reading the draft, multiple times, I printed out the pages I had questions and needed clarification about, bringing those pages with me.

Jenn McMurrer is cc-ed because when we spoke last night and I asked her my first question about your draft plan, showing her what I had printed out, she directed me to the table where I met Sirak Legese. Sirak was either unable or unwilling to answer a single question, even simple ones. Sirak just told me to send in my comments and they would be reviewed.

Who can residents email before the comment period is over to get answers and clarification, because it is not Sirak Legese?

Thank you for letting me know who I, or any other resident, can contact regarding questions/clarifications, as this appears to be a one-shot opportunity to comment and this seriously affects the quality of life for Norwalk residents, so extremely important and urgent given your deadline.

Respectfully,
Lynnelle Jones
203-866-5503

Attachment



APPENDIX D DIGITAL PERMIT SYSTEM

Powering Norwalk's Residential Parking Permit Program



The Digital Permit System integrates residents, permits, enforcement, and reporting into one connected system to deliver a modern, efficient, and transparent parking program.



100% DIGITAL
Online permits and self-service access



PLATE-BASED
No physical permits.
Real-time validation.



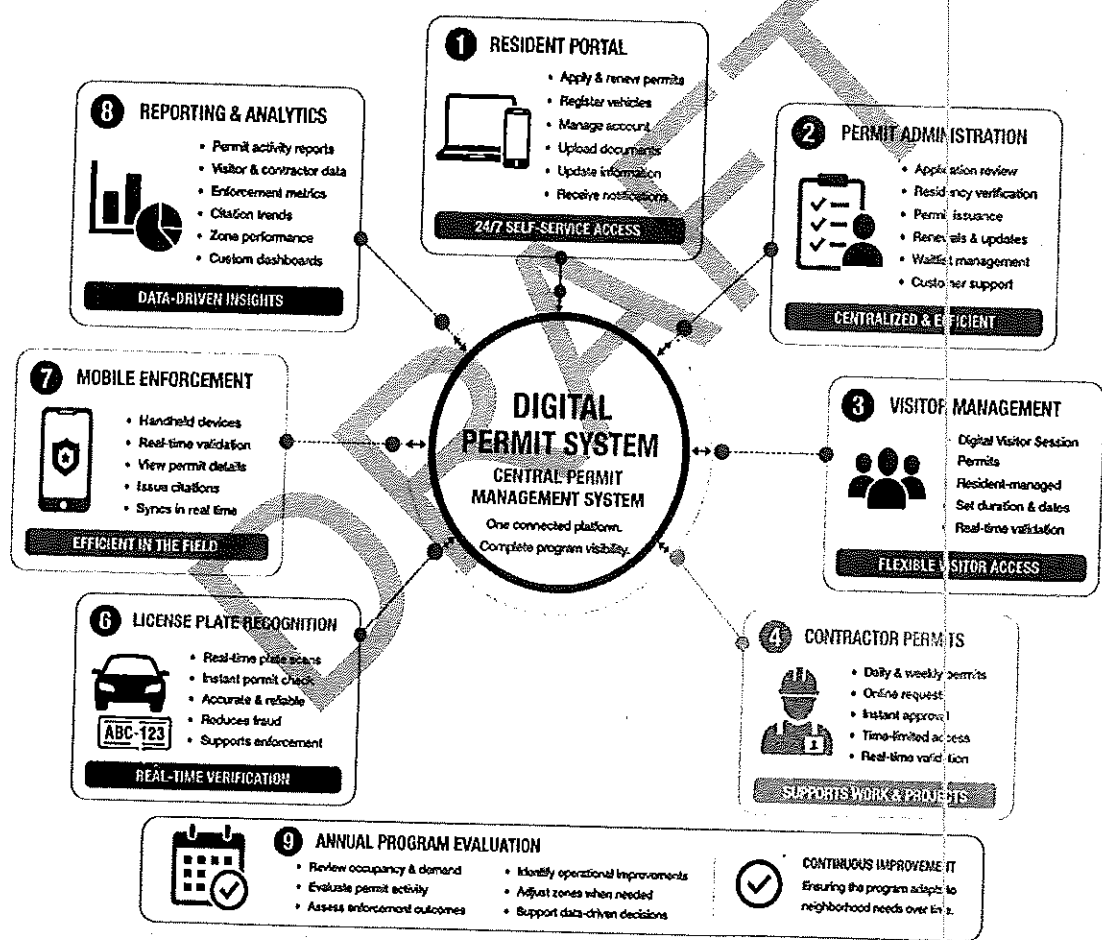
DATA-DRIVEN
Actionable insights for better decisions.



RESIDENT FOCUSED
Simple, convenient, and transparent.



SECURE & RELIABLE
Enterprise-grade security and system uptime.



