

RENAISSANCE PLACE MUNICIPAL DEVELOPMENT PLAN
Naugatuck, Connecticut

October 2010

Prepared for:

The Borough of Naugatuck
And Naugatuck Economic Development Corporation
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1.0 INTRODUCTION

1.1 Objectives of the Plan

The Project is a mixed-use development, known as Renaissance Place, on approximately 60 acres along the Naugatuck River in downtown Naugatuck. *Figure 1* displays the Project Area boundaries. The primary objective of the Project is to transform and revitalize downtown Naugatuck and redefine Naugatuck as a regional center. The mixed-use development includes residential, hotel, retail, and office space, restaurants and services, an intermodal transit facility, parking, cultural and entertainment venues, public green spaces, and infrastructure improvements. Renaissance Place will incorporate sustainable design elements, including a technology center and energy-independent technologies, with the goal of being an energy-independent redevelopment project. As a result of this Project, the following objectives will be met:

- The development of vacant or underutilized land within the framework of a comprehensive, contextually sensitive revitalization plan.
- The development of a mix of uses at densities consistent with smart growth principles.
- The integration of mass transit with the development consistent with transit oriented development principles.
- The creation of additional residential opportunities at a location which supports both development in the Project Area and the surrounding downtown area.
- The creation of both construction period and permanent jobs.
- The incorporation of 21st Century energy technologies in both the construction and operation of project elements.
- An improved pedestrian environment within the Project Area as well as linkages to the surrounding area including the Naugatuck River Greenway.

- An increase of the tax base of Naugatuck within both the Project Area and surrounding downtown.
- The Use of Low Impact Development (LID) practices in the design of project components.
- The use of stormwater management measures to reduce storm flows to the Naugatuck River.

1.2 Project Area

The Concept Plan for Renaissance Place proposes a comprehensive, mixed-use development of the entire Project Area. It is anticipated that completion of the entire development will be implemented over a number of years. For planning purposes, this implementation schedule has been defined by four phases. The Project Area has been divided into four areas which correspond with the anticipated four implementation phases. *Figure 1a* shows the four phases. These areas and phases are subject to adjustment as the Project is implemented, based upon market conditions and monitoring of priorities. The description of existing conditions, proposed land use and zoning, and infrastructure improvements are presented for the entire Project Area. Project impacts relate to Phase 1 activities proposed for the Action Area as described in Section 1.3..

1.3 Action Area

Within the framework of the overall Project Plan and implementation phases, an Action Area has been identified. This Action Area is shown on *Figure 1a*. Property proposed for acquisition for project purposes includes those parcels already owned by the Borough. These properties are shown on *Figure 15*. The Action Area will be developed as a mixed use and transit development area.

Activities proposed within the Action Area include the following:

- Adaptive re-use of the train station;
- relocation and expansion of the Metro North passenger platform;

- improvement of the surface parking lot serving both the passenger platform and the adaptive re-use of the train station;
- mixed use development on Parcel 1/1A-1W1-C known locally as Parcel C;
- construction of structured parking on Parcel C to support the new mixed-use development as well as Metro North passenger parking;
- renovation of Building 25 for the Historical Society and office space;
- construction of a greenway connecting Linden Park to Maple Street;
- improved pedestrian connections between project elements;
- street network improvements on Maple Street.

In addition to the parcels included in the Action Area, vacant land currently owned by the State of Connecticut in the southern portion of the project area is proposed to be transferred to the Borough. This property is shown on Figure 15.

1.4 Future Phases

As described above, activities in the balance of the Project Area beyond the Action Area will be completed in phases. These activities will include property acquisition, demolition, rehabilitation, new construction and infrastructure improvements consistent with the Renaissance Place Vision Plan. It is anticipated that acquisition of property will be accomplished by negotiation. Where this negotiated acquisition is not successful, the Naugatuck Economic Development Corporation and the Borough of Naugatuck will consider the use of eminent domain. Before eminent domain is used, it will be necessary to amend this Project Plan. As part of this process, properties to be acquired will be identified and made part of the official record. Furthermore, a public hearing must be held in accordance with the procedures contained in the Connecticut General Statutes. Any properties so acquired will be used to accomplish Project objectives listed in Section 1.1.

2.0 PROPERTY DESCRIPTIONS

2.1 Property Description – Project Area

Project Boundary

POINT OF BEGINNING at the intersection of the centerline of Park Place and the centerline of Meadow Street; and

THENCE, moving southerly along the centerline of Meadow Street to the point of intersection with the southerly property line of parcel 9-22W14 extended; and

THENCE, easterly along said property line to the point of intersection with the westerly property line of parcel 9-22W4; and

THENCE, southerly along said property line extended to the point of intersection with the centerline of Rubber Avenue; and

THENCE, easterly along said centerline to the point of intersection with the centerline of Elm Street; and

THENCE, southerly along said centerline to the point of intersection with the northerly property line extended of parcel 3-24W22; and

THENCE, westerly along said property line, the northerly property line of parcel 3-24W21 and the northerly property line of parcel 3-24W14 to the point of intersection with the centerline of Cherry Street; and

THENCE, southerly and southeasterly along said centerline to the point of intersection with the centerline of Elm Street; and

THENCE, southerly along said centerline to the point of intersection with the southerly property line of parcel 5-5-20W20/2 PAR 2; and

THENCE, easterly along said property line to the point of intersection with the westerly line of the Naugatuck River; and

THENCE, northerly along said line to the point of intersection with the centerline of Maple Street; and

THENCE, easterly along said centerline to the point of intersection with the westerly right-of-way line of Connecticut Route 8; and

THENCE, northerly along said right-of-way line to the point of intersection with the northerly property line of parcel 16-73W21 extended; and

THENCE, westerly along said property line extended; and

THENCE, southeasterly along said property line to the point of intersection with the westerly property line of parcel 17-53W18-5/6; and

THENCE, southerly along said property line and continuing across Cedar Street and along the westerly property line of parcels 14-71W16 and 1/1A-1W1-C; and

THENCE, easterly along the southerly property line of parcel 1/1A-1W1-C to the point of intersection with the centerline of Old Firehouse Road extended; and

THENCE, southerly along said centerline to the point of intersection with the northerly property line of parcel 2-2W16 extended;

THENCE, westerly along said property line to the point of intersection with the centerline of Church Street; and

THENCE, southerly along said centerline to the point of intersection with the centerline of Park Place extended; and

THENCE; westerly along said centerline to the POINT OF BEGINNING.

2.2 Property Description – Action Area

Action Area Boundary

POINT OF BEGINNING at the intersection of the centerline of the westerly property line of parcel 1/1A-1W1-C extended with the centerline of Maple Street; and

THENCE, easterly along said centerline to the point of intersection with the westerly right-of-way line of Connecticut Route 8; and

THENCE, northerly along said right-of-way line to the point of intersection with the northerly property line of parcel 16-73W21 extended; and

THENCE, westerly along said property line extended; and

THENCE, southeasterly along said property line to the point of intersection with the westerly property line of parcel 17-53W18-5/6; and

THENCE, southerly along said property line and continuing across Cedar Street and along the westerly property line of parcels 14-71W16 and 1/1A-1W1-C to the POINT OF BEGINNING.

3.0 EXISTING CONDITIONS

3.1 Existing Land Use and Zoning

3.1.1 Existing Land Use – Figure 2

Typical of older New England downtowns, the Project Area contains a mix of uses ranging from industrial to single-family residential. As a reflection of the development history of Naugatuck, the industrial area previously occupied by Uniroyal and more recently by General DataCom is a major use category at 15.49 acres. Much of this property (7.75 acres) is currently comprised of an underutilized parking lot adjacent to the General DataCom building and an additional vacant parcel north of Maple Street. This vacant parcel is within the designated Action Area. The portion of the Project Area

along Church Street contains a mix of uses typical of a downtown.

Table 1 contains a breakdown of existing land use not including streets and rights-of-way on an acreage basis.

Table 1 Existing Land Use	
Existing Land Use	Area (Acres)
Commercial Office	2.16
Retail & Food Service	3.65
Auto Sales & Service	0.15
Industrial	15.49
Commercial/Residential	1.59
Institutional/Commercial	1.02
Multi-Family Residential	0.68
Municipal	6.25
Open Space	0.46
Public/Private Institutional	3.54
Single Family Residential	0.47
State of Connecticut Property	4.16
Three Family Residential	0.36
Two Family Residential	1.06
Utility	0.29
Vacant Land	4.02
Parking Lots	1.49
Total:	46.84

Source Borough of Naugatuck Tax Assessor.

3.1.2 Existing Zoning – Figure 3

The majority of the Project Area is currently zoned for industrial use in the I-1 and I-2 category. These zoning designations are reflective of the past concentration of industrial development along the Naugatuck River. This location offered both use of the water resources of the Naugatuck River and access to the rail line which were important assets to 19th and 20th Century industrial activities. The balance of the Project Area is zoned B-1 which within the Borough Zoning Regulations is the designated downtown business district zone.

3.2 Physical Environment

The following section provides discussion of the physical characteristics of the MDP area based on published data. Field observations were made by MMI personnel to ascertain the condition of streets and infrastructure systems.

3.2.1 Topography – Figure 4

The Renaissance Place MDP is located along the Naugatuck River within the Naugatuck River Valley. The site is relatively flat and slopes toward the river from west to east. The elevation is approximately 240 feet along the western edge of the Project Area and 170 feet at the Naugatuck River (NGVD29) at its eastern boundary. Areas west of the project's boundary rise to an elevation of over 300 feet. The area in the vicinity of Barnum Court between Church Street and Meadow Street contains a steep grade difference. The topography in the Project Area does not present unusual obstacles to development.

3.2.2 Soils – Figure 5

Soils in the Project Area are classified as Urban Land and Udorthents – Urban Land Complex. The project site has been altered by development with much of the Project

Area consisting of urban fill. Soils in the Project Area do not present unusual obstacles to development. Further geotechnical analysis should be part of engineering and design for specific development sites.

3.2.3 Flood Hazard - Figure 6

The Project Area contains flood hazard areas as delineated by the Federal Emergency Management Agency (FEMA) Flood Insurance Maps. Floodplains, which are areas that would be impacted by floodwaters of some depth, are delineated by FEMA as 100-year flood plain A and 500-year flood plain B (FEMA, 1979). Approximately one-half of the Project Area is located within the 500-year flood plain, which is roughly bounded by the railroad tracks on the east, Cedar Street to the north, Scott Street to the south, and Church Street, Rubber Avenue, and Cherry Street along the west. Only a small portion of the Project Area lies within the 100-year flood plain. This includes the floodplain area associated with Long Meadow Pond Brook between Rubber Avenue and Scott Street and a narrow strip of land along the Naugatuck River riverward of the railroad embankment. The only activities proposed for the 100-year floodplain area within the Project Area is a proposed riverwalk.

Within the 500-year flood plain, residential uses will be elevated one foot above the 500-year flood elevation. Service facilities for residential uses will be elevated above the 500-year flood elevation or flood-proofed to that elevation with a passive system. No residential uses will be permitted within the 100-year flood zone of Long Meadow Brook. State-financed activities in the 100-year flood zone or critical activities in the 500-year flood zone require flood management certification pursuant to 25-68d of the Connecticut General Statutes.

3.3 Public Utilities and Services

The following discussion outlines the status and availability of utility service to the Project Area. Constraints and inadequacies are also described.

3.3.1 Water – Figure 7

The Borough's water supply system includes water sources, treatment and distribution. The system is operated by the Connecticut Water Company and is also known as the "Naugatuck Central System". The available safe yield of the Naugatuck Central System is 6.91 million gallons per day (MGD). The current average daily and maximum daily peak demands are 2.86 and 3.80 MGD, respectively.

As shown on Figure 7, water mains are located in the Project Area and there are no known pressure problems in the Project Area. Other than the need to provide water service to new development sites, there are no known water system improvement needs.

3.3.2 Sanitary Sewer - Figure 8

A 20 inch sewer main extends from Water Street in the northern portion of the Project Area, follows the railroad tracks along the eastern boundary of the Project Area, crosses underneath the railroad tracks at the edge of the GDC Building where a connection is made with a 24 inch and 30 inch line from the west into a new combined 36 inch line which follows along the Naugatuck River to the southern portion of the Project Area. The municipal wastewater treatment plant is designed with 10.3 million gallons per day (MGD) capacity and has an average daily flow of 4.9 MGD, typically reaching a maximum daily flow of between 5 and 6 MGD. There are no known capacity or operational improvement needs in the Project Area.

3.3.3 Storm Sewer – Figure 9

The storm drainage system within the Project Area collects storm water using curbs, gutters and catch basins. Stormwater is discharged into the Naugatuck River via storm drain piping and culverts. The Borough's Engineering Department mapping indicates the presence of six outfalls in the Project Area.

The first outfall is the Meadow Pond Brook twin outlet culvert that passes below the GDC building. A number of storm drainage outfalls are linked to this culvert which serves as a major drainage pathway.

The second outfall also known as the middle outlet is a 72 inch stone box culvert approximately 100 feet upstream from the Meadow Pond Brook outfall. The presence of this culvert was confirmed in the field, although no discharge was observed during the investigation. Mapping indicates a 24-inch diameter storm drainage pipe discharging to this outlet; however, this could not be confirmed in the field.

The third discharge is a stone culvert located approximately 135 feet downstream of the pump station located in the parking area north of the GDC building. This culvert is referenced as the north culvert. Mapping dating as far back as 1906 indicates the presence of a large culvert or raceway crossing beneath Maple Street, through the site and discharging beneath the railroad tracks to the river. The mapping developed during the 1950's shows evidence of a pump station near the north culvert. The pump station was created to discharge storm water to the river during high flow events. MMI did not identify any electric service into the pump station, nor were any electric panels observed. Plans of the pump station do not indicate any electric service to the structure and a gasoline engine is depicted on the main floor of the station. Presumably, the pumps are gas powered. A diversion structure receives discharges from a 30 inch gravity storm sewer from the south and a 36 inch gravity storm sewer in South Water Street south of Maple Street. The structure discharges storm water via gravity under normal conditions but can divert the flow to the pump station when the river water surface elevation does not allow gravity flow. Discharge from this area is through the north culvert outlet.

A review of historical mapping indicates that a number of canals were constructed throughout the Project Area to facilitate the use of water power in the industrial buildings that existed in the late 1800s. Some of these canals remain in existence today and accept

storm drainage. One canal is believed to cross under Maple Street, below the parking lot north of the GDC Building, and discharge at the north culvert outlet.

The existing storm drainage infrastructure in the balance of the Project Area as shown in mapping available from the Borough includes several other lines. A 30-inch drainage line is located below Maple Street. This pipe receives drainage from a drainage area to the west and discharges to the Naugatuck River beneath the Whittemore Memorial Bridge. A secondary 12-inch storm drain runs parallel to the main 30-inch drain along Maple Street near the Naugatuck River and ties into the 30-inch drain just prior to discharge into the River. A small drainage system on the United States Post Office Parcel collects the drainage area's storm water and is piped under Water Street discharging into the Naugatuck River via two 15 inch corrugated plastic pipes. A 16 inch storm drain discharges at a point south of Cherry Street.

There are no known storm drainage needs. Further drainage system analysis should be part of engineering and design for specific development sites.

The project design will include the following elements consistent with the *Connecticut Stormwater Quality Manual*, which provides guidance on the measures necessary to protect the waters of the state from the adverse impacts of post-construction stormwater runoff:

- A combination of structural and non-structural best management practices in a treatment train approach.
- Pervious pavement for low-intensity use parking areas such as overflow parking or service roads,
- Vegetated swales, tree box filters, and/or biofiltration islands (i.e., rain gardens) to infiltrate and treat stormwater runoff from building roofs and parking lots,
- Stormwater filtration to inactivate or remove indicator bacteria and other pathogens, consistent with the bacteria TMDL.

- Reduced access road widths, shared parking, and reduced parking lot areas as allowed by local zoning to reduce the area of impervious surfaces,
- The use of shade trees, light colored concrete and porous pavement to reduce the heat island effect and potential for thermal pollution. Stormwater treatment practices will be designed to minimize warming of stormwater discharges to the Naugatuck River,
- If soil conditions permit, dry wells to manage runoff from building roofs. Dry wells will generally not be used in areas of the project site with high groundwater or bedrock and in areas with historical contamination to avoid potential mobilization of subsurface contaminants.
- New catch basins proposed for the project site will have deep sediment sumps and hooded outlets,
- Outdated or failing drainage structures will be replaced with new structures or retrofitted to include deep sediment sumps and hooded outlets,
- Rainwater harvesting systems (cisterns, rain barrels) to capture stormwater from building roofs for the purpose of reuse for irrigation or gray water systems.
- The use of catch basin inserts, hydrodynamic separators, and other forms of secondary treatment practices either in a treatment train approach or as stand-alone water quality treatment devices where physical or site conditions limit the use of other practices.
- The use of subsurface stormwater detention systems to mitigate potential increases in peak flows that cannot be mitigated through the use of the above practices.

3.3.4 *Gas/Electric*

Gas – *Figure 10*

An intermediate-pressure, 8-inch diameter steel gas main exists in Elm Street, Rubber Avenue, and Water Street which branches into low-pressure mains located throughout the Project Area.

There are no known gas service needs.