BETTER EXPERIENCE FOR RESIDENTS



STRONGER ENFORCEMENT



GREATER EFFICIENCY



SMARTER DECISIONS



LONG-TERM VALUE FOR THE CITY

THE DIGITAL PERMIT SYSTEM ADVANTAGE FOR NORWALK

APPENDIX C PARKING OCCUPANCY ANALYSIS



DASHBOARD SUMMARY

This dashboard provides an executive summary of the parking occupancy analysis conducted throughout Norwalk's study areas. Detailed street-by-street data is provided in the following tables.

Occupancy data was collected during representative weekday and weekend periods at times identified by residents as experiencing parking constraints.



C.1 KEY METRICS AT-A-GLANCE



6

STUDY AREAS
Evaluated

172

STREETS
Evaluated

4,651

TOTAL PARKING
SPACES
Inventory

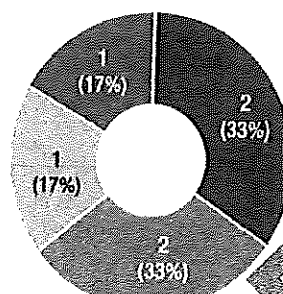
96%

HIGHEST PEAK
OCCUPANCY
Observed

12

OBSERVATION
PERIODS
Weekday & Weekend

C.2 PARKING DEMAND CLASSIFICATION SUMMARY



4 of 6 study areas (67%) experienced high or critical parking demand during observed peak periods.

CLASSIFICATION	OCCUPANCY RANGE (PEAK)	STUDY AREAS
CRITICAL	95% and above	2
HIGH	85% - 94%	2
MODERATE	70% - 84%	1
LOW	Below 70%	1

C.3 OPERATIONAL ISSUES IDENTIFIED



47

NARROW ROADWAYS
Streets with limited width impacting two-way circulation and parking.



63

SIGNAGE ISSUES
Faded, missing, or inconsistent parking signage observed.



38

MIXED REGULATIONS
Multiple or conflicting parking regulations on same street.



29

NON-RESIDENT SPILLOVER
Evidence of commuter, employee, or visitor parking spillover.



15

SEASONAL PRESSURE
Seasonal demand impacts near waterfront and recreational areas.

C.4 OCCUPANCY SUMMARY BY STUDY AREA

STUDY AREA	TOTAL STREETS	TOTAL SPACES	AVERAGE OCCUPANCY		PEAK OCCUPANCY (OVERALL)	CLASSIFICATION (PEAK)	IMPLEMENTATION PRIORITY
			WEEKDAY	WEEKEND			
① Hospital Area	32	1,024	62%	88%	96%	CRITICAL	Highest
② SoNo	28	842	80%	87%	95%	CRITICAL	Highest
③ East Norwalk Station	27	688	74%	82%	91%	HIGH	High
④ Roger Square	32	744	66%	74%	83%	MODERATE	Medium
⑤ McMahon Area	28	676	62%	70%	79%	MODERATE	Medium
⑥ Manresa	25	677	54%	61%	68%	LOW	Lower
 Citywide Totals All Study Areas	172	4,651	-	-	96%	-	-

Note: Occupancy is calculated as (occupied spaces / total legal spaces) x 100. Data represents observed conditions during resident-identified constraint periods.

From: Lynnelle Jones <lynnelle@hathersage.com>
Sent: Tuesday, September 29, 2026 12:20 PM
To: Lutz, Bryan; Travers, James; _DG_rppcommentnorwalk
Cc: McMurrer, Jenn; City of Norwalk Customer Service
Subject: Residential Parking Draft Comments

Importance: High

Some people who received this message don't often get email from lynnelle@hathersage.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. Do Not Click links or attachments unless you know that the sender and content are safe.

Hello and please know I have taken time to edit down my questions, highlighted.

No one could, or would, answer any questions about the Residential Parking Plan draft at the Sept 24th mayor's night out. The more I look at the draft, considering the history, the growing need, neighborhoods, and Norwalk's IT, administration, and enforcement capabilities, the more concerned I am about this draft, analysis, comparisons, and suggestions. Needing to understand how Norwalk got to this draft from residents being squeezed out of being able to park on the street where they live, in neighborhoods that rely on street parking, was one of the reasons I attended this event, with pages from the draft that needed clarification and explanation.

The site lists that 2 listening sessions were held on Feb 17 and 18 and community input was collected. Is that input shared publicly anywhere so neighbors can see concerns that other neighbors shared and see how their concerns were summarized?

The site states public comment was closed as of March 13th, so there was over 5 months of study from the comments that resulted in the draft the public now, 6 months later, is being asked to comment on. If this timeline is not correct or if public comments collected in the two listening sessions in Feb are available, please let me know, before this comment period ends.

It is hard to believe that a digital approach was requested by residents, much less a digital approach requiring license data, data about home occupancy, data about service providers/guests and their license data. Was a simple solution, requiring marked space sizes and tags like handicapped parking tags considered or ever tested? Requiring residents to petition their neighborhoods is an invitation to pit neighbor against neighbor, not a solution I believe any neighbor would have suggested, so who came up with this idea of putting the burden back on residents? This draft where, after creating a petition and neighbors pay a fee, does not guarantee there will be a parking space for neighbors. Why would neighbors do this if it is not going to guarantee they have even a single space to park on their streets? This draft does not appear to come from resident's comments and that is highly troubling.

Because a digital permit system was proposed by Manresa, who uses the same visual icons, little boxes, and supporting slogans, the fact that this study was silent for 6 months, the 6 months P&Z planned to get

Manresa all the approvals required (unfortunately delayed due to serious residential concerns about quality of life and property values), raises basic ethical and transparency questions. The photo on the Norwalk site, from the mayor's night out, of me speaking with Jessica, with the Manresa table in the background, is when, for the second time, I asked Jessica to address the ethics complaint formally filed about her taking the Manresa job following being Norwalk's first Director of Economic and Community Development. Why hasn't this ethics complaint been addressed by Jessica and why was the complaint dismissed without explanation when it was a clear violation of our Ethics Ordinance? Do the people, staff &/or consultant, behind this really think the connection to Manresa is not obvious? The money Jessica got the city council to spend on a new Strategic Harbor Report, which mentions Manresa multiple times, appears as if it was directed with the intention of approving Jessica's promised plans for Manresa. Despite not yet being approved, Manresa had a table at the mayor's night out and despite the important special P&Z meeting addressing resident concerns including traffic and parking, Jessica found time to attend the mayor's night out. In the 6 months since public comment has been closed, has Manresa staff or its director been in communication with staff or consultants creating this draft for a new residential parking program?

The draft says Norwalk was studied and neighborhood areas were identified. Dashboards are created. Operational issues are identified and Norwalk is compared to other urban centers using digital parking solutions. Was a comparison to other communities in other states and other cities requested in the Feb listening sessions or was this the idea of LAZ, Norwalk staff, or an outside consultant who had access to the summary of residential comments? How is it possible that a neighborhood like Rowayton, walking distance from a train station, where there are parking issues, is not listed at all?

Manresa is listed as a neighborhood, in multiple sections and for multiple studies, yet like Rowayton, other neighborhoods known to have parking issues are not listed, included, or studied at all. This listing of Manresa as a neighborhood is confusing and makes no sense to anyone who lives in Village Creek, Harbor View, or other neighborhoods, so how and why did this happen? Did city staff or an outside consultant make the decision to include Manresa as a "neighborhood"? At least 7 times, Manresa is listed, under different streets with approximately 345 parking spaces, all with the "recommendation" to just "monitor/no immediate change". Is the city using the same consultant as Manresa? Did city staff, or a consultant, decide there were 345 parking spaces in the Manresa neighborhood?

Parking affects all neighborhoods and people drive to visit neighbors, so how does it make sense to do a study like this including Manresa as a neighborhood, comparing to different cities, and leave out Rowayton and other Norwalk neighborhoods?

While the draft states this will be resident driven, it also states there is no guarantee the city will accept and create a residential parking program even if residents present a petition and pay a fee. Does the city have the right to limit parking on one side of the street, without resident approval, and require this digital solution?

Any digital parking program, including the one Manresa is proposing, will only shift parking elsewhere, beyond the Manresa parking lot, beyond the streets powered by this proposed digital program, presumably managed by an outside company, so fees pay them to manage parking, not revenue to the city. The draft doesn't go into detail, but the implication is no new staff is required, even for enforcement, which should raise red flags. How are license plates parked checked and how will this be enforced? Have potential unintended consequences, associated with any form of enforcement, IT

glitches (which happen), or potential ADA compliance, been considered? Problems created are often more expensive, particularly with complicated digital solutions requiring constant updating of data.

Why didn't James Travers, who recently attended a 6th Taxing District meeting to answer questions, accept the ENNA invitation to answer questions about this draft? Why was the rep, I now understand is part of LAZ, not able or willing to address any questions during the mayor's night out? Are resident comments regarding this draft shared, public, or confidential?

Thank you for your attention to my questions and thank you for posting the photo of me asking Jessica, for the second time, to address the ethics complaint I filed when she took the position to run Manresa Wilds.