Electric – Figure 11

Electricity for the project site is currently provided by Connecticut Light & Power (CL&P). A CL&P electrical substation is located on Water Street in the Project Area. From the substation, single-phase and three-phase electrical service is available to serve the Project Area. . Since the Project Area currently includes vacant land and buildings that are either closed or operating below capacity, existing electrical loads are low compared to available service.

There are no known electric service needs.

3.4 Street System

3.4.1 Roadway Network

The EIE prepared by Fuss & O’Neill contains a description of the street network in the Project Area as well as an analysis of existing and future conditions. This material is attached as Appendix A. For purposes of the preparation of this Project Plan, field inspections were made and measurements taken as part of the evaluation of the network. The evaluation included the street system as well as the sidewalks and parking areas.

3.4.2 Sidewalks and Parking Areas – Figure 12

A field investigation of the existing sidewalks within the Project Area has been completed. Figure 12 depicts the location and condition of each sidewalk. The conditions of the existing sidewalks and parking areas were classified under three categories: good, average and poor. The criteria for which these sidewalk conditions were based are listed below.

Good Condition:

Factors contributing to this condition are:

- No physical damage (cracking, missing sections) to the concrete
- The sidewalk has the minimum standard width
- The alignment of the sidewalk does not conflict with the existing street, existing drainage structures or utility poles
- Curbing fronting the sidewalk has no physical damage and channels surface flow towards drainage structures

Average Condition:

Factors contributing to this condition are:

- Minor physical damage (cracking, missing sections) to the concrete
- The sidewalk has the minimum standard width at various locations
- The alignment of the sidewalk conflicts with the existing street, existing drainage structures or utility poles in some areas
- Curbing fronting the sidewalk has minor physical damage and surface flow towards drainage structures is limited

Poor Condition:

Factors contributing to this condition are:

- Major physical damage (cracking, missing sections) to the concrete
- The sidewalk is not the minimum standard width at any location
- The alignment of the sidewalk conflicts with the existing street, existing drainage structures or utility poles in most areas
- Curbing fronting the sidewalk has major physical damage and surface flow towards drainage structures is disrupted

3.4.3 Sidewalks and Parking Areas – Figure 12

The street network future conditions analysis contained in Appendix A presents recommended modifications. These modifications are shown on *Figures 14a, 14b and 14c*. Section 6 describes these modifications in greater detail.

4.0 DESCRIPTION OF PLAN PREPARATION PROCESS AND ALTERNATIVES CONSIDERED

4.1 Alternatives Considered

The selection of the proposed Project Area and activities to be undertaken involved the consideration of various alternatives. The initial selection of the Naugatuck Downtown as the project location was part of the recommendations included in the Strategic Economic Development Plan for the Borough of Naugatuck released by the Economic Development Commission in 2001. One recommendation was the encouragement of a partnership between the public and private sectors to revitalize the Downtown. Consistent with this recommendation, Conroy Development Company approached the Borough with a proposal to partner in a Downtown revitalization effort. This cooperative process resulted in the preparation and release in 2005 of a Vision Plan for the Renaissance Place Project.

Vision Plan

The Vision Plan provided a basis for community dialogue which resulted in revisions to several aspects of the initial plan. These revisions included:

- Changes to the project boundary to remove several historic structures and the Borough Hall.
- Inclusion of an area along Water Street for future development.
- Removal of a proposed extension and redevelopment of Old Firehouse Road to the north.
- Elimination of townhouse development in order to provide for residential densities appropriate for the Downtown.
- Reduction in the height of buildings from 180 feet (15 stories) to 120 feet (12 stories).
- Elimination of a proposed large town square in order to retain the focus on the existing Naugatuck Green. Emphasis was also placed on the proposed riverwalk along the eastern boundary of the Project Area.

Several other conceptual alternatives including more extensive industrial development were considered, but rejected.

Action Area

In the process of preparing the Project Plan, the decision was made to designate an Action Area within Phase 1 of the four implementation phases. The selection of this Action Area is based on the concept of advancing transit oriented development in the portion of the Project Area closest to the Metro North train station. Proposed development in the Action Area includes a 50,000 square foot medical office building and the construction of a 500 space parking structure. The transit aspects of the development will include relocation and expansion of the Metro North platform with a direct pedestrian bridge connecting to the parking structure. It is anticipated that the parking structure will serve both the office building and rail commuters. The existing train station and adjacent surface parking will be redeveloped as part of the overall Renaissance Place Project. Other activities proposed for the Action Area include the rehabilitation of Building 25 and the adaptive reuse of the Gar-Kenyon building. Activities also include the construction of a segment of the Naugatuck River Greenway connecting Linden Park to Maple Street which is the southern boundary of the Action Area. The properties proposed for acquisition and development are already owned by the Borough.

Additional properties may be acquired to implement the Vision Plan in the future. It is anticipated that such acquisitions shall be part of private transactions. If acquisition by the NEDC is necessary to achieve project objectives, the properties to be acquired shall be identified and the Project Plan amended. The acquisition process is described in Section 8.

5.0 PROPOSED LAND USE PLAN AND ZONING

5.1 Proposed Land Use – Figure 13

Project Area

The Project Area is proposed to be developed as a mixed use transit-oriented development area in accordance with the Renaissance Place Vision Plan. The Plan includes market rate housing, retail, technology and office uses, cultural and entertainment venues, public green spaces and infrastructure improvements. The purpose of the Plan is to revitalize downtown Naugatuck and redefine Naugatuck as a regional center.

Action Area

The Environmental Impact Evaluation prepared for Renaissance Place describes the elements of the project to include:

- Transit-oriented development capitalizing on the existing Metro North Commuter Rail Station at the project site.
- The historic Goodyear Building also known as Building No. 25 to be renovated.
- A riverwalk along the Naugatuck River would connect the site with other existing and proposed greenways in the immediate area and in the region.

The proposed land uses for the Action Area contain all these project elements. The transit-oriented development aspects of the Plan will include the sharing of a proposed parking structure by the proposed office building and rail passengers. The Goodyear Building No. 25 will be renovated in conjunction with the development of the office building and parking structure. The first phase of the Naugatuck River Greenway will be constructed in the Action Area connecting Linden Park to Maple Street. Future phases will continue the development of the greenway as part of the regional Naugatuck River

Greenway which includes Thomaston, Watertown, Naugatuck and Beacon Falls. As the greenway is developed, there will be connections within the Project Area.

5.2 Proposed Zoning

The Naugatuck Zoning Commission has adopted a Special Development District (SDD) regulation as part of the Borough Zoning Regulations. The regulation requires that an application be submitted to the Zoning Commission to designate an area as a Special Development District. The Project Area or portions of the Project Area will be included in an application or applications in accordance with the Special Development District requirements. One of the requirements is the submission of a master plan. The master plan shall be reviewed and approved by the NEDC prior to submission to the Zoning Commission as part of an application. This master plan must comply with the criteria and standards contained in the regulations. These criteria and standards shall be used to control development in the Project Area. The following presents the requirements for permitted uses; area and bulk; open space; infrastructure improvements; and design standards as contained in the SDD regulations.

PERMITTED USES

The following land uses are permitted within the Project Area, whether in separate structures or in mixed-use structures.

- Residential units either for sale or rent
- Buildings, uses and facilities of the Borough of Naugatuck
- Buildings, uses and facilities of the State of Connecticut and the Federal Government
- Railroad rights-of-way, passenger stations and services
- Retail Uses
- Restaurants, including the sit down and take-out varieties
- Entertainment venues, including but not limited to nightclubs, bars and billiard or

pool halls

- Banks and other financial institutions
- Hotels, Motels and Bed and Breakfasts
- Conference and Convention spaces
- Offices
- Medical Centers, medical offices and physical therapy clinics
- Merchandise marts
- Personal service uses
- Art galleries or studios, museums, cinemas, theaters and assembly halls
- Public and private parking garages
- Public and private parking lots
- Alternative energy production or generation facilities
- Research facilities
- Industrial
- Printer establishments and binderies
- Public or private schools
- State licensed or registered daycare
- Recreation businesses and facilities such as health clubs, physical fitness centers, gyms and indoor and outdoor sports facilities
- Private clubs for civic and religious organizations without residential units
- Tech/Flex uses
- Public Amenities including open space, landscaping, walking trails, planters, roof gardens and other similar features which soften the hardscape

Uses not permitted in the SDD zone include:

- a. Commercial kennels, livery and boarding stables and riding schools.
- b. Freight trucking businesses and terminals, bus maintenance terminals.
- c. Barns and agricultural storage buildings.
- d. Junk vehicles and vehicles unregistered for more than six months.
- e. Adult Oriented Establishments as defined in Section 57

- f. Pawn Shops
- g. Tattoo Parlors

Any other use not specifically included in the permitted uses above shall not be permitted.

AREA, LOCATION AND BULK STANDARDS FOR NEW STRUCTURES:

Lot Area: The overall SDD shall contain 50 acres at a minimum.

Minimum Lot Area:	5000 square feet
Minimum Lot Area For Each Dwelling Unit:	None
Minimum Street Frontage For Each Lot:	40’*
Maximum Number of Stories:	N/A
Maximum Height of Building / Structure	120’ ¹
Maximum Free Standing Single Use Building	60,000 square feet ²

Minimum Setbacks:

From Street Line or Lines	None
From Rear Property Line	None
From Side or Other Property Lines	None
From Residence District Boundary Line	25’
Maximum Lot Coverage as Percent of Net Buildable Area	100%
Maximum Floor Area as Percent of Lot Area	None
Minimum Natural Coverage as Percent	N/A

¹ All structures shall be referred to the police and fire departments for review and recommendations for compliance with applicable public safety regulations.

² Free standing single use retail or wholesale structures greater than 60,000 square feet with adjacent on-grade parking on at least three (3) sides shall be prohibited.

* Exclusive of parking facilities

OPEN SPACE REQUIREMENTS

The land covered by buildings and impervious surface shall be permitted up to 100% of the entire site; however, it is recognized that there will be amenities such as walking trails, bike paths, fitness trails, landscape planters, pedestrian walkways, gazebos, pavilions and other public gathering or recreation areas and other similar items that may be common in an urban setting. The Master Plan shall include provision for environmentally sensitive green design. Green design features may include green roofs on buildings (natural plantings), use of paving materials which permit natural absorption, plantings and landscaping where appropriate and feasible, and alternative energy sources.

INTERIOR STREETS AND SIDEWALKS

No interior public street shall be less than 24 feet in width. The Commission may, where a private street will be dedicated for public use, require primary streets to be designed and constructed in conformance with the Borough of Naugatuck road specifications. Curbs and sidewalks shall be required if the Commission deems them necessary. When required, sidewalks shall be concrete or better. Curbs shall be granite or better.

SUBDIVISION WITHIN AN SDD

An SDD may be subdivided into lots in accordance with the requirements of the Borough of Naugatuck subdivision regulations. Nothing shall be deemed to exempt existing landowners, who are not the SDD Applicant, from the regular subdivision processes and regulations.

PUBLIC IMPROVEMENTS

Public improvements, such as traffic improvements, drainage improvements, water and sewer improvements, utility installation and similar improvements may be phased in as distinct phases of an approved SDD Master Plan. Each site plan submitted pursuant to an approved SDD Master Plan shall state specifically what, if any, portion of the public improvements are to be constructed in connection with such site plan and shall contain such information necessary to confirm that the improvements to be constructed will be adequate to support the development set forth in the site plan. Such best practices shall include conformance with the 2004 Connecticut Stormwater Quality Manual or such edition of the manual which may be in effect at the time of design and construction.

DESIGN STANDARDS

To help unify and improve the district's visual character and usability, site features and pedestrian amenities such as landscaping, lighting, planters, benches, paving, waste receptacles and other site elements shall be incorporated into the district in a manner that is consistent and compatible with the existing streetscape found on Church Street. The SDD shall respect the integrity of the historic buildings in the downtown area. The Master Plan submitted as part of a SDD application shall describe the impact, if any, of any structure defined as a contributing structure in the downtown area.

The NEDC and the Zoning Commission, acting as the Advisory Architectural and Landscaping Review Board, shall review the Master Plan and Site Plans as to the general architectural design of all buildings and other structures including exterior views, massing and relationships so that they are of such character as to harmonize with the Downtown and to preserve and improve the appearance and beauty of the Downtown. Architectural plans for all proposed buildings and structures as well as the location of signs, including exterior signs, exterior materials and perspective drawings contained in a

site plan shall bear the seal of an architect or professional engineer licensed to practice in the State of Connecticut.

6.0 PROPOSED IMPROVEMENTS TO PROJECT AREA

6.1 Project Area Proposed Street Network Improvements – Figures 14a – 14c

Based upon an analysis of the existing infrastructure systems in the Project Area as described in Section 3, improvements to the Project Area street network are proposed. These improvements will be implemented in phases in support of new development in the Project Area. The timing of the improvements will be based on analysis of the impact of specific development proposals as they emerge. This analysis will be done in support of applications to the Zoning Commission under the SDD regulations as well as applications for other applicable permits. Development on a parcel or group of internally interconnected or commonly owned contiguous parcels which has/have access to or abut a state highway and which equals or exceeds 100,000 square feet of gross floor area and/or 200 parking spaces would require State Traffic Commission (STC) Certification in accordance with section 14-311 of the Connecticut General Statutes. Development on a parcel or group of internally interconnected or commonly owned contiguous parcels which does not have access to or abut a state highway and equals or exceeds the aforementioned thresholds must be evaluated via a determination of significant impact (DOSI) study to access the need for STC certification. Presently, a determination of significant impact (DOSI) study must be prepared for Action Area development and submitted to the State Traffic Commission (STC) so that the need for STC certification can be evaluated. The need for STC certification for other specific development proposals must be evaluated in accordance with the above as they emerge. The traffic analysis contained in the EIE resulted in a recommended program for street network improvements. The analysis considered a full build out of the Project Area and was not limited to Phase 1. It should be noted that several of these improvements are outside the Project Area. For purposes of this Project Plan, only improvements within the Project Area are included herein.

6.1.1 *Intersections Programmed For Improvement and Suggested Treatment*

- ❖ Maple Street with Old Firehouse Road
 - Consider a traffic signal with a westbound left turn advance phase
 - Restripe Maple Street in order to provide two lanes on each approach
- ❖ Maple Street with Water Street
 - Consider a traffic signal with a westbound left turn advance phase
 - Restripe Maple Street in order to provide two lanes on each approach
- ❖ Route 63 (Cherry Street) with Scott Street
 - Widen Scott Street to provide a westbound double left turn lane
 - Widen Route 63 to provide a northbound left turn lane
 - Revise signal timing and phasing
- ❖ Route 63(Cherry Street) with Cherry Street
 - Widen Route 63 in the southeast bound direction to provide a second through lane
 - Reconfigure the northbound right turn slip lane to provide yield control
- ❖ Rubber Avenue with Church Street
 - Remove all-way stop control
 - Provide stop control on Church Street Only
 - Widen Rubber Avenue for a left turn lane
- ❖ Rubber Avenue with Old Firehouse Road
 - Consider installing a roundabout

6.2 Action Area Improvements

The public improvement proposed for the Action Area is the construction of a 500 space parking structure. This parking structure will serve both the users of the proposed 48,000 square foot medical office building and Metro North passengers.

The cost of construction of the parking structure in the Action Area is estimated at \$10,000,000. This opinion of cost is subject to revision based on actual construction documents and specifications. The cost of the medical office building is currently projected at \$17,200,000. The renovation of Goodyear Building No. 25 is estimated to cost \$2,500,000.

6.3 Low Impact Design (LID) and Best Management Practices (BMP)

During the demolition, construction and development phases of the project, adverse impacts shall be mitigated by use of Low Impact Design (LID) and Best Management Practices (BMP). These include:

- During demolition and construction there shall be use of practices that comply with the Connecticut Guidelines for Soil Erosion and Sediment Control.
- A stormwater management system for parking garages shall be designed to treat run-off as well as floor wash water.
- To the extent possible, use porous materials when constructing paved areas.
- Develop a protocol for sampling and analysis of potentially contaminated soil.
- Demolition waste shall be disposed of in accordance with applicable solid waste statutes and regulations.
- The removal of underground storage tanks should follow the procedures outlined in the code of the National Fire Protection Association.
- The use of construction equipment that has the best available controls on diesel emissions shall be required.
- The idling time of on-road construction vehicles shall be limited to 3 minutes.
- Structures marked for demolition or soil shall be tested for lead by a certified lead inspector/risk assessor.
- During the construction of buildings, radon resistant features should be built into the infrastructure of the building.

6.4 Asbestos Abatement Procedures

- There is a need to conduct a thorough inspection to determine the presence of asbestos prior to commencing renovation and demolition activities. This inspection must be conducted by a DPH licensed asbestos consultant, certified in either the inspector or management planner disciplines.
- Asbestos abatement involving more than three linear feet or more than three square feet of asbestos-containing material must be performed by an asbestos abatement contractor licensed by the Department of Public Health (DPH). The facility owner or the abatement contractor is required to notify the DPH before engaging in any asbestos abatement which involves more than ten linear feet or more than twenty-five square feet of asbestos-containing material. Such notification must be made on a form prescribed by the DPH. The notification for non-emergency abatement must be postmarked or hand delivered at least ten day prior to the start of abatement. It should also be noted that the DPH regulations contain similar requirements for notification of demolition activities. These notification requirements are detailed in Section 19a-332a-3 of the Regulations of Connecticut State Agencies.
- Asbestos abatement must be conducted in accordance with all applicable federal, state and local regulations.