Lynnelle Jones

From: Lutz, Bryan <BLutz@norwalkct.gov>
Sent: Friday, September 25, 2026 4:07 PM
To: Lynnelle Jones <lynnelle@hathersage.com>; Travers, James <JTravers@norwalkct.gov>
Cc: McMurrer, Jenn <jenn.mcmurrer@norwalkct.gov>; City of Norwalk Customer Service <CustomerService@norwalkct.gov>
Subject: Re: Impt question following Mayor's night out last evening

Ms. Jones,

A quick clarification to my previous email: questions submitted during the public comment period will be reviewed and addressed as part of the program evaluation process. You can submit at

<https://www.parknorwalk.org/residential-parking-program/>

Looking forward to seeing your questions

Best

Bryan

Get [Outlook for iOS](#)

From: Lutz, Bryan <BLutz@norwalkct.gov>
Sent: Friday, 25 September 2026 15:52:54
To: Lynnelle Jones <lynnelle@hathersage.com>; Travers, James <JTravers@norwalkct.gov>
Cc: McMurrer, Jenn <jenn.mcmurrer@norwalkct.gov>; City of Norwalk Customer Service <CustomerService@norwalkct.gov>
Subject: Re: Impt question following Mayor's night out last evening

Hello Ms. Jones,

Thank you for your email and for reviewing the draft Residential Parking Permit Program.

The purpose of the current public comment period is to collect feedback, concerns, questions, and recommendations from residents regarding the draft proposal. Staff attending public outreach events

have been instructed to encourage residents to submit their comments through the formal comment process so that all input can be reviewed and considered as part of the evaluation of the program.

Accordingly, residents are encouraged to submit any questions, concerns, or suggested revisions before the close of the comment period. All comments received will be reviewed as part of the ongoing development of the program.

We appreciate your participation and encourage you to submit the questions and observations you identified during your review of the draft.

Respectfully,

Bryan Lutz

Get [Outlook for iOS](#)

From: Lynnelle Jones <lynnelle@hathersage.com>

Sent: Friday, 25 September 2026 15:43:26

To: Travers, James <JTravers@norwalkct.gov>; Lutz, Bryan <BLutz@norwalkct.gov>

Cc: McMurrer, Jenn <jenn.mcmurrer@norwalkct.gov>; City of Norwalk Customer Service <CustomerService@norwalkct.gov>

Subject: Impt question following Mayor's night out last evening

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

Hello Mr. Travers and Mr. Lutz,

One of my reasons for attending the mayor's night out was to ask questions and get clarification about the proposed residential parking program draft shared with the public. After reading the draft, multiple times, I printed out the pages I had questions and needed clarification about, bringing those pages with me.

Jenn McMurrer is cc-ed because when we spoke last night and I asked her my first question about your draft plan, showing her what I had printed out, she directed me to the table where I met Sirak Legese. Sirak was either unable or unwilling to answer a single question, even simple ones. Sirak just told me to send in my comments and they would be reviewed.

Who can residents email before the comment period is over to get answers and clarification, because it is not Sirak Legese?

Thank you for letting me know who I, or any other resident, can contact regarding questions/clarifications, as this appears to be a one-shot opportunity to comment and this seriously affects the quality of life for Norwalk residents, so extremely important and urgent given your deadline.

Respectfully,
Lynnelle Jones
203-866-5503

From: Charles DiBisceglie <charlesdibisceglie@gmail.com>
Sent: Friday, September 25, 2026 4:21 PM
To: _DG_rppcommentnorwalk
Subject: Feedback on Norwalk's Residential Parking Program Draft Document

[Some people who received this message don't often get email from charlesdibisceglie@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Warning: This email is from outside LAZ. Do Not Click links or attachments unless you know that the sender and content are safe.

I am in support of a RPP for Norwalk, however the plan should adopt a less burdensome residential parking process much like other Connecticut cities. New Haven uses a 51% resident threshold, while Hartford bases residential parking on available spaces and resident needs. Instead of requiring a high percentage of signatures and an application fee before the City will even evaluate a request, Norwalk should allow residents to submit a request, have City staff study parking occupancy and neighborhood conditions, hold a public hearing, and make a decision based on the facts. Residents should not have to take on this inconvenience when there is no guarantee that a residential parking zone will ultimately be provided.

In residential neighborhoods where parking is limited, every available parking space matters. The City should establish a consistent standard of 9 feet wide by 18 feet long for striped residential parking spaces wherever the roadway allows.

Clearly marked spaces make it easier for residents to understand where and how vehicles should park. More importantly, they help make the best use of the limited curb space available and allow the City to clearly determine how many vehicles can reasonably fit within a parking area.

The growing number of oversized SUVs, pickup trucks, vans, and other large vehicles creates an additional challenge. When a vehicle is longer than the designated 18-foot space, it may extend into the area needed for another vehicle, limit maneuvering room, or effectively prevent another vehicle from using part of the available parking area.

With proper enforcement, this standard would provide a clear and consistent way to protect available parking, reduce vehicles taking up more than their fair share of curb space, and maximize the number of vehicles that can reasonably park on each street. All resulting ticketing revenue could also help offset the administrative and enforcement costs of the program.

I would also like to draw your attention to Exhibit 12.4, "Primary Operational Constraints by Study Area." For the East Norwalk Station area, the report notes narrow streets and commuter parking. However, other significant parking pressures should be recognized, including seasonal and event-driven demand at Veterans' Memorial Park from spring through fall, including visitors to the public marina there and spillover from nearby businesses. Visitors seeking to avoid paid parking reduce the already limited on-street parking inventory available to residents.

I urge the City to revise the proposed RPP process so that it is fair, practical, and responsive to the actual parking pressures residents face.

Charles A. DiBisceglie
2 Osborne Ave
Norwalk, CT 06855

From: Roberta DiBisceglie <columbinellc@mac.com>
Sent: Thursday, September 24, 2026 10:16 AM
To: _DG_rppcommentnorwalk
Cc: Charles DiBisceglie; info@eastnorwalk.org
Subject: RPP Comments

Some people who received this message don't often get email from columbinellc@mac.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. [Do Not Click](#) links or attachments unless you know that the sender and content are safe.

I support the concept of a Residential Parking Permit program, but I do not believe the current draft is ready for adoption. It places too much responsibility on residents, does not adequately identify the causes of parking problems, and risks simply shifting those problems from one neighborhood to another.

My principal concerns are:

- **Residents should not be required to organize their neighbors to get City action.** The proposed 65% petition requirement and \$100 non-refundable fee are unrealistic and unfair. People may not answer their doors, may be working or away, may not speak English, or may have little incentive to support an RPP. Residents should not have to canvass a neighborhood to prove a parking problem exists. The City should identify problem areas, notify residents, gather data and determine whether an RPP is warranted. **Nonresponse should not count as opposition.**
- **The program should recognize actual parking need.** A household with no driveway, garage or other off-street parking is in a very different position from one with several vehicles and available private parking. The draft does not adequately account for those differences.
- **The City needs to determine who is creating the parking demand.** A 75% occupancy threshold only shows that spaces are occupied; it does not tell us whether vehicles belong to residents, commuters, employees, visitors or nearby development. Without that information, the City may simply regulate a shortage without addressing its cause.
- **City development and transportation policies must be part of the discussion.** Development has been permitted in some areas without adequate off-street parking, while realistic public transportation alternatives remain limited. Residents should not then be expected to organize and pay to address the resulting pressure.
- **A broader city-wide strategy is needed.** Establishing RPP districts one neighborhood at a time could simply push overflow parking onto adjoining streets or neighborhoods. Displacement must be considered from the outset.
- **The program should begin as a pilot** in one or more areas with documented parking problems. This would allow the City to evaluate administration, enforcement, resident impact, unintended consequences and parking displacement before expanding the program.

- **Existing City resources and regulations should also be part of the solution.** The City should examine overnight residential use of underutilized City-owned parking areas, including Veterans Park, and strengthen enforcement of existing parking regulations.
- **The final policy must clearly address combination plates, branded or work trucks, and commercial vehicles,** including which vehicles qualify and how the rules will be enforced.
- **Streets should be striped and clearly marked** to maximize available parking spaces.

A Residential Parking Permit program may be part of the solution, but it should be based on accurate data, administered by the City, tested through a pilot, and incorporated into a broader parking strategy. Residents should not be expected to solve these problems themselves, particularly after waiting far too long for a fair and equitable response to neighborhood parking pressures.

Roberta DiBisceglie

From: A.K. Widders <1oxyokelane@gmail.com>
Sent: Wednesday, September 9, 2026 3:59 PM
To: _DG_rppcommentnorwalk
Subject: RPP

Some people who received this message don't often get email from 1oxyokelane@gmail.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. **Do Not Click** links or attachments unless you know that the sender and content are safe.

I support the RPP.

In the City of Boston, they do it successfully and I see the many benefits of supporting this initiative for the City of Norwalk as well.

In many ways here's how I can see the benefits of supporting an RPP for our fine city (as Boston's program does):

Core benefits

- **Priority access to street parking** — the program gives residents preferential access to on-street parking spaces in city neighborhoods.
- **Keeps outside cars off residential streets** — "Resident Parking Only" restrictions on many streets prevent long-term parking by non-residents, including commuters and visitors' vehicles that aren't registered locally.
- **No permit renewal hassle** — permits don't expire on a fixed date or have an expiration printed on the sticker; the city periodically audits neighborhoods (roughly every two years) to confirm you're still eligible, and otherwise your permit auto-renews.
- **Free or low-cost** — unlike many cities that charge fees, Boston is among the areas that provide permits free of charge, though all require proof of residency.