7.0 MARKET STUDY

Project Area

Market analysis has been an integral part of the planning process for the preparation of this Project Plan. There have been four separate market studies which have led to the land use mix included in this Project Plan. These studies have included:

- Strategic Economic Development Plan prepared for the Naugatuck EDC (Mt. Auburn Associates, et. al;) in 2001
- Vision Plan for Renaissance Place prepared in 2005
- Fiscal Impact and Market Analysis prepared for the Borough (Harrall-Michalowski Associates, et. al;) in May 2006
- Environmental Impact Evaluation (EIE) Naugatuck Renaissance Place prepared in December 2008

The Project Need and Socioeconomic Resources sections of the EIE updated and expanded upon the Fiscal Impact and Market Analysis prepared in 2006. This update and expansion included a peer review by RKG Associates, Inc. and Urban Strategies, Inc. Relevant sections of the EIE are attached as Appendix B.

Based upon the update and expansion as well as the peer review, the EIE concluded that there is demonstrated demand for the major elements of the proposed mixed-use development. The market analysis recognizes that economic recessions, such as being currently experienced, will impact the implementation and absorption rate for the Project. However, as described in the material included in Appendix B, the urban lifestyle aspects of the Project provide long term support for the Project. The live/work aspects of the proposed development as well as the uniqueness of the retail mix; access to mass transit and innovative, alternative approaches to energy production and conservation will result in a vibrant downtown area. This will provide the quality of life desired by consumers evidenced by emerging trends over the last decade.

Action Area

The market support for Action Area activities derives from the fact that healthcare continues to be a growth sector even in recessionary periods. The proposed medical office building will consolidate existing facilities for improved patient service and expand professional and diagnostic services. Expansion of the Naugatuck Metro North stop and the construction of additional parking is supported by the recent increase in ridership levels as well as plans to improve service on the Waterbury Branch Line. As Renaissance Place is developed, it is anticipated that demand will increase to support improved rail service.

8.0 ACQUISITION AND DISPOSITION

8.1 Land Acquisition

8.1.1 Properties Designated for Acquisition

This Project Plan proposes the acquisition of property within the designated Action Area shown on *Figure 15*. The properties proposed for acquisition in the Action Area are currently owned by the Borough of Naugatuck. The balance of the properties proposed for acquisition is vacant land owned by the State of Connecticut and is proposed to be transferred to the Borough. These properties are considered acquisitions for purposes of implementing the Project Plan inclusive of disposition for development. If additional properties in either the Action Area or the balance of the Project Area are designated for acquisition in the future, the Project Plan shall be amended to identify the properties. The acquisition process to be used is described in 8.1.2.

8.1.2 Acquisition Process

The acquisition process will comply with regulations and procedures as such may apply under federal, state and local law. The Naugatuck Economic Development Corporation (NEDC) and/or the designated developer intends to pursue acquisitions through negotiation with property owners. The NEDC will commission fair market appraisals for properties for which it initiates acquisition which will be used as a basis for negotiations. No use of eminent domain is contemplated as of the date of adoption of this Project Plan, and should such use become contemplated, this Project Plan will be amended. As part of such amendment, the property to be acquired will be identified and the need for the use of eminent domain made part of the official record. The use of eminent domain to acquire specific properties must be approved by the NEDC and the Borough Board of Burgesses.

8.1.3 *Findings Related To Acquisition*

- Public benefits resulting from the development plan will outweigh any private benefits.
- Existing use of the real property cannot be feasibly integrated into the overall development plan for the project.
- Acquisition by eminent domain is reasonably necessary to successfully achieve the objectives of such development plan.
- The development plan is not for the primary purpose of increasing local tax revenues.

8.2 Appraisals and Title Searches

Title searches for properties to be acquired by the Borough acting through the NEDC pursuant to the Plan will be available at Borough offices. Appraisals for properties to be acquired by the Borough will be obtained, but will be exempt from public disclosure under Section 1-19 (b)(7) of the General Statutes, as amended, until such time as all of the properties have been acquired.

8.3 Land Disposition

Figure 16 presents the parcels proposed for disposition within the Action Area as well as the currently state owned property in the southern portion of the Project Area..

9.0 RELOCATION OF PROJECT OCCUPANTS

9.1 General

A General Relocation Plan has been prepared for the Project and is attached in Appendix C.

9.2 Households, Businesses and Other Establishments To Be Displaced

There are currently 2 organizations located in the train station which is the only occupied property proposed for acquisition at this time. These organizations include the offices of NEDC and the Naugatuck Historical Society Museum. It is proposed that these organizations will be relocated to a renovated Building 25 on Parcel 1/1A-1W1-C.

10.0 FINANCE AND ADMINISTRATION

10.1 Project Budget

The project budget is comprised of the following components:

➤ Construction of 500 space parking structure.	\$10,000,000
➤ Renovation of Building No. 25	\$2,500,000
➤ Public Infrastructure	\$1,000,000
➤ Administration / Design Costs	<u>\$500,000</u>
	\$14,000,000

This public investment will support private investment in the construction of a 48,000 sq. ft. medical office building projected to cost \$17,200,000. In addition to this investment in the Action Area, a projected \$74,500,000 will be expended for Phase 1 residential and retail development.

10.2 Financing Plan

The implementation of this Project Plan is to be financed by a combination of federal, state and local funds as well as private investment. It is anticipated that applications for funding will be filed under various programs as applicable. The Naugatuck Economic Development Corporation will serve as the lead agency on behalf of the Borough in the filing of funding applications.

10.3 Administrative Plan

10.3.1 Development Agency

The Naugatuck Economic Development Corporation (NEDC) has been designated as the Development Agency for this project. The NEDC will exercise

all necessary powers granted to it under Section 8-188 of the Connecticut General Statutes to implement the Project Plan.

10.3.2 Development Agency Responsibilities

The NEDC responsibilities shall include the following as well as others which may be determined necessary to implement the Project Plan:

- Procure title searches and appraisals for property to be acquired.
- Negotiate the purchase of property.
- Provide assistance to businesses and households displaced in accordance with the procedures contained in the Relocation Plan.
- Procure the services of appropriate design and other professionals necessary to carry out demolition and construction activities.
- Obtain any necessary permits and approvals under local, state and federal regulations.
- Coordinate and supervise the bidding process for construction activities.
- Monitor compliance with applicable affirmative action/equal employment opportunity laws and regulations.
- Provide for inspection and quality control of construction activities.
- Dispose of property at fair market value.
- Manage all local, state and federal funds in accordance with accepted accounting standards.
- Pursue funding from federal and state agencies and programs to implement Project Plan activities.
- Prepare and submit required progress reports to appropriate local, state and federal agencies.

11.0 JOBS AND HOUSING

11.1 Statement of Jobs To Be Created

Project Area

Phase One activities will create both construction period and permanent jobs. Based upon a fiscal impact analysis prepared for the Borough as well as the EIE, there will be 1,425 construction period jobs and 750 Full Time Equivalent (FTE) jobs created directly by Phase One activities. An additional 1,100 to 1,200 spin-off jobs could be generated by construction activities and 345 secondary jobs generated by permanent employment.

Action Area

The construction of the parking structure and office building will create 210 construction period jobs and 100 spin-off jobs. Direct full time employment of 105 and spin –off of 32 jobs is projected.

11.2 Determination of Impact on Housing Needs

Project Area

Phase One activities will create 387 housing units. There are 8 housing units proposed to be eliminated as part of Phase One activities. Therefore, there will be a net addition of 379 units. These units will be marketed to young households and empty nesters who will be attracted to the urban lifestyle created by the Project. This urban lifestyle will include the availability of goods and services within a pedestrian friendly, well designed environment. These market attractions will be further supported by the access to mass transit (MetroNorth Waterbury Line) as part of the Transit Oriented Development (TOD) aspect of the Project.

Action Area

There are no housing units proposed to be created within the Action Area. Depending on further analysis, the adaptive reuse of the Gar-Kenyon building could create housing units.

12.0 DESCRIPTION OF PUBLIC BENEFITS OF THE PROJECT

The following narrative describes the public benefits of Phase 1 activities as contained in the Environmental Impact Evaluation. Where appropriate, it also describes the benefits specific to the Action Area.

12.1 Estimate of Property Tax Benefits

The Environmental Impact Evaluation completed for Phase 1 activities estimates annual property tax revenues at \$4,409,903. This estimate was used to compute net tax revenue by deducting anticipated annual municipal service costs and public school costs as well as taxes being paid by properties proposed for redevelopment. A net tax revenue benefit of \$2,958,218 resulted.

12.2 Infrastructure Improvements

Section 6 presents a series of street network improvements. In addition, transit oriented improvements are proposed within the Action Area. These improvements include a relocated and expanded Metro North passenger platform, improved surface parking to serve train passengers and a parking structure to support new development in the Action Area as well as train passengers.

12.3 Goals For Blight Remediation and Environmental Remediation

The implementation of the Project Plan will result in the development of several vacant and underutilized parcels. The Action Area contains a parcel of land that has been vacant for a number of years. This parcel has required environmental remediation prior to development. The Borough is currently identifying additional parcels within the Project Area which may require remediation.

12.4 Project's Role In Increasing or Sustaining Market Value of Land

An increase in the tax base of Naugatuck within both the Project Area and surrounding downtown is a project objective. The level of investment within the Project Area will increase real property tax value and tax revenue by approximately 15 times current levels. The increased number of residents as well as jobs in the Project Area will have a spin off impact on the balance of the downtown as well as the Borough in general.

12.5 Project's Role In Assisting Residents To Improve Their Standard of Living

Phase 1 activities are estimated to generate approximately 2,500 jobs either through direct expenditures or spin off expenditures during the construction period. An additional 750 Full Time Equivalent (FTE) jobs are anticipated to be generated once project activities are completed. As described in Section 11, Action Area activities will create 210 construction period jobs and 105 full time jobs. These jobs will provide income for Naugatuck residents thereby improving their standard of living.

12.6 Project's Role In Maintaining or Enhancing the Competitiveness of the Municipality

Naugatuck has suffered from a decline in employment and economic activity with the decline of the manufacturing base. The Waterbury Labor Market Area (LMA) within which Naugatuck is located has generally had one of the highest unemployment rates in Connecticut. An indication of this decline is jobs in Naugatuck is reflected in the US Census Estimated Daytime Population and Employment Residence Ratio from the 2000 Census. The number of people employed in Naugatuck is 50% of the number of residents for a 0.50 ratio. Several other older manufacturing based communities in the region such as Waterbury (0.92), Torrington (0.96) and Winsted (0.92) have much higher ratios. The activities proposed in Phase 1 will increase the number of jobs in Naugatuck and generally make it more competitive.

13.0 DETERMINATION OF FINDINGS AND RELATION OF PLAN TO LOCAL OBJECTIVES

The following findings are made for this Project Plan:

- The land and buildings in the Project Area will be used primarily for industrial or business purposes.
- The Project Plan is in accordance with the Naugatuck Plan of Conservation and Development.
- The Project Plan is in accordance with the regional and state Plan of Conservation and Development.
- The Project will contribute to the economic welfare of Naugatuck and the State of Connecticut.
- To carry out and administer the Project, public action under Chapter 132 is required.

14.0 STATEMENT OF MINORITY PARTICIPATION

The Naugatuck Economic Development Corporation (NEDC) has established this Statement on Minority Participation and a Program for Affirmative Action. This Statement and Program is applicable to all development activities to be administered by NEDC as described elsewhere in this Plan. The performance standard for minority and female participation expressed in percentage terms of the total person-days of on-site labor on all project activities administered by NEDC are as follows:

Minority Participation 10%

Female Participation 3%

In addition, set aside goals for participation in contracts awarded are 10% of construction costs for Disadvantaged Business Enterprises (DBE) and 3% of construction costs for Women Business Enterprises (WBE). Maximum practicable efforts are required to be made to achieve these goals.

Language which includes Plan provisions will be incorporated in all contracts related to execution of activities to be administered by NEDC. All contractors must prepare and submit a Contractors Minority Business Enterprises Utilization Form and comply with the provisions of Section 4a-60(a) - (e) of the Connecticut General Statutes. NEDC will monitor compliance with these goals and will report as applicable to the Department of Economic and Community Development.

14.1 Project Purpose

14.1.1. Downtown Revitalization

The purpose of the Municipal Development Plan is to revitalize the Project Area through a combination of private and public investment. There is a significant

amount of vacant land and underutilized buildings in the area. Mixed use development will occur through rehabilitation and new construction.

The public investment will be primarily for infrastructure improvements including off-street parking, street network improvements and enhancements to the pedestrian network. These activities will create both construction period and permanent jobs.

14.1.2. Job Creation

The public investment proposed in the Action Area is the construction of a parking structure. It is anticipated that this construction activity will generate 100 jobs. Additional jobs will be created in the construction of the Naugatuck River Greenway..

14.1.3. Affirmative Action

With the retention and/or creation of jobs, standards of affirmative action and equal opportunity will be implemented in all Project activities.

14.2 Minority Participation

14.2.1 Commitment

Essential to the focus on job retention and creation is a commitment by the Naugatuck Economic Development Corporation, to real and significant minority participation in the project during the construction stage.

14.2.2. Performance Standard

Pursuant to the terms and conditions of the state grant-in-aid for the project, a minority participation performance standard of 10% and a women participation standard of 3% of the total person-days of on-site labor has been established. In addition, set aside goals for participation in contracts awarded are 10% of construction costs for Disadvantaged Business Enterprises (DBE) and 3% of construction costs for Women Business Enterprises (WBE).

14.2.3. Government Requirements

The State of Connecticut acting through the Department of Economic and Community Development and the Commission on Human Rights and Opportunities has mandated the above performance standard for this project as a standard generally reflective of the regions minority population.

14.3 Area of Minority Participation

14.3.1 Construction Employment (Equal Employment Opportunity)

In accordance with the projects minority and women participation standard, the Naugatuck Economic Development Corporation shall require contractors and sub-contractors to hire minority and women construction workers in constructing this project.

14.3.1.1. Minority Construction Workers Defined

Minorities for this area of participation are citizens of the United States who are Black, Hispanic, Asian, Native American, Eskimo or Aleutian.

14.3.1.2. Implementation Method

a. Pre-Qualification of Bidders

Due to the highly specialized nature of the activities to be undertaken a process of pre-qualification of bidders will be used. As part of this process, all prospective bidders will be informed of the minority and women employment standards contained in this Statement. In addition, information as to a company's current minority employment status and plans for future employment will be requested.

b. Bid Advertisement

Announcements inviting contract bids will advise candidates as to the following:

- i. The participation of minority and women construction workers is an integral part of the project plan, required by the terms and conditions of any federal and state grants-in-aid for constructing the project.
- ii. The performance standard for minority and women construction workers for the project is 10% and 3% respectively of the total person-days of on-site labor required to complete project activities.
- iii. Ability and willingness to meet the projects minority and women construction workers performance standards.

c. Alerting Minority and Women Construction Workers

On the same day the project is advertised publicly for prime contract bid, the Naugatuck Economic Development Corporation shall alert governmental and social service agencies as to the public works

nature of the project, the minority and women hiring requirements to be followed by the contractors and sub-contractors engaged to construct the project and the upcoming availability for construction worker jobs. The agencies to be contacted will be included on a list to be assembled by NEDC specifically for this project. This list may include but not be limited to:

- Connecticut Dept. of Labor- Employment Service Job Center
- Regional Workforce Development Board
- Connecticut Minority Purchasing Council
- NAACP - Local Chapter
- National Association of Women in Construction
- Building Trade Unions
- Organizations such as churches, synagogues, service clubs, lodges, social clubs, neighborhood clubs, etc. which can be identified as potential sources of outreach to minority and women construction workers.

Directly upon the award of the prime contract to a general contractor, NEDC shall apprise the above-named organizations of the project and other pertinent information as to how qualified candidates may present themselves for consideration for employment.

14.3.1.3. Reporting System

By the fifth day of each month, the prime contractor shall be required to furnish the NEDC a manpower utilization report, listing the names, addresses, job descriptions, number of hours worked, and racial and ethnic background of all those who worked on the project for them in the previous month, and such other information and in such form, as the NEDC shall deem appropriate. And by the fifteenth day of each month, the NEDC shall file a statement on construction manpower utilization,

with prior verification thereof by construction contractor on-the-job representative, with the Connecticut Department of Economic and Community Development, which report shall summarize the projects actual minority and women construction workers participation performance in relation to stated standards.

14.3.1.4. Impartial Monitoring

The NEDC shall enlist the services of competent and impartial monitoring entity to assist in implementing this Minority Participation Statement by doing the following:

- a. Monitor compliance with the projects minority and women construction workers participation standard by visiting the construction site and communicating its observations to the NEDC.
- b. Attest to the validity of statements made by the NEDC and contractors to the agencies of federal and state governments, regarding the projects actual minority and women participation performance in relation to its stated performance standard.

14.3.2. Construction Subcontracts (Disadvantaged Business Enterprise)

This Affirmative Action Plan establishes goals for participation in construction sub-contracts by Disadvantaged Business Enterprises (DBE). This goal has been established at 10% of the total value of the on-site labor costs. This goal does not impact on the construction employment standards included in Section A. This goal does not represent a mandatory performance standard.