Neighborhood-level goals behind the program

According to Boston Transportation Department planning documents, the RPP system aims to:

- Protect residential neighborhoods from parking intrusion by commuters and other non-residents
- Reduce future demand for on-street parking tied to new residential development
- Reduce car ownership by encouraging carsharing and other non-auto travel options

A couple of caveats

- Only a small number of "Visitor Parking" spaces exist for guests — the vast majority of spaces are reserved for residents rather than friends/family visiting them. Public lots can also be used to mitigate parking and street congestion.
- If you're a resident but your car is registered to an address outside the neighborhood, you still won't qualify for that neighborhood's permit.

In short, the main upside for residents is that it makes street parking much more reliably available near home by keeping outside cars out — at no cost and with minimal renewal paperwork. The main tradeoff (not really a "benefit," but worth knowing) is that it's a zero-sum system: it helps insiders at the expense of visitors, non-resident workers, and anyone whose car isn't registered locally.

A possible solution for guests is to allow for the Norwalk Police or LAZ to have a permit option for non-residents, resident-guests and visitors. Though this would likely require an in-person individual to manage the process, it may work. Say a person that is located in the Washington Street lot in a booth to manage the process.

Before I moved to Norwalk, I lived in a town (Larchmont, NY) that had resident parking only, but it also had plenty of public parking lots for visitors. Their solution was that if you had a visitor, they could go with you to the Police station and request a free overnight parking permit/pass. While it was a minor pain-point for the visitor and for the cop, it worked. Visitors could then park the car in a public lot (with a one-night freebie), place the permit in the car and go about their visit.

Again, I support the RPP and encourage the city partner, LAZ to think about the options available for visitors and the ability for residents to find street parking and move about their neighborhoods freely.

Thank you for your attention and consideration.

April Wennerstrom

Ox Yoke Lane / Norwalk

From: Kat Rosenfield <katrosenfield@gmail.com>
Sent: Tuesday, September 8, 2026 8:13 AM
To: _DG_rppcommentnorwalk
Subject: RPP program comment

Some people who received this message don't often get email from katrosenfield@gmail.com. [Learn why this is important](#)

Warning: This email is from outside LAZ. **Do Not Click** links or attachments unless you know that the sender and content are safe.

To whom it may concern:

Thank you for the opportunity to comment on the draft Residential Parking Permit Program. As a homeowner in one of the impacted neighborhoods I strongly support this program and hope it will be put into effect as soon as possible. However, the proposal will require a few changes and clarifications in order to make the program effective in certain neighborhoods — like the East Norwalk TOD — where parking problems are not being caused by an excess of commuters or outside visitors, but by increased residential density, zoning and occupancy violations, commercial vehicle storage, and other forms of chronic overuse. In order of importance:

First, the city cannot exclusively burden residents with the responsibility to identify themselves into proposed “zones,” gather signatures, and achieve 65% support before the city will act — particularly in neighborhoods where excessive parking demand is being generated by properties within the neighborhood itself. Residents at these properties (e.g. the absentee landlord whose tenants have 10 cars for a single-family home, the contractor who uses the street as storage for commercial vehicles) are obviously not going to support restrictions, and requiring residents to persuade 65% of their neighbors before the city will intervene is a recipe for conflict, effectively empowering the same people causing the problem to veto a solution at the expense of everyone else. The city can and should impose RPP in areas where data (such as that collected for the existing proposal) already demonstrates the need for one. Resident petitions can remain one pathway to initiating review, but they should not be the only one.

Second, the program needs to recognize the diverse causes of parking pressure. An RPP is an effective solution to the problem of curb space being taken up by outsiders. It is less effective when the lack of space is caused by increased neighborhood density or unlawful overcrowding. I particularly want to urge the city to implement a ranking system for permits where priority is given to streets and properties with no off-street parking, whose residents have no alternative when curb space is unavailable. These households should not be treated as similarly situated to properties with driveways, garages, or other private parking options.

Finally, implementation needs to include real curb management and enforcement, to mitigate the possibility of conflict between residents over parking. We need street striping and signage, and LAZ enforcement should be prepared to address not only RPP violations, but those created by oversized and commercial vehicles, blocked driveways, vehicles occupying multiple marked spaces, etc.

I appreciate the city's desire to work with residents to create this program and consider our input. However, an appropriate and productive solution cannot ask residents to act as unpaid parking administrators, shifting the burden onto us of solving a problem the city created. The responsibility for implementing and enforcing parking regulations should be borne by the government whose functions we fund with our tax dollars.

With that said, I hope these changes can be made and the program implemented without delay, as we are in pretty desperate need.

Best,
Kat Rosenfield Anderson



Outlook

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Fri 10/9/2026 9:54 PM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Devki

Last Name

Desai

Email Address

devkides@gmail.com

Phone Number

+12488352362

Your Comments

Visitor permits should only be required for overnight parking. Multifamily homes must be restricted to (2) cars per dwelling unit. Zoning has failed to inspect Norwalk multifamily homes for illegal 3rd and 4th units, and then these homes often have 6-9 cars parked on their front lawns each night, making the neighborhood look like a slum. Then there are other homes who run auto repair businesses on their front lawns, another nightmare. Unless this permit program aggressively caps the number of cars allowed on multifamily addresses, the program is not useful and just a financial burden on homeowners.

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Fri 10/9/2026 8:15 PM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Joel

Last Name

Thompson

Email Address

joelt49@gmail.com

Your Comments

I appreciate the attempt to address parking issues. I have two main concerns: unintended incentives and privacy.

I will start with the unintended incentives. I have sufficient off-street parking for my own single-family house. However, as I own two cars, I would want to get two resident permits, one for each of my cars. This would allow me to park my own cars on the street so that guests, contractors, and the like can park in my driveway without needing a visitor's pass. If the permits had a minimum usage requirement, it would just encourage me to park regularly on the street rather than my driveway to meet the minimum usage. If I didn't get the permits, then I would be in bad shape when my own off-street parking becomes unavailable (such as sealing my driveway), so I need to ensure I have permits for both of my cars. It would also create an opportunity for me to sell parking space in my driveway for less than the guest pass fee, while I park my car on the street. I don't believe this kind of behavior to be aligned with the goals of the program.

Second, I worry about privacy. Both the registration of guests as well as the enforcement vehicles equipped with license plate readers create significant privacy concerns around who is visiting which residence. While the data can be legitimately collected to enforce parking regulations, strict privacy protections must be built in to the program so that any data about non-violators is permanently and irreversibly deleted. Data must only be kept if necessary to enforce the regulations and no longer. These data must not be available for any other purpose, including immigration enforcement or law enforcement. Further, rules must be set up to suspend data collection in the event any outside action (such as a court order) would compel data preservation and availability for purposes outside parking regulation enforcement.

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.



Outlook

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Fri 10/9/2026 5:49 PM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Myles

Last Name

Brown

Email Address

alphaqldmyles@gmail.com

Your Comments

Would like for the program to go ahead.

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.



Outlook

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Fri 10/9/2026 4:21 PM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Shahzad

Last Name

Rajabdeen

Email Address

shazadtr@gmail.com

Phone Number

+15085232587

Your Comments

Here we go again, city looking to charge residents by pretending to solve a non-existent problem. We don't have a parking problem.

Solve the sewer back up into our neighbors houses during heavy rains.

We don't want or need parking permits so that Laz Parking can get a bulk of that revenue and for no other benefit.

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Fri 10/9/2026 4:21 PM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Shahzad

Last Name

Rajabdeen

Email Address

shazadtr@gmail.com

Phone Number

+15085232587

Your Comments

Here we go again, city looking to charge residents by pretending to solve a non-existent problem. We don't have a parking problem.

Solve the sewer back up into our neighbors houses during heavy rains.

We don't want or need parking permits so that Laz Parking can get a bulk of that revenue and for no other benefit.

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Fri 10/9/2026 3:03 PM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Diane

Last Name

Lauricella

Email Address

dlauricella24@gmail.com

Phone Number

+12038581537

Your Comments

Residential Neighborhood Parking Permits have been discussed for many years. While I am thankful that the City is attempting to handle this matter, the material presented for comment is NOT ready for prime time. Go back to the drawing board in order to present a more user- and resident-friendly program. I am NOT in favor of this proposal for the following reasons:

1. How can a license plate reader detect licenses when the cars are parked front to trunk?
2. Why not just have a simple, blanket Neighborhood participation designation?
Pls do not make residents from each street have to apply in a manner similar to how speed bumps used to be requested.
3. Use a bright-colored sticker that must be affixed/displayed in a predominant, specific spot on drivers side to avoid a ticket. Each homeowner would receive 2 additional hang tags that would not be reproduceable and could be used for additional cars, caregivers, contractors, and family.
4. Employ strict enforcement against street parking by commercial vehicles.
5. In the meantime, work with PZ and Code Enforcement to remove illegal apartments, therefore automatically reducing the number of cars parked on the street.

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Fri 10/9/2026 1:38 PM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Kim

Last Name

Audan

Email Address

kimaudan@gmail.com

Phone Number

+19175174752

Your Comments

I live in Village Creek and believe our streets will be negatively impacted by Manresa Wilds. Village Creek does not fit into parking solutions that may work for other neighborhoods. Please take our Village Creek into consideration.