14.3.2.1. Disadvantaged Business Enterprise Defined

a. Private Ownership

A privately owned disadvantaged business enterprise is one in which at least 50% of the stock is owned by minority group members, 50% of the profits of which accrue to the minority group owners and minimum of 10% of the work force are minority.

b. Public Ownership

A publicly owned minority business is one in which at least 51% of the profits of which accrue to the minority group stock owners, and a minimum of 10% of the work force are minority.

14.3.3 Construction Sub-contracts (Women Business Enterprise)

A goal for participation in construction sub-contracts by Women Business Enterprises has been established at 3% of the total value of the on-site labor costs. This goal does not impact on the construction employment standards included in Section A. This goal does not represent a mandatory performance standard.

14.3.3.1. Women-Owned Enterprise Defined

a. Private Ownership

A privately women-owned business enterprise is one in which at least 50% of the stock is owned by female group members, 50% of the profits of which accrue to the female group owners and a minimum of 10% of the work force are women.

b. Public Ownership

A publicly women owned business is one in which at least 51% of the stock of which is owned by female group members, 51% of the profits of which accrue to the female group stock owners, and minimum of 10% of the work force are women.

14.3.4. Implementation Method (Construction Subcontracts)

14.3.4.1. Pre-Qualification

As part of the pre-qualification process for bidders, all contractors will be made aware of the goals for DBE and WBE sub-contract participation. Information will be requested as to how the firm will attempt to meet the established sub-contract goals. Also as part of this process, potential DBE and WBE sub-contractors will be solicited for inclusion on the bidders list. These DBE and WBE firms will be asked to provide evidence as to the source of their certification.

14.3.4.2. Bid Advertisement

Announcements inviting contract bids will advise potential bidders as to the following:

- a. The participation of minorities and women is an integral part of the project plan, required by the terms and conditions of applicable federal and state grant-in-aids for constructing the project.
- b. The DBE participation goal and WBE participation goal for the project is 10% and 3% respectively of the total dollar value of on-site labor costs.

- c. Ability and willingness to meet this projects 10% DBE and 3% WBE is a significant bidding qualification for prime contract bidders.
- d. Each prime contract bidder shall submit as part of this bid package a sufficient break-down of on-site labor costs for each division of work and for each subcontract intended to be given by such contract bidder, to include the name and minority and women participation of each such sub-contractor.

14.3.4.3. Impartial Monitoring

The NEDC shall enlist the services and assistance of local building trade unions and regional employment and business development agencies, in consultation with the Connecticut Department of Economic Development and Small Business Administration to assist in implementing this Minority Participation Statement by doing the following:

- a. Attest to the validity of statements made by the NEDC to the agencies of state government, regarding the projects actual minority and women participation performance in relation to its stated goal.
- b. Notify minority and women subcontractors of the project.
- c. Endorse minority and women subcontractors to qualify for participation in the bid competition.
- d. Assist minority and women subcontractors to secure bid and performance bonds and financing.

14.3.5 Reporting System

By the fifth day after the award of the prime contract, and on the fifteenth day after the beginning of each calendar quarter thereafter the NEDC, with prior

verification thereof by construction contractors on-the-job representative, shall file a statement with the Connecticut Department of Economic and Community Development summarizing the projects actual DBE and WBE participation in related to stated goals.

14.4 Penalties

Based upon the reports filed by contractors and reviewed by NEDC, a failure by contractors to meet the mandatory performance standards will result in a forfeiture without legal recourse by the contractor of \$10,000 for each percentage point below the minority and women employment standard established in the contract.

14.5 Responsibility

By form of this Statement on Minority Participation, bidders for prime contract, subcontracts, and sub-contractors are served notice that in order to qualify a responsible bidders for award and of performance of any contract attendant to the construction work for the Project, they must be willing and able to strive for the Projects Performance Standard and goals established herein.

15.0 PROVISION FOR MODIFICATION AND TERMINATION

15.1 Modification

This Project Plan may be modified at any time in accordance with the provisions of 8-191. Such modifications must be with the consent of the Commissioner of DECD. In addition, if the modification is after the lease or sale of real property, the lessors or purchasers of such real property or their successor or successors in interest affected by the modification must consent. When the proposed modification will substantially change the Project Plan, the modification must be approved in the same manner as originally approved

15.2 Termination

This Project Plan and/or modification shall be in full force and effect for a period of ten (10) years from the date of approval by the Board of Burgesses. The Board of Burgesses shall review the Project Plan at the end of this ten (10) year period and shall reapprove the Plan for an additional ten (10) years in order for the Plan to remain in effect.

16.0 COMPLIANCE WITH STATUTORY PLAN REQUIREMENTS

16.1 Statutory Plan Requirements

Authority to initiate and take actions required to implement this Plan is provided under Chapter 132, as amended. The Chapter lists the required contents of a plan adopted pursuant to its provisions. The relevant requirements for Municipal Development Projects are recited below:

16.2 Chapter 132, Municipal Development Projects

The project plan shall include: (a) A legal description of the land within the Project Area; (b) a description of the present condition and uses of such land or buildings; (c) a description of the types and locations of land uses or building uses proposed for the Project Area; (d) a description of the types and locations of present and proposed streets, sidewalks and sanitary, utility and other facilities and the types of locations of the other proposed site improvements; (e) statements of the present proposed zoning classification and subdivision status of the Project Area and the areas adjacent to the Project Area; (f) a plan for relocating project-area occupants; (g) a financing plan; (h) an administrative plan; (i) a marketability and proposed land-use study or building use study if required by the Commissioner; (j) appraisal reports and title searches; (k) a statement of the number of jobs which the development agency anticipates would be created by the project and the number and types of existing housing units in the municipality in which the project would be located, and in contiguous municipalities, which would be available to employees filling such jobs and (l) findings that the land and buildings within the Project Area will be used principally for industrial or business purposes; that the plan is in accordance with the plan of development for the municipality adopted by its planning commission and the plan of development of the regional planning agency, if any, for the region within which the municipality is located; that the plan is not inimical to any statewide planning program objectives of the state or state agencies as coordinated by the Secretary of the

Office of Policy and Management; that the project will contribute to the economic welfare of the municipality and the state; and that to carry out and administer the project, public action under this chapter is required.

This Plan conforms with these requirements.

17.0 SEVERABILITY OF PROVISIONS OF THIS PLAN

17.1 Severability

In the event that any phrase, clause, sentence, paragraph, provision or section of this Plan is held to be illegal, unconstitutional or otherwise unenforceable by the valid judgement or decree of any court, such illegality or unconstitutionality shall not affect the validity of any of the remaining parts of this Plan.

Renplmdpoc2010-rpt.doc



**Borough of Naugatuck
Naugatuck Economic
Development Corp.**

*Engineering,
Landscape Architecture
and Environmental Science*



**Renaissance Place Municipal
Development Plan**

MMI#: 2129-13

SOURCE:
Borough of Naugatuck
Engineering Department (2008)



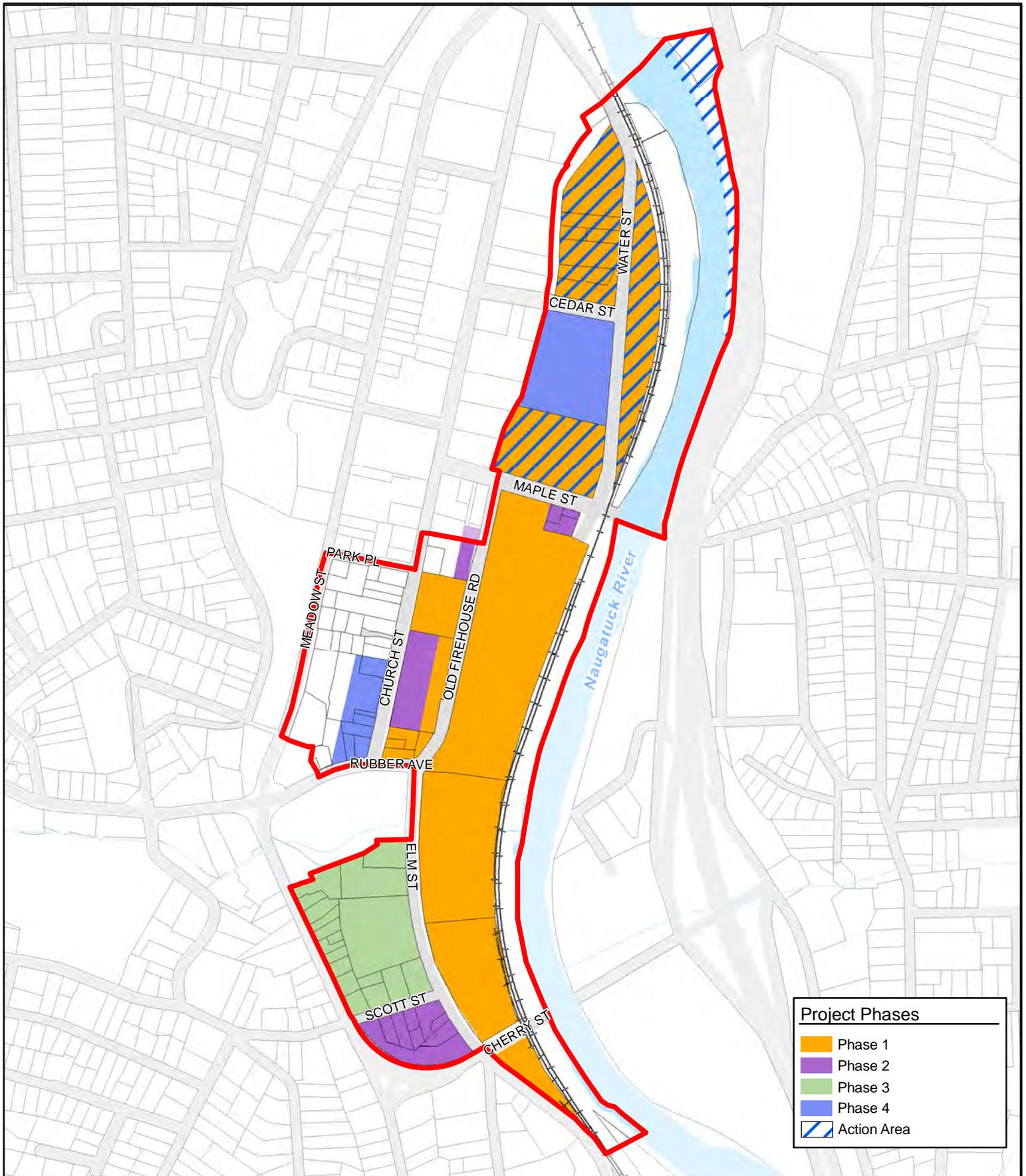
Project Boundary Map

LOCATION:

Naugatuck, CT

DATE:
5/20/10
SCALE:
1" = 500'

SHEET:
Figure #1



Project Phases	
	Phase 1
	Phase 2
	Phase 3
	Phase 4
	Action Area

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Development Plan**

MMI#: 2129-13
SOURCE:
Borough of Naugatuck
Engineering Department (2008)

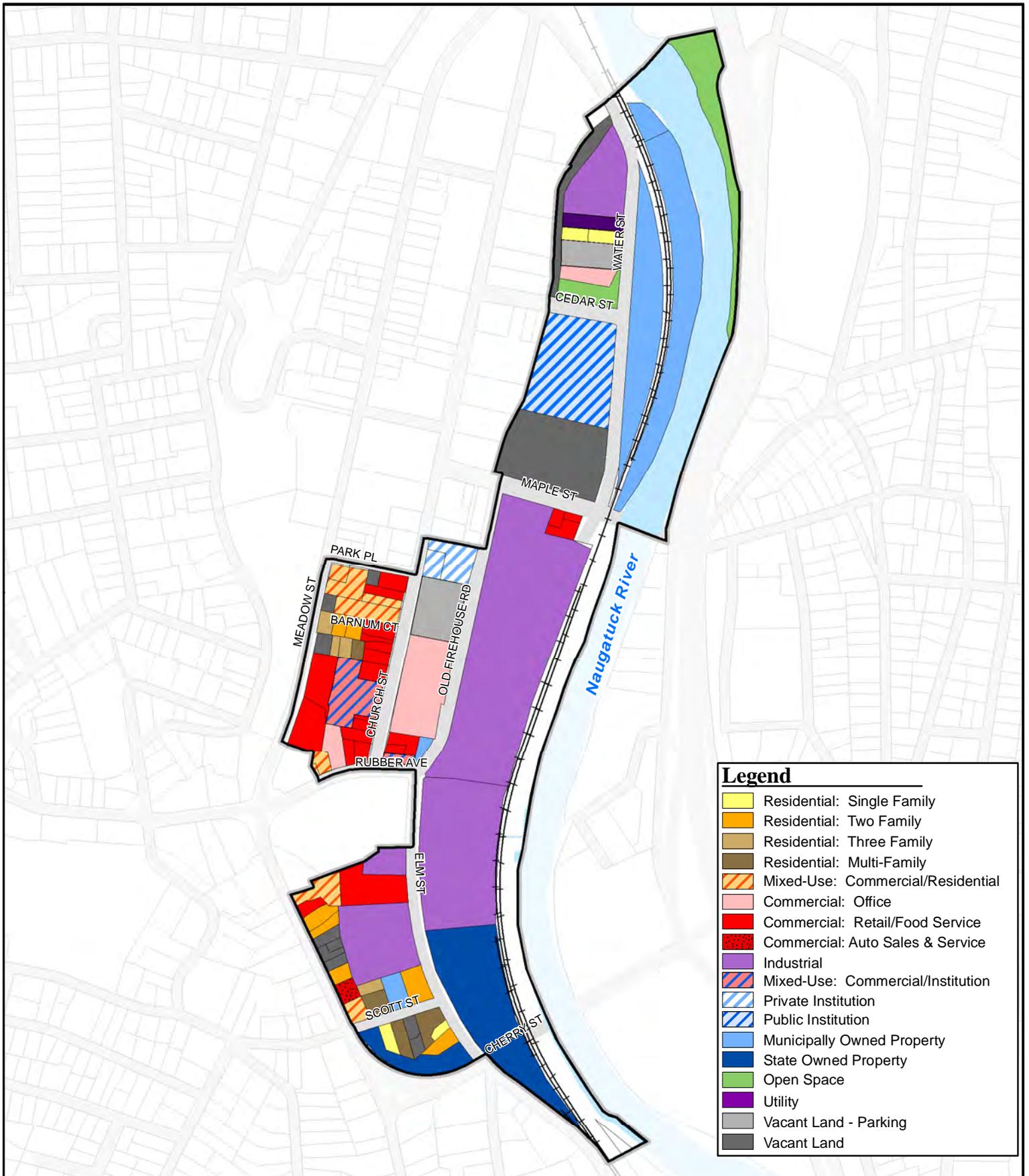
**Project Area
Phases**



LOCATION:
Naugatuck, CT

DATE:
5/20/10
SCALE:
 Feet

SHEET:
Figure # 1a



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**Renaissance Place Municipal
Development Plan**

MMI#: 2129-13

SOURCE:
Borough of Naugatuck
Engineering Department (2008)



Existing Land Use

LOCATION:

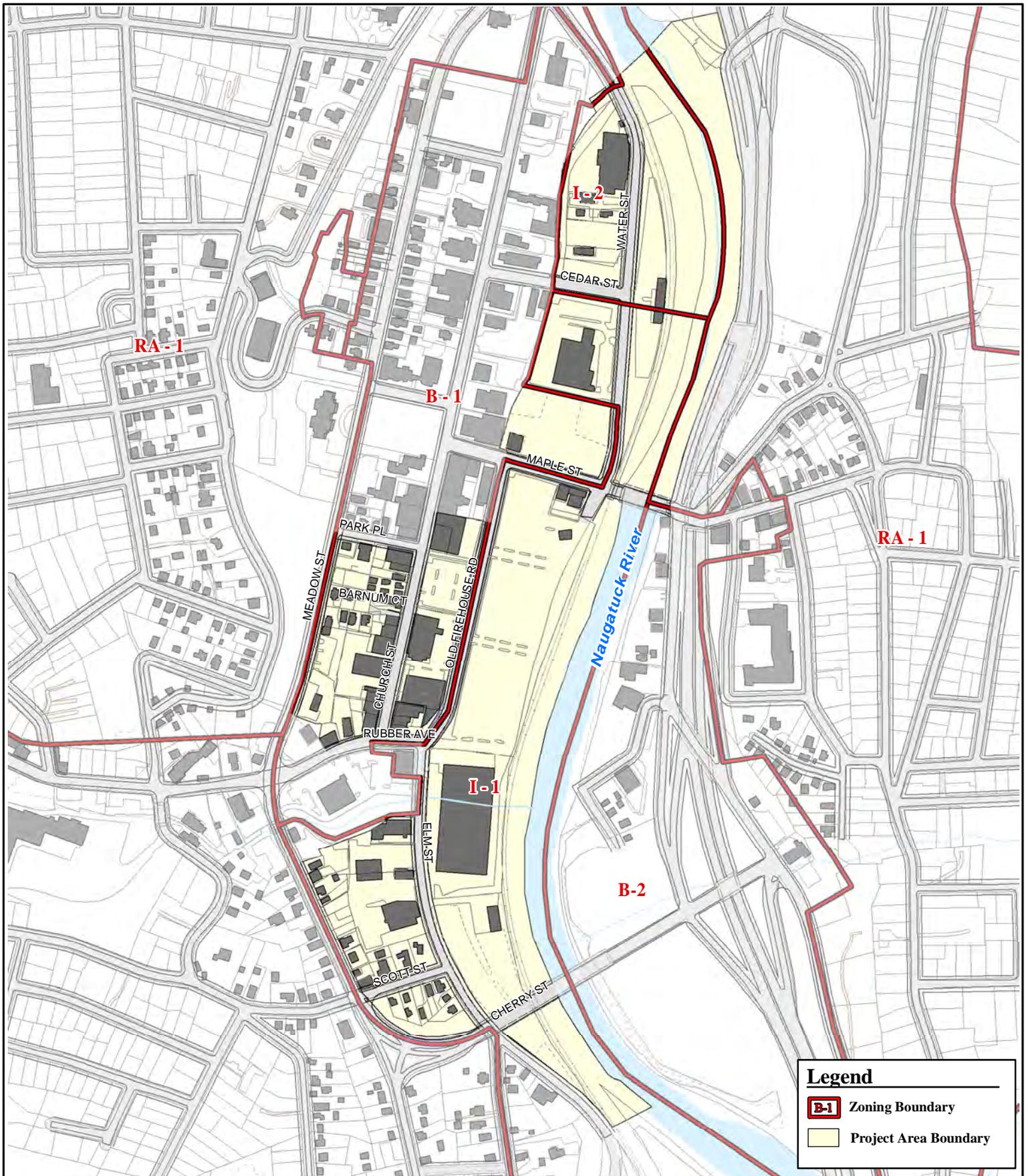
Naugatuck, CT

DATE:
5/20/10

SCALE:
0 100 200 400 Feet

SHEET:

Figure #2



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Naugatuck Economic
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**Renaissance Place Municipal
Development Plan**

MMI#: 2129-13

SOURCE:
Borough of Naugatuck
Engineering Department (2008)

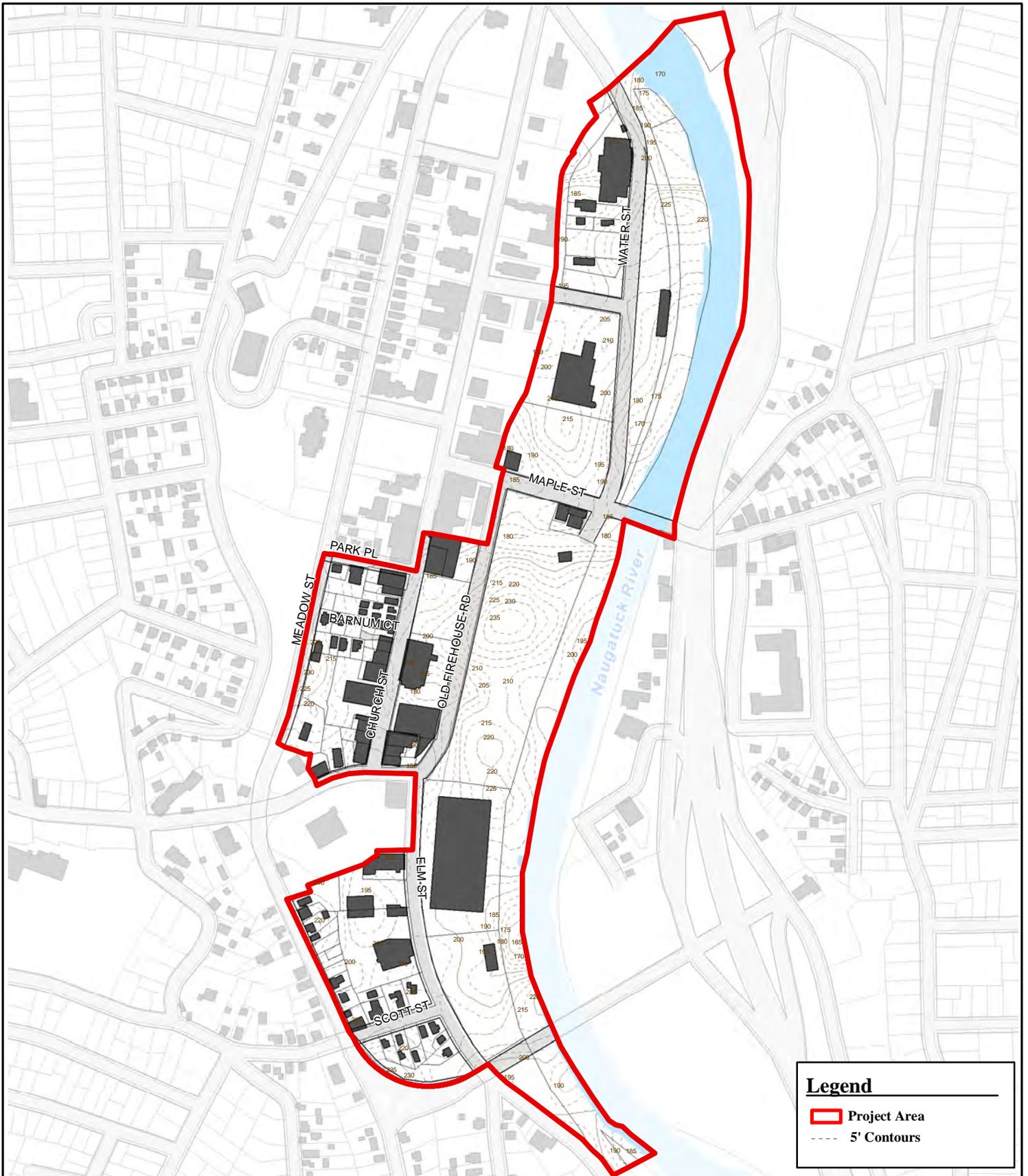


Existing Zoning

LOCATION:
Naugatuck, CT

DATE:
5/20/10
SCALE:
1" = 500'

SHEET:
Figure #3



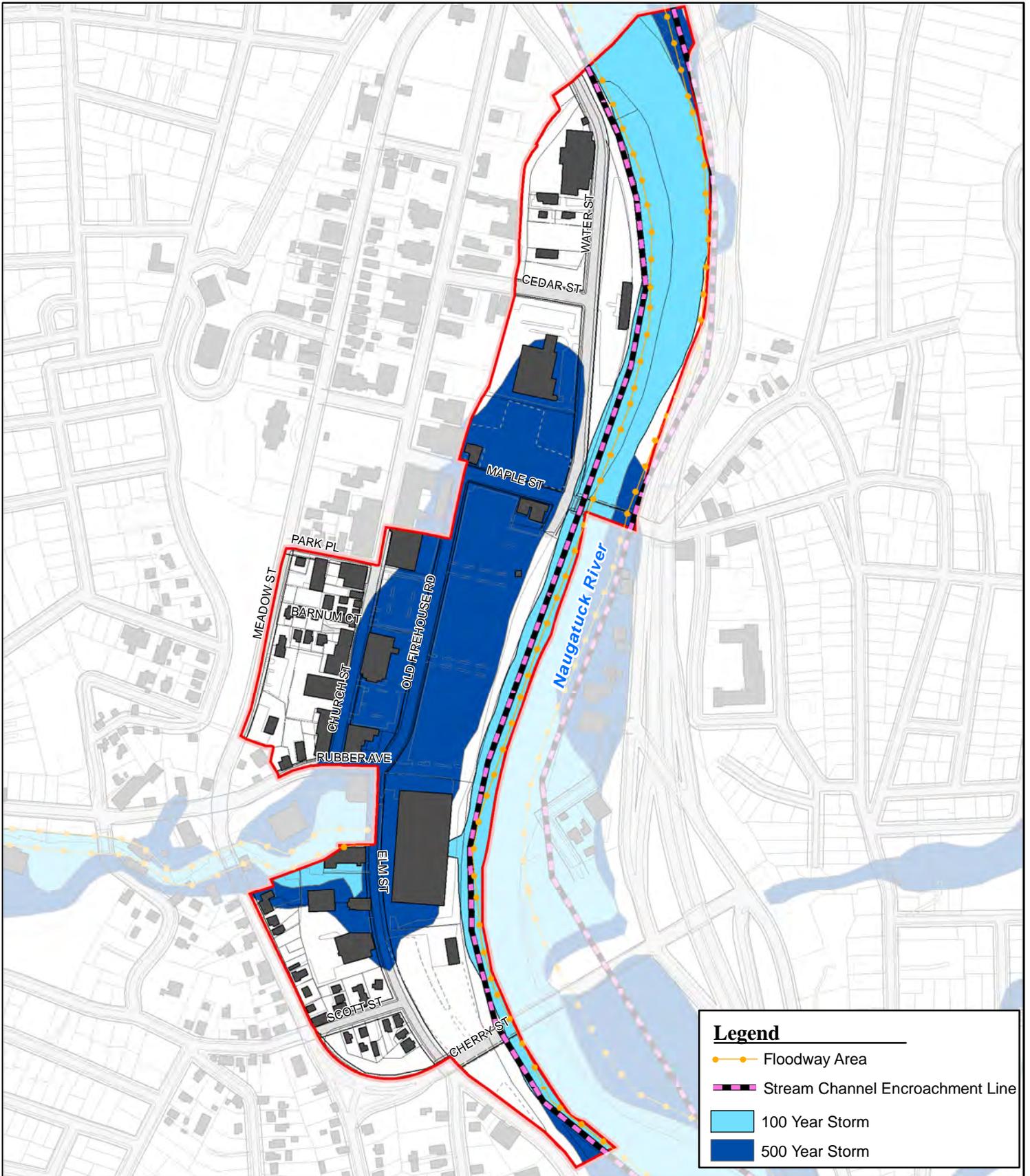
Borough of Naugatuck Naugatuck Economic Development Corp. <i>Engineering, Landscape Architecture and Environmental Science</i>  MILONE & MACBROOM®	Renaissance Place Municipal Development Plan		LOCATION: Naugatuck, CT	
	MMI#: 2129-13 SOURCE: Borough of Naugatuck Engineering Department (2008)	 Topography	DATE: 5/20/10 SCALE: 1" = 500'	SHEET: Figure #4



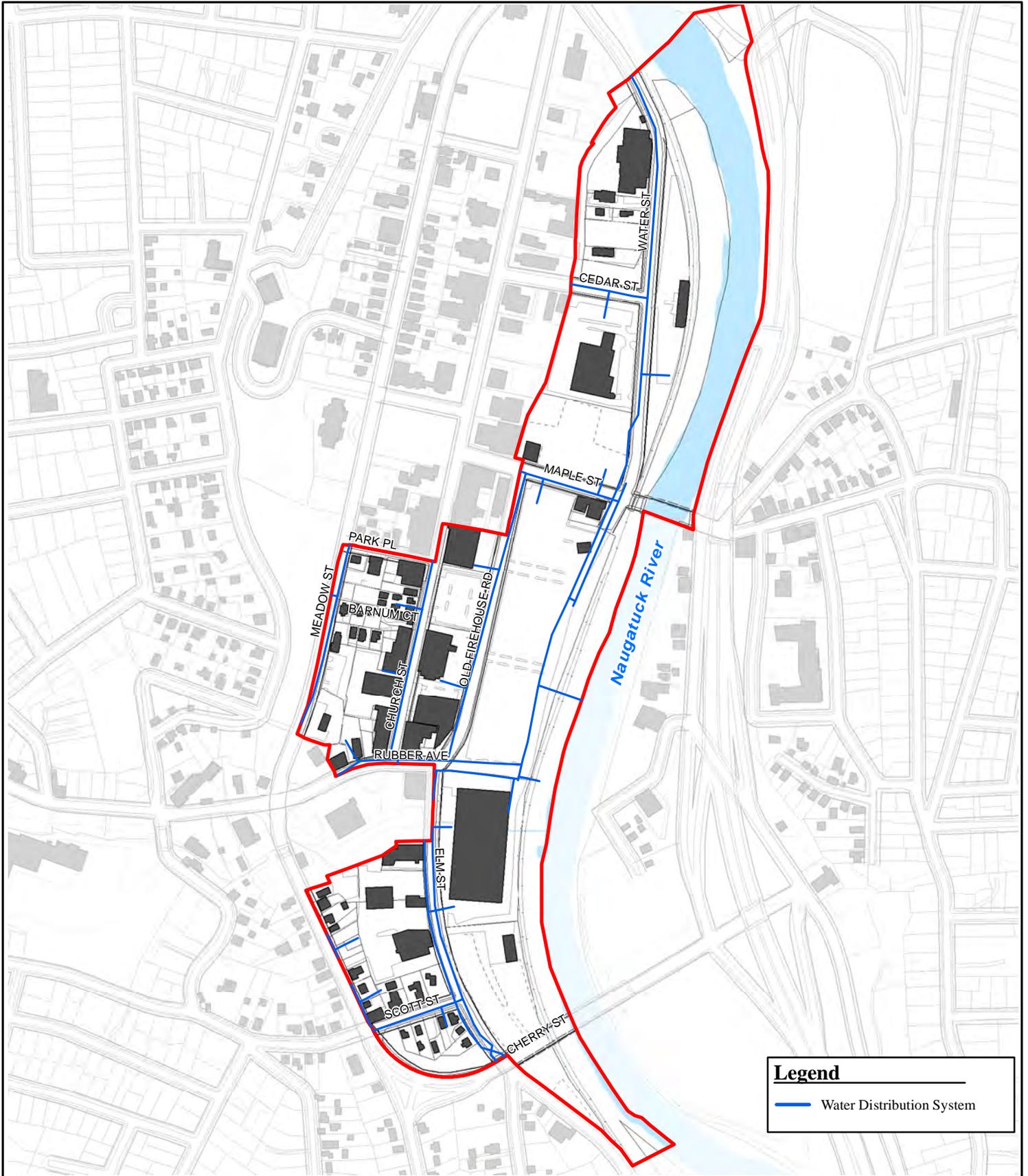
Legend

- AGAWAM-URBAN LAND COMPLEX
- UDORTHENTS-URBAN LAND COMPLEX
- URBAN LAND

<p>Borough of Naugatuck Naugatuck Economic Development Corp.</p> <p style="font-size: small;"><i>Engineering, Landscape Architecture and Environmental Science</i></p>	<p>Renaissance Place Municipal Development Plan</p>	<p>LOCATION: Naugatuck, CT</p>		
<p>MMI#: 2129-13 SOURCE: Borough of Naugatuck Engineering Department (2008) USDA NRCS Soils Database</p>		<p>Soils</p>	<p>DATE: 5/20/10 SCALE: 1" = 500'</p>	<p>SHEET: Figure #5</p>

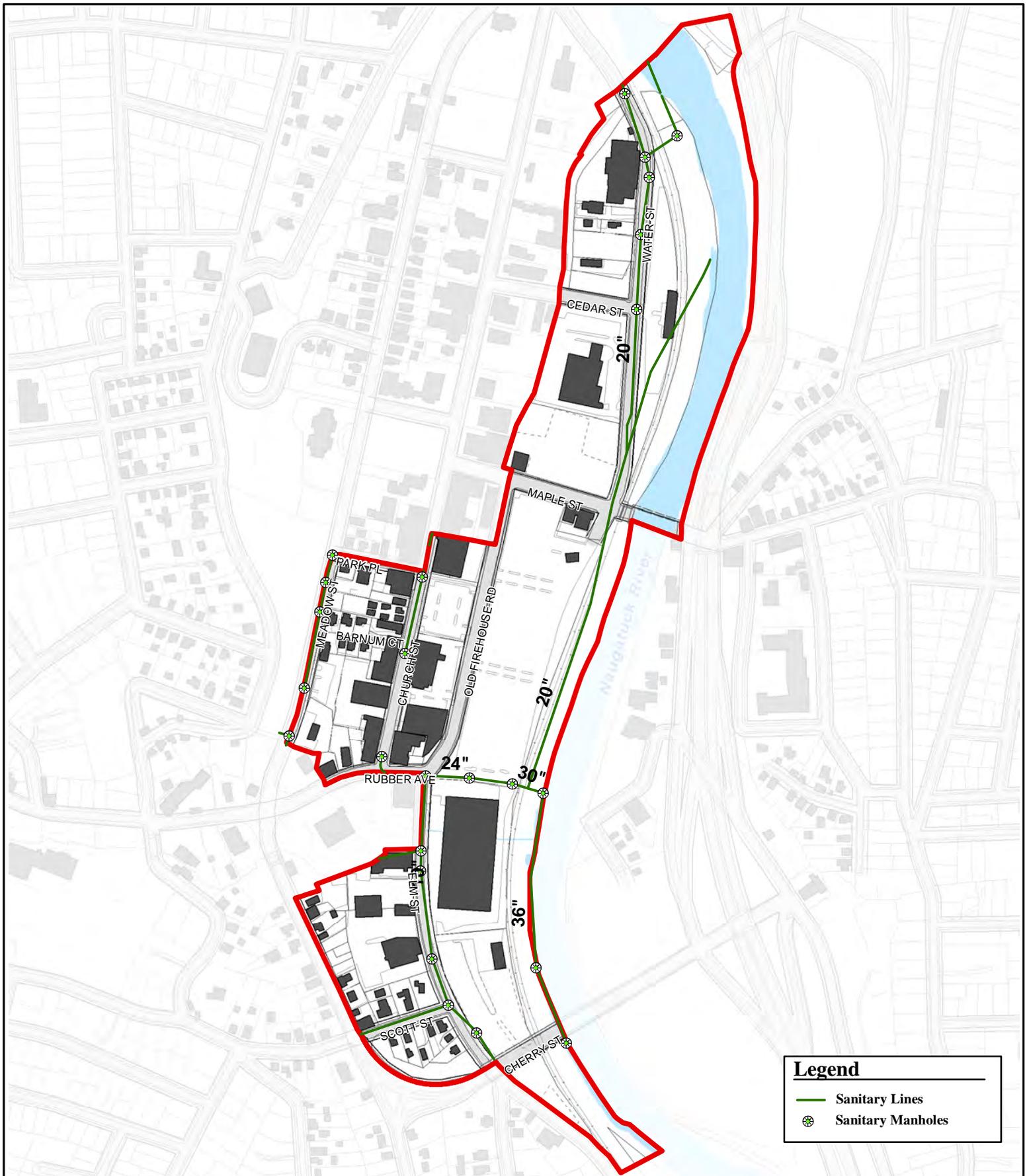


Borough of Naugatuck Naugatuck Economic Development Corp. <i>Engineering, Landscape Architecture and Environmental Science</i> 	Renaissance Place Municipal Development Plan		LOCATION: Naugatuck, CT	
	MMI#: 2129-13 SOURCE: Borough of Naugatuck Engineering Department (2008)		Flood Hazard	
			SHEET: Figure 6	



Legend	
	Water Distribution System

Borough of Naugatuck Naugatuck Economic Development Corp. <i>Engineering, Landscape Architecture and Environmental Science</i> 	Renaissance Place Municipal Development Plan		LOCATION: Naugatuck, CT	
	MMI#: 2129-13 SOURCE: Borough of Naugatuck Engineering Department (2008)		Existing Water System	
			SHEET: Figure #7	



Legend	
	Sanitary Lines
	Sanitary Manholes

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Development Plan**

MMI#: 2129-13

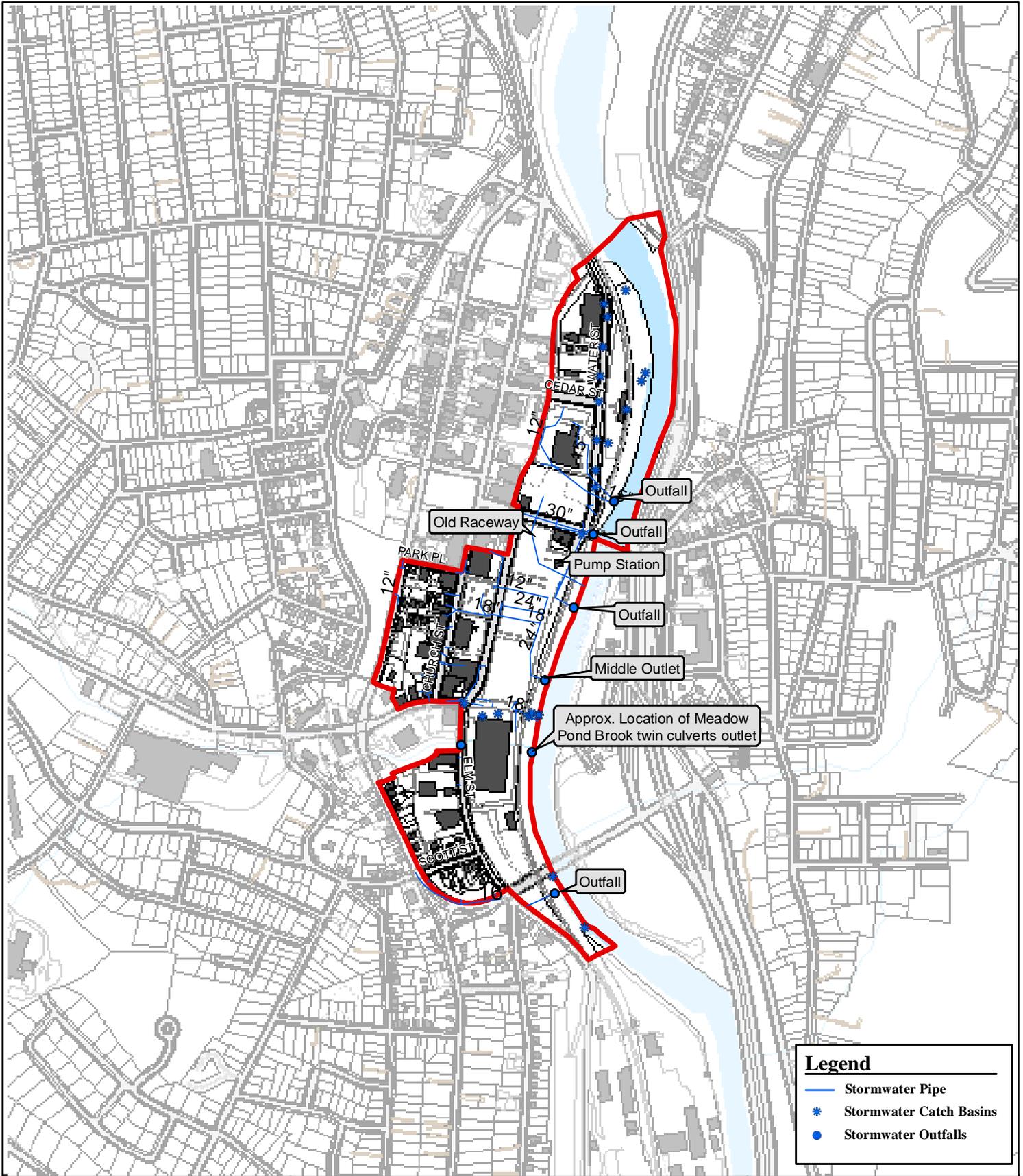
SOURCE:
Borough of Naugatuck
Engineering Department (2008)

N

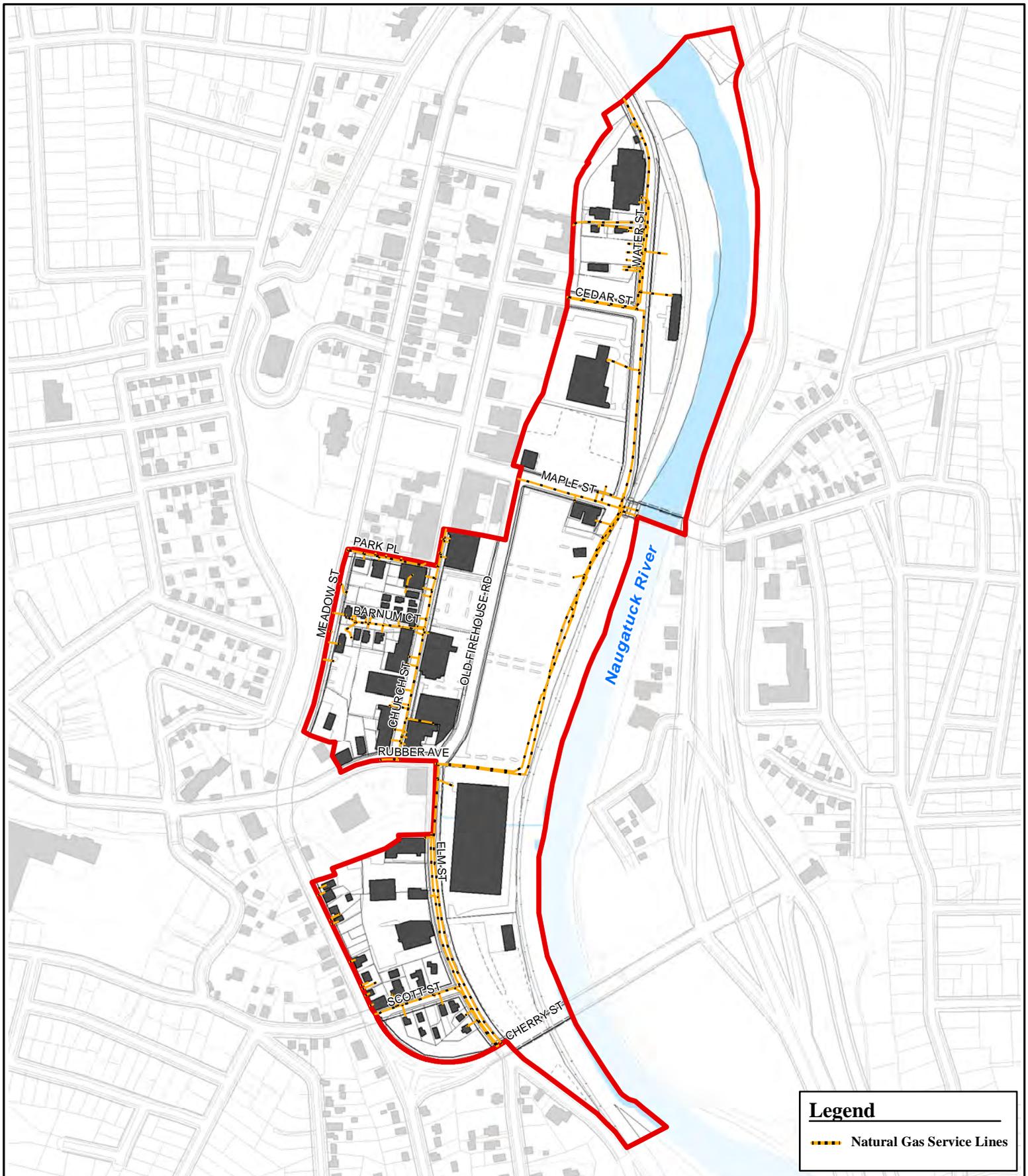
**Existing Sanitary
Sewers**

LOCATION:
Naugatuck, CT

DATE: 5/20/10	SHEET:
SCALE: 1" = 500'	Figure #8



Borough of Naugatuck Naugatuck Economic Development Corp. <i>Engineering, Landscape Architecture and Environmental Science</i> 	Renaissance Place Municipal Development Plan		LOCATION: Naugatuck, CT	
	MMI#: 2129-13 SOURCE: Borough of Naugatuck Engineering Department (2008)		Existing Storm Drainage	DATE: 5/20/10 SCALE: 1" = 500'



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**Renaissance Place Municipal
Development Plan**

MMI#: 2129-13

SOURCE:

Borough of Naugatuck
Engineering Department (2008)



**Natural Gas
Service**

LOCATION:

Naugatuck, CT

DATE:

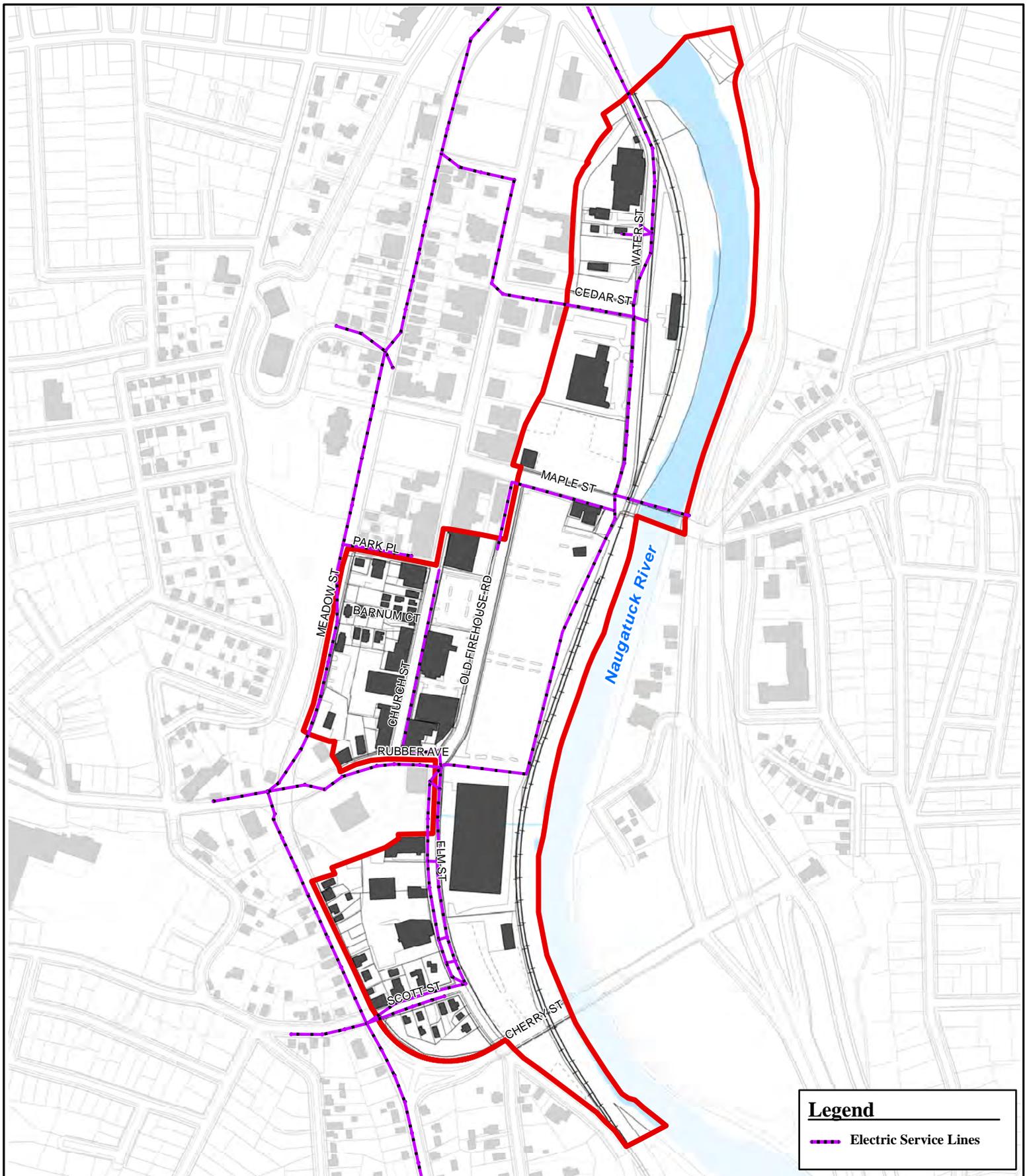
5/20/10

SCALE:

1" = 500'

SHEET:

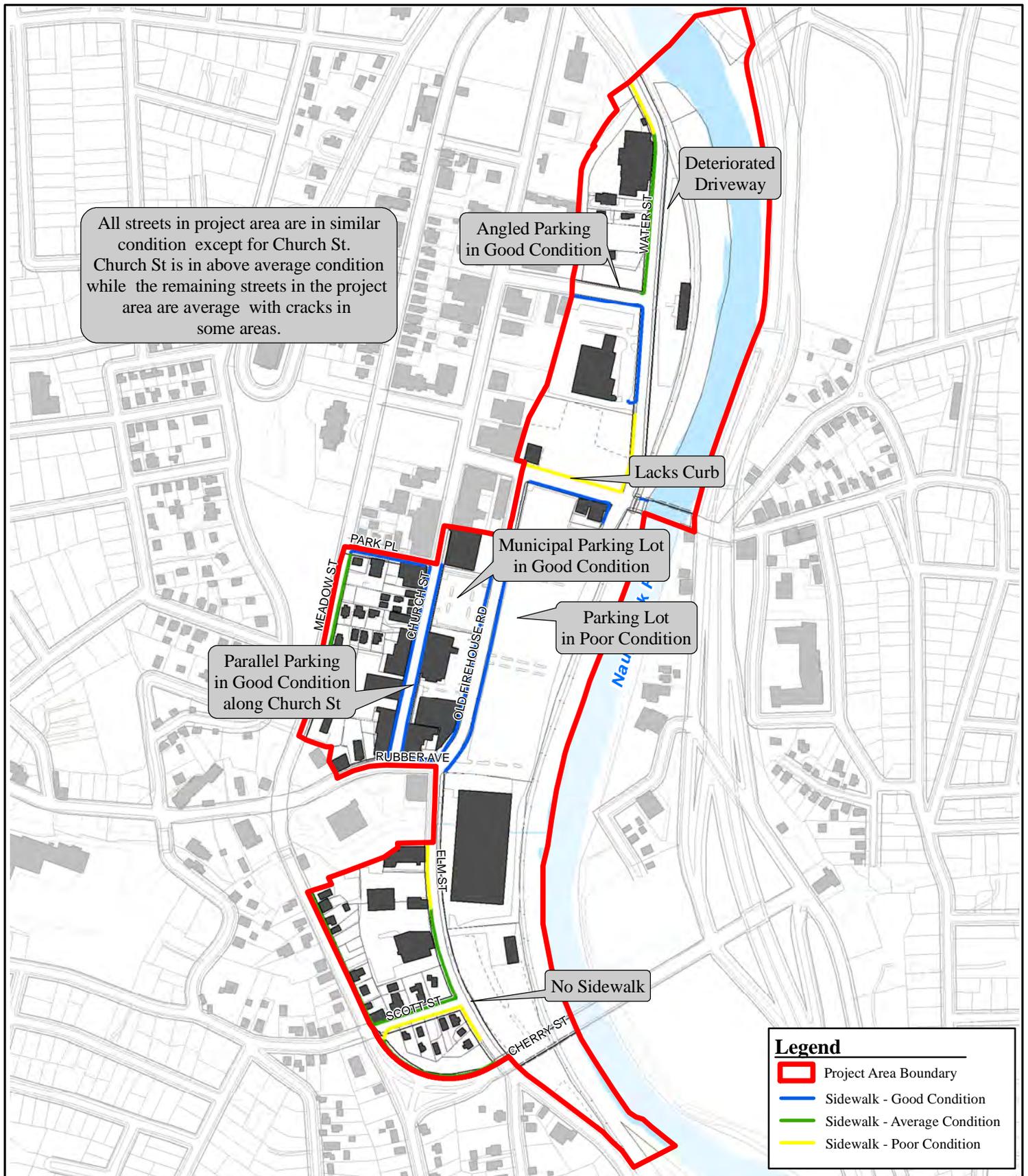
Figure #10



Legend

--- Electric Service Lines

Borough of Naugatuck Naugatuck Economic Development Corp. <i>Engineering, Landscape Architecture and Environmental Science</i> 	Renaissance Place Municipal Development Plan		LOCATION: Naugatuck, CT	
	MMI#: 2129-13 SOURCE: Borough of Naugatuck Engineering Department (2008)		Electric Service Lines	



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**Renaissance Place Municipal
Development Plan**

MMI#: 2129-13

SOURCE:

Borough of Naugatuck
Engineering Department (2008)



**Existing Streets,
Parking, & Sidewalks**

LOCATION:

Naugatuck, CT

DATE:

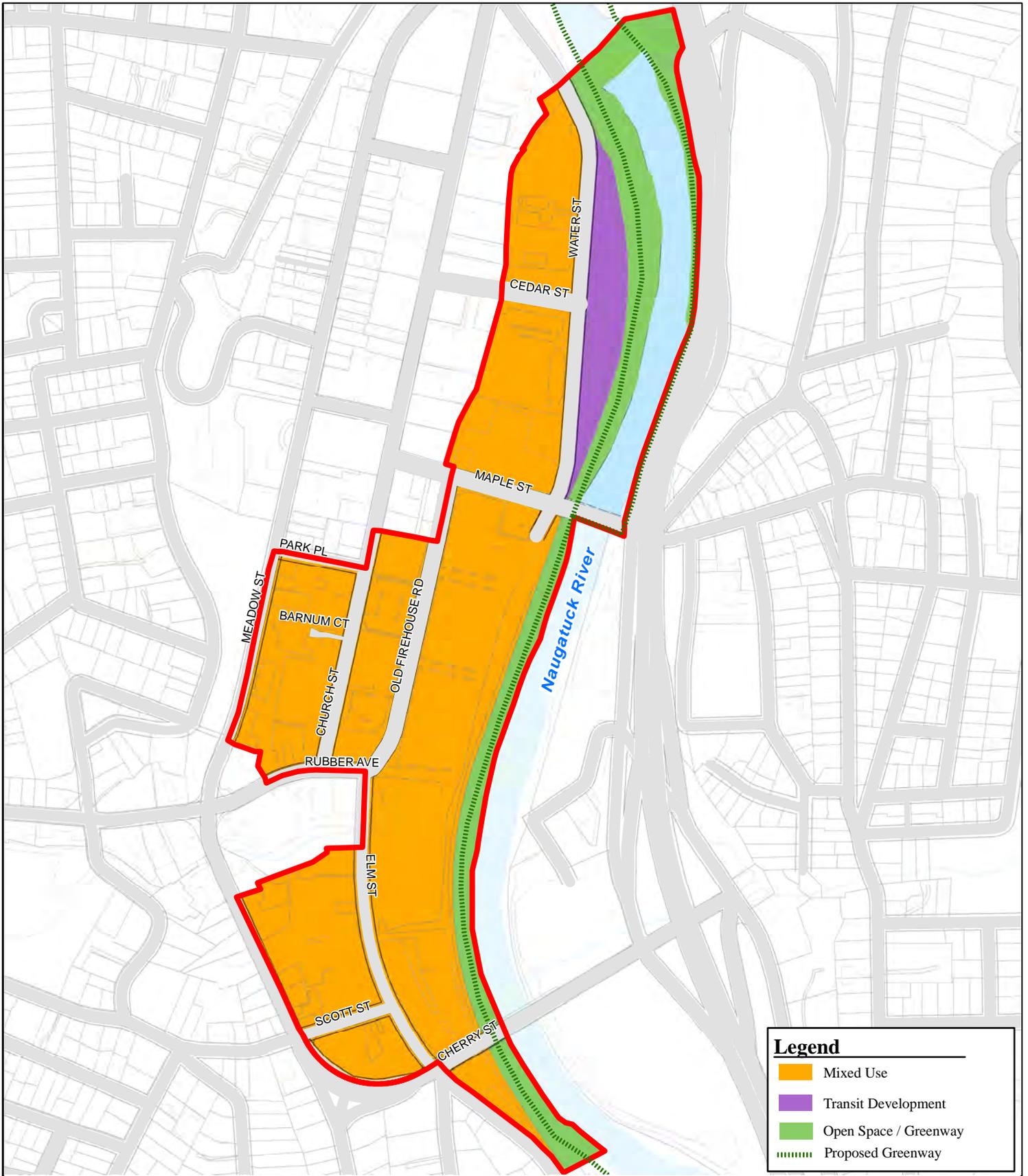
5/20/10

SCALE:

1" = 500'

SHEET:

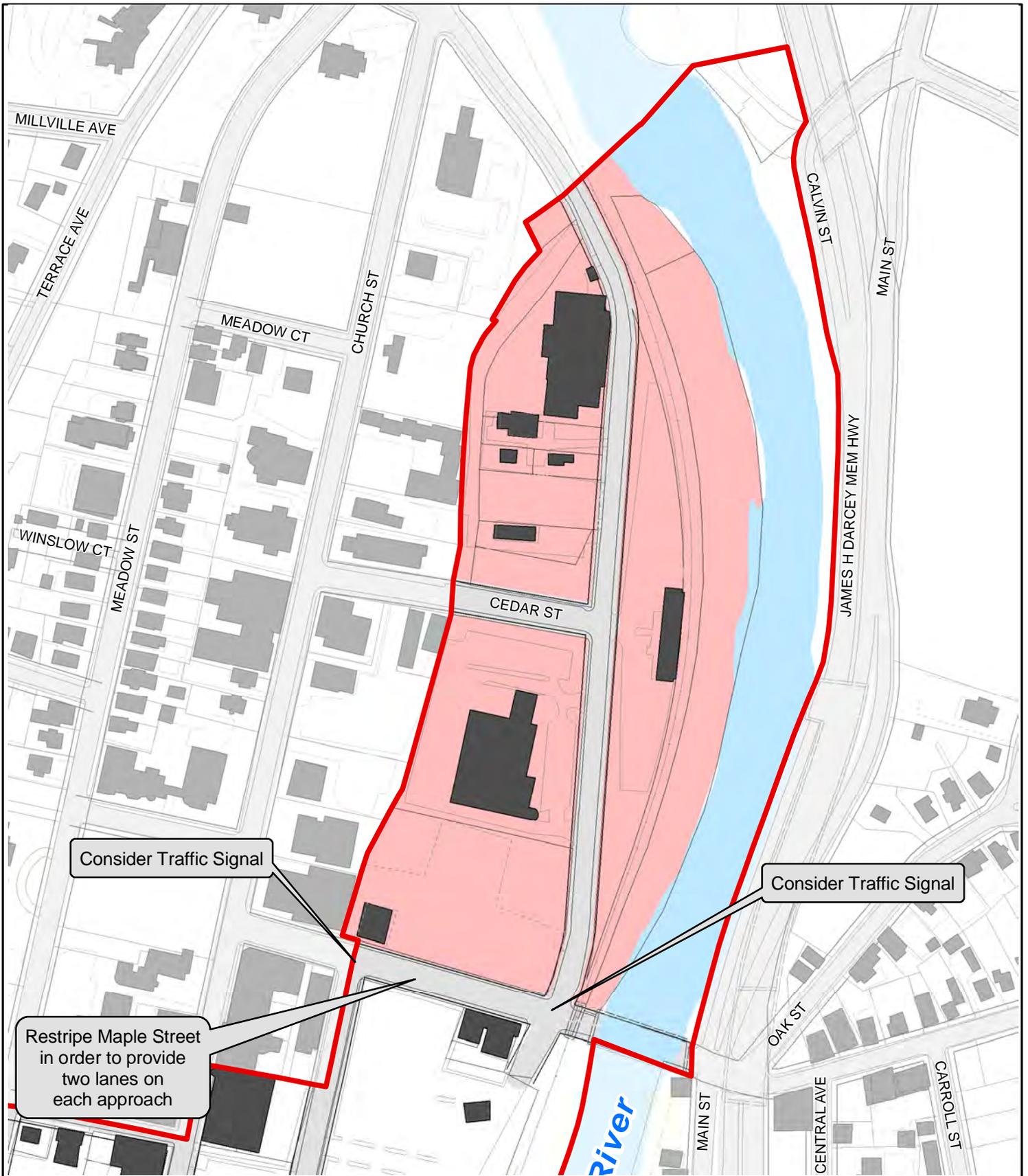
Figure #12



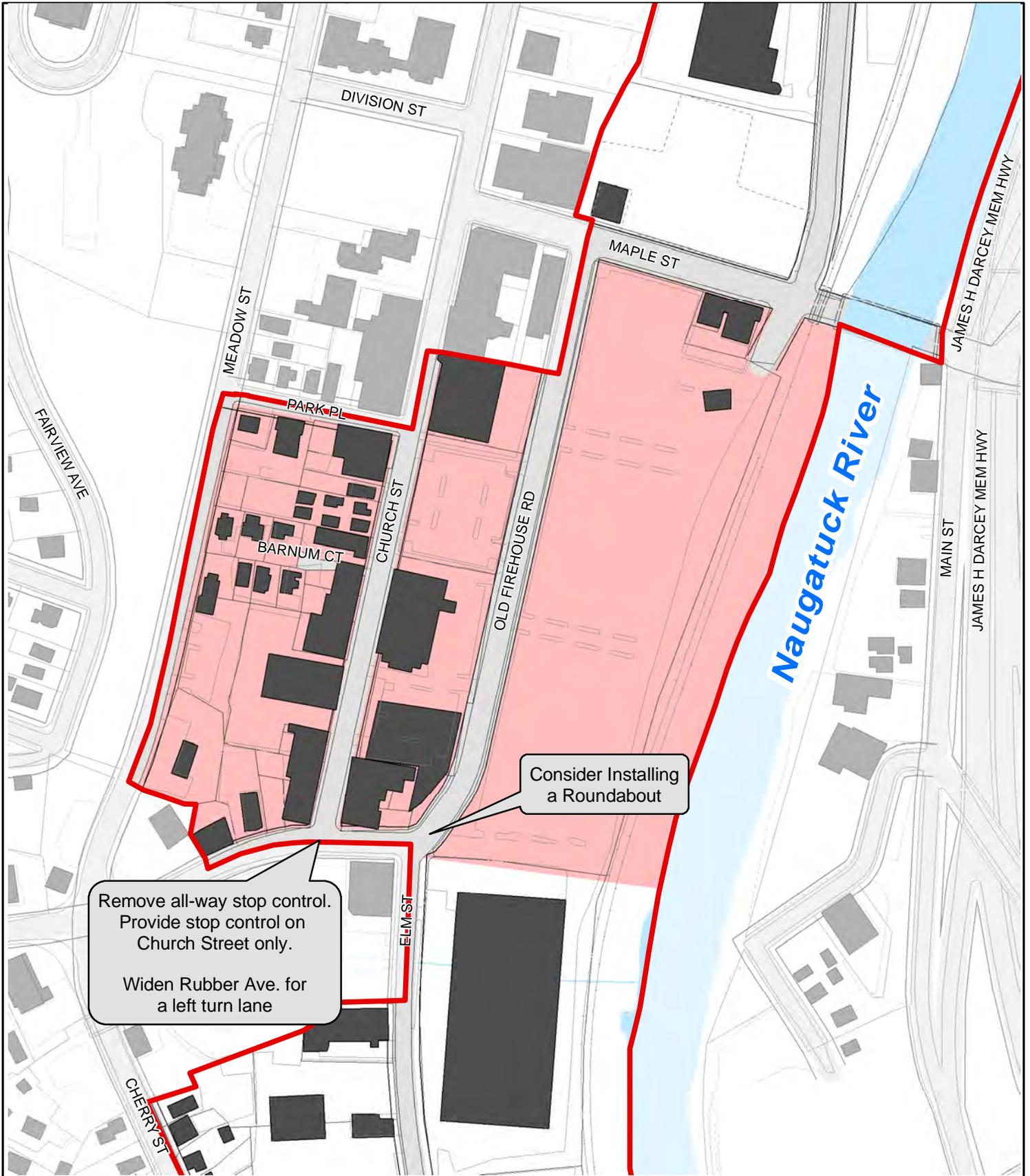
Legend

- Mixed Use
- Transit Development
- Open Space / Greenway
- Proposed Greenway

<p>Borough of Naugatuck Naugatuck Economic Development Corp.</p> <p style="font-size: small;"><i>Engineering, Landscape Architecture and Environmental Science</i></p> <p>MILONE & MACBROOM®</p>	<p>Renaissance Place Municipal Development Plan</p> <p>MMI#: 2129-13 SOURCE: Borough of Naugatuck Engineering Department (2008)</p>	<p>LOCATION: Naugatuck, CT</p>
	<p>Proposed Land Use</p>	<p>DATE: 5/20/10</p> <p>SCALE: 0 100 200 400 Feet</p>
		<p>SHEET: Figure # 13</p>



<p>Borough of Naugatuck Naugatuck Economic Development Corp.</p> <p><i>Engineering, Landscape Architecture and Environmental Science</i></p> <p>MILONE & MACBROOM®</p>	<p align="center">Renaissance Place Municipal Development Plan</p> <p>MMI#: 2129-13 SOURCE: Borough of Naugatuck Engineering Department (2008)</p>	<p>LOCATION: Naugatuck, CT</p> <p>DATE: 5/20/10</p> <p>SCALE: 1" = 250'</p>	<p>SHEET: Figure #14a</p>
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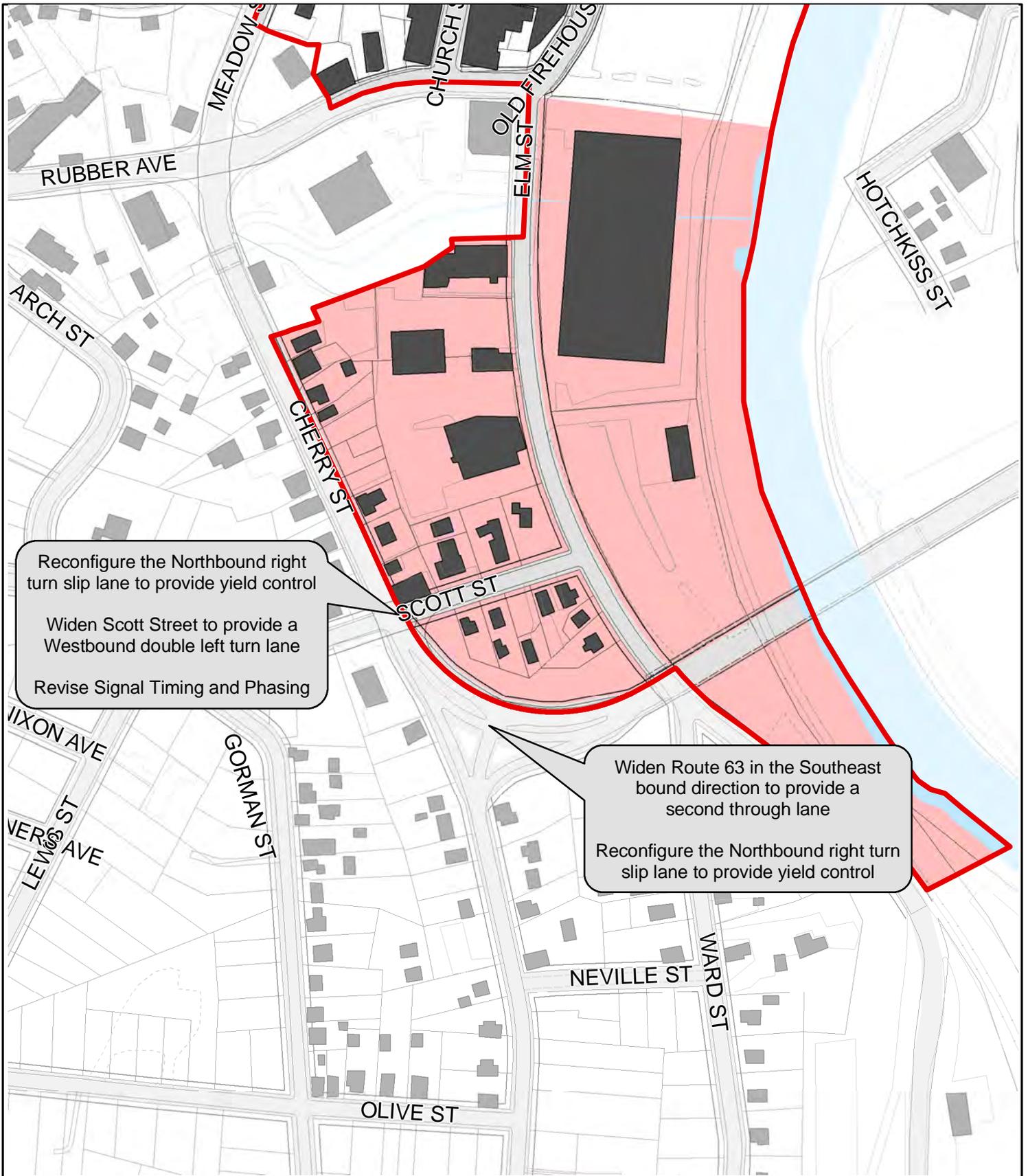


Remove all-way stop control.
Provide stop control on
Church Street only.

Widen Rubber Ave. for
a left turn lane

Consider Installing
a Roundabout

Borough of Naugatuck Naugatuck Economic Development Corp. <i>Engineering, Landscape Architecture and Environmental Science</i> 	Renaissance Place Municipal Development Plan		LOCATION: Naugatuck, CT	
	MMI#: 2129-13 SOURCE: Borough of Naugatuck Engineering Department (2008)		Street Network Modifications	
			SHEET: Figure #14b	



Borough of Naugatuck Naugatuck Economic Development Corp. <i>Engineering, Landscape Architecture and Environmental Science</i> 	Renaissance Place Municipal Development Plan		LOCATION: Naugatuck, CT	
	MMI#: 2129-13 SOURCE: Borough of Naugatuck Engineering Department (2008)		Street Network Modifications	
			SHEET: Figure #14c	

APPENDIX A

3.0 EXISTING ENVIRONMENT AND ANALYSIS OF IMPACTS

3.1 Environmental Resources of No Significance in the Project Area

Review of available mapping and agency scoping comments revealed that some environmental resources do not occur in the project area and would consequently not be affected by the Proposed Action. These resources are therefore not included in the impact analysis sections of this EIE. The status of these resources in the project area and the data sources used to determine their absence are described below.

- Coastal Resources: The project area is not within the Connecticut Coastal Management Zone; therefore, the project would not affect any coastal resources.
- Agricultural Lands and Soils: There are no agricultural lands or soils in the project area, based on review of existing soils data and site observations.
- Consistency with Connecticut Coastal Management Act: The project area is located outside of the coastal boundary, as defined in C.G.S. Section 22a-94(b), and is not subject to the provisions of the Connecticut Coastal Management Act, Sections 22a-90 through 22a-112.

3.2 Traffic and Parking

An analysis was performed of the existing traffic conditions as well as the traffic conditions under the future No Build and Full Build conditions to document the potential impacts of the Renaissance Place development on the safety and efficiency of traffic operations in the vicinity of the project site.

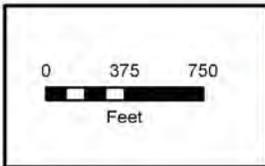
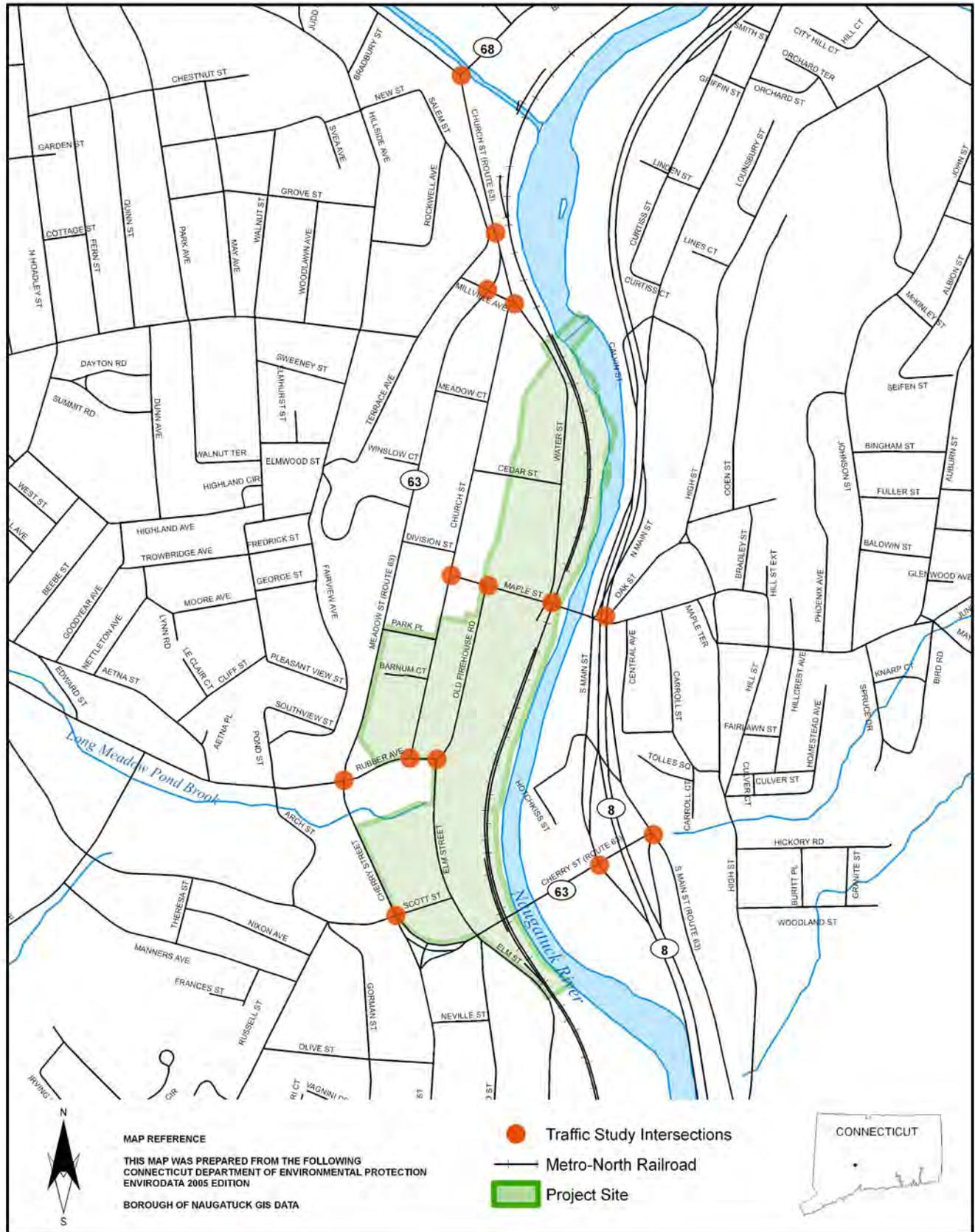
Traffic counts were taken at key intersections and roadways within the study area (Figure 3-1). Those volumes were projected to future volumes without the development (No Build), and with the full build-out of the development. The traffic conditions were then analyzed according to industry standard methods to determine the efficiency of the roadways and intersections within the study area. Mitigation options were identified for locations where traffic delays exceed desirable levels in order to allow the roadways and intersections to operate the same or better than in the No Build Condition.

3.2.1 Existing Conditions

Roadway Network

The existing roadway network servicing Renaissance Place includes the following roads, shown in Figure 3-1:

- Route 63 (Church Street, Meadow Street, and Cherry Street)
- Route 8
- Route 68 (Bridge Street)
- Millville Avenue
- Water Street



- Maple Street
- Old Firehouse Road
- Rubber Avenue
- Scott Street
- South Main Street

Route 63 is also known as Church Street, Meadow Street and Cherry Street within the study area and runs generally in a north-south direction. Route 63 is classified by ConnDOT as an urban principal arterial roadway and provides access to the Town of Prospect to the south and the Town of Middlebury to the north. Land uses consist of a mixture between residential and commercial. Throughout most of its length, Route 63 provides one travel lane in each direction with sidewalks and on-street parking on both sides of the roadway. South of Cherry Street, Route 63 widens to four lanes on the bridge over the Naugatuck River. A sidewalk is provided on the north side of the bridge. The speed limit on Route 63 is 25 miles per hour. The 2003 ADT for Route 63 is 12,200 vehicles per day north of Scott Street and 9,000 vehicles per day north of Rubber Avenue.

Route 8 is a limited access freeway and is classified by ConnDOT as an urban principal expressway. Two travel lanes are provided in each direction and the posted speed limit is 65 miles per hour. Route 8 provides access to I-84 and the City of Waterbury to the north, as well as I-95 and the City of Bridgeport to the south. The 2004 ADTs on Route 8 at each On and Off Ramp throughout the study area are as follows:

- | | |
|---|-------|
| • Route 8 Southbound Off Ramp to Route 63 | 3,500 |
| • Route 8 Northbound Off Ramp to Route 63 | 3,900 |
| • Route 8 Southbound On Ramp from Route 63 | 4,200 |
| • Route 8 Northbound On Ramp from South Main Street | 4,800 |
| • Route 8 Southbound Off Ramp to Maple Street | 5,900 |
| • Route 8 Northbound On Ramp from Maple Street | 4,400 |

Route 68 (Bridge Street) is an east-west roadway that provides one lane of travel in each direction. Route 68 begins in the Borough of Naugatuck and ends in the Town of Durham. This route is classified by ConnDOT as an urban principal arterial roadway with a speed limit of 25 miles per hour in the study area. Route 68 (Bridge Street) serves both residential and commercial land uses throughout the roadway. The 2003 ADT on Route 68 is 12,500 vehicles per day to the east of its intersection with Route 63.

Millville Avenue is considered an urban collector and provides access between Millville and Downtown Naugatuck. One travel lane is provided in each direction of the street and the posted speed limit is 25 miles per hour. Sidewalks are provided on both sides of the roadway. Land use along Millville Avenue is primarily residential.

Water Street runs in a north-south direction that begins at Maple Street to the south and ends at its intersection with Millville Avenue and Church Street to the north. One travel lane is provided in each direction from Maple Street to just south of Millville Street where it becomes one-way northbound. Water Street has been classified by ConnDOT as a local road. Land uses along the roadway are primarily industrial. Sidewalks are provided on each side of the roadway and the speed limit is 25 miles per hour.

Maple Street begins at its intersection with Church Street in downtown Naugatuck and ends east of the river at Hill Street Extension. This street runs in an east-west direction and is classified by ConnDOT as a local road. Sidewalks and on-street parking are provided on each side of the roadway throughout the study area. The posted speed limit is 25 miles per hour. Land uses along Maple Street are residential and commercial.

Old Firehouse Road runs in a north-south direction that begins at its intersection with Maple Street and ends at its intersection with Rubber Avenue to the south. The road provides one travel lane in each direction and sidewalks on both sides. This roadway has been classified by ConnDOT as a local road. Old Firehouse Road primarily serves commercial land uses and has a speed limit of 25 miles per hour. The Fire Department is located at the northwestern corner of the intersection of Maple Street with Old Firehouse Road.

Rubber Avenue is classified by ConnDOT as a principal arterial collector and serves a mix of residential and commercial land uses. This roadway runs in an east-west direction and begins at the Naugatuck/Middlebury Town Line. Approximately two and a half miles in length, it terminates at its intersection with Old Firehouse Road and Elm Street. The speed limit is posted at 25 miles per hour.

Scott Street is classified by ConnDOT as a local road and runs in a north-south direction. This roadway primarily serves residential land uses. One travel lane is provided in each direction and the posted speed limit is 25 miles per hour. There is roughly an 8 percent upgrade to the west from its intersection with Route 63.

South Main Street serves a mixture of residential and commercial land uses and is classified by ConnDOT as an urban principal arterial. One travel lane is provided for each direction and the posted speed limit is 35 miles per hour. A sidewalk is provided to the west of the roadway for roughly a quarter of a mile and then transitions to the east side, continuing until South Main Street ends at its intersection with High Street.

Study Area Intersections

The study area roadway network includes the following intersections ([Figure 3-1](#)):

- Route 63 (Church Street) with Route 68 (Bridge Street)
- Route 63 (Meadow Street) with Millville Avenue
- Church Street with Water Street and Millville Avenue
- Church Street with Maple Street
- Maple Street with Old Firehouse Road
- Maple Street with Water Street
- Route 8 Ramps with Maple Street and South Main Street
- Route 8 Northbound Off Ramp with South Main Street and Route 63
- Route 8 Southbound Ramps with Route 63
- Route 63 (Cherry Street) with Cherry Street
- Route 63 (Cherry Street) with Scott Street
- Route 63 (Meadow Street and Cherry Street) with Rubber Avenue
- Rubber Avenue with Church Street

- Rubber Avenue with Old Firehouse Road and Elm Street

Route 63 (Church Street) intersects with Route 68 (Bridge Street) to form a three-way signalized intersection. The northbound approach of Route 63 (Church Street) provides a through and exclusive right-turn lane while the southbound approach provides a through and exclusive left-turn lane. A protected phase is provided for the southbound left turn movement. An exclusive left-turn lane and an exclusive right-turn lane are provided for the westbound approach.

The intersection of Route 63 (Meadow Street) with Millville Avenue is a four-way intersection under all-way stop control. All four approaches provide one travel lane, however motorists were observed to utilize the southbound Route 63 (Meadow Street) as a two-lane approach. A crosswalk is provided at the northbound Route 63 (Meadow Street) approach and sidewalks are provided on all but the northeast corner of the intersection.

Church Street intersects with Water Street and Millville Avenue to form a four-way intersection. Each approach provides one marked travel lane. It was noted during the field inventory that drivers form three lanes on the Water Street westbound approach. Church Street to the north of the intersection is a one-way street in the northbound direction and merges with Route 63. The westbound Water Street approach is controlled by a stop sign while the northbound approach and eastbound right turn approach are uncontrolled and represent the actual through movement.

At the signalized intersection of Church Street with Maple Street, the southbound approach provides a through and exclusive left-turn lane under a protected phase. The northbound approach provides a shared through/right turn lane with on-street parking provided. On-Street parking is set back from the intersection by approximately 35 feet. The westbound approach provides an exclusive left and exclusive right turn lane. A push button-activated pedestrian phase is also provided with crosswalks and sidewalks at all three approaches. The Town Hall is located in the north-east corner of the intersection and the Town Green is located to the west.

The intersection of Maple Street with Old Firehouse Road is a three-way intersection operated under all-way stop control. There is a former traffic signal at this location; however the signal heads are currently bagged. Pedestrian crosswalks and sidewalks are provided, however at the time of the field inventory the sidewalks were noted to be in fair to poor condition. The eastbound and westbound Maple Street approaches each provide a through and exclusive turn lane while the northbound approach provides an exclusive left and exclusive right turn lane. The Fire Station is located to the west of the intersection.

Maple Street intersects with Water Street and a parking lot driveway to form a four-way intersection with the northbound and southbound approaches controlled by a stop sign. The northbound, southbound and eastbound approaches provide one travel lane at this intersection. The westbound Maple Street approach provides one shared through/left turn lane and an exclusive right turn lane; however the pavement markings have faded. A crosswalk and sidewalks are provided on Maple Street.

The Route 8 Exit 27 Ramps intersect with South Main Street and Maple Street to form a five-way intersection under signalized control. There is a push-button activated pedestrian phase included. The Route 8 Southbound Off-Ramp provides an exclusive right and shared through/left turn lane. The northbound South Main Street Extension and eastbound Maple Street approaches provide an exclusive left turn lane and shared through/right turn lanes. A northbound advance phase is provided on South Main Street and split phasing is provided on Maple Street. Crosswalks are provided on the north, south and west legs of the intersection and sidewalks are provided on all four corners.

Route 63 intersects with South Main Street Extension and the Route 8 Exit 26 Northbound Off Ramp to form a five-way signalized intersection with a push-button activated pedestrian signal phase. The Mobil Gas Station drive to the east of the intersection acts as the westbound approach, however it is not included in the traffic signal timing plan. The pedestrian phase operates concurrently with the eastbound phase. An exclusive left-turn lane and through lane is provided at the Route 8 Off-Ramp and the South Main Street northbound approach. A channelized right turn is also provided at the Off-Ramp and is operated under "YIELD" control. Exclusive left and right turn lanes are provided on the Route 63 Eastbound approach.

Route 63 (Cherry Street) and the Route 8 Exit 26 Southbound Ramps form a four-way intersection operated under traffic signal control. Exclusive right through and exclusive left turn lanes are provided at the Route 8 Southbound Off-Ramp. Two travel lanes are provided at the eastbound and westbound approaches of Route 63.

Route 63 (Cherry Street) intersects with Cherry Street to form a three-way signalized intersection. The traffic signal shares the same traffic controller at the intersection of Route 63 (Cherry Street) with Scott Street. Two through lanes and an exclusive left turn lane are provided for the Route 63 westbound approach, while one through lane and a channelized right turn lane is provided at the Route 63 southbound approach. Cherry Street provides one left turn lane and a channelized right turn lane.

Route 63 (Cherry Street) intersects with Scott Street to form a four-way intersection operating under a traffic signal. The northbound approach provides a channelized right-turn lane and a shared through and left turn lane. One travel lane is provided at all other three approaches. Crosswalks are provided on the east, west and north legs of the intersection and sidewalks are provided on all four corners. Scott Street has a steep up-grade departing the intersection. On-Street parking is permitted along the both sides of Route 63 (Cherry Street) north of the intersection.

Route 63 (Cherry Street) intersects with Rubber Avenue to form a four-way signalized intersection. The eastbound