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Fri 10/9/2026 4:41 AM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Elizabeth

Last Name

Hidden

Email Address

ephiden@gmail.com

Phone Number

+12033542487

Your Comments

I live on Splitrock Road in Village Creek in Norwalk. I do not want the parking permit program. What if I rent a car, or have overnight visitors? This permit parking system creates an increased ambient nuisance and expense in addition to being hammered by taxes. We pay for our own garbage services, why should we also pay to park and have limitations for our guests? Please: No to the parking program. Thank you. Elizabeth Hiden

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Thu 10/8/2026 9:20 PM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Laura

Last Name

Ferrera

Email Address

cabin545@gmail.com

Your Comments

There's a wonderful scene in Herodotus where the Samians make a long convoluted speech to the Spartans asking for help, and the Spartans reply "we have forgotten the first half of the speech and, as a result, can not understand the second half."

Same.

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Thu 10/8/2026 1:25 PM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Alicia

Last Name

Schiller

Email Address

azschiller@gmail.com

Your Comments

I live on Raymond Terrace, and I'm hoping you can provide some clarity on what "curb management / one-side review" means. Would appreciate knowing more about potential plans for our street, especially anything related to adding paid parking, limiting guest parking, etc.

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Tue 10/6/2026 1:31 PM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Max

Last Name

Cuscuna

Email Address

maxcuscuna@gmail.com

Your Comments

Thank you for finally doing something about the business owners that are parking their fleet of construction vehicles on residential streets leaving residents with nowhere to park, albeit frustrating to have visitors need to register their vehicles and pay annual fees. This is certainly a step in the right direction

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Mon 10/5/2026 10:41 AM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Richard

Last Name

Dellinger

Email Address

richard.dellinger45@gmail.com

Phone Number

+12032193324

Your Comments

I am curious why Rowayton was not listed separately as a study area.

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Sun 10/4/2026 8:01 PM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

You don't often get email from notifications@tally.so. [Learn why this is important](#)

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

jeffrey

Last Name

radtke

Email Address

jrn477r@gmail.com

Phone Number

+12034349037

Your Comments

This is a horrible policy and just a new way to tax residents for their property which they already pay annual property tax. the city of norwalk P& Z is to blame for allowing building permits for all the apartments and not requiring them to build proper number or parking spaces on their own apartment developments for their renters. Also the parking at train stations is filled constantly with construction equipment and does not allow residents to park and use the parking lots owned by MTA/ State of CT/ and city of Norwalk. Its a disgrace having to pay parking fees every where in NORwalk, just so i can try to spend money with local retailers. Once again you want us to be taxed for living here. Where does the \$20 fee go to some slush fund for the city? why did LAZ write this proposal and not the City of Norwalk? ;let me guess you needed to pay another 3rd party extra money from the Norwalk budget. This parking proposal is a bunch of trash.

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Mon 9/21/2026 4:33 PM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

You don't often get email from notifications@tally.so. [Learn why this is important](#)

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Emily

Last Name

Hadin

Email Address

emilyhadin@yahoo.com

Your Comments

As a homeowner on Cottage Street for the last 26 years, I fully support a residential parking permit program on Cottage Street. Because the majority of single-family homes have been converted into multifamily homes over the years, and also because the city no longer requires landlords to provide parking for their tenants, there is literally nowhere for Cottage Street residents and their guests to park. A residential parking permit program would solve a lot of problems on Cottage St.

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Mon 9/21/2026 12:25 PM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

You don't often get email from notifications@tally.so. [Learn why this is important](#)

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Ashley

Last Name

Soltes

Email Address

ashley@rexmarine.com

Phone Number

+12032165869

Your Comments

So now I am going to have to pay a yearly fee to park in front of my home (unless you decide that needs to be a bike lane) that I already pay taxes on? this is making norwalk no longer affordable for the people who live here. Not to mention this is being enforced by a third party company, not even the city itself.

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.



Outlook

New Tally Form Submission for Share Your Norwalk Residential Parking Program Feedback with Us

From Tally Forms <notifications@tally.so>

Date Thu 9/10/2026 10:12 AM

To Norwalk Parking <digital+norwalk@mirandacreative.com>

You don't often get email from notifications@tally.so. [Learn why this is important](#)

CAUTION: EXTERNAL Email: Don't open links or attachments from untrusted senders

First Name

Maria

Last Name

Matsikas

Email Address

mariamatsikas9@gmail.com

Phone Number

+12035209755

Your Comments

Owner of 16 Cottage -which is a legal 4 family house. Would the renter be the one signing the petition or would I as the owner of the building? Can you also clarify how renters would manage the permits

Untitled checkboxes field

I consent to the information provided to be recorded and understand that I may be contacted by the Norwalk Parking Authority or it's representatives concerning my comments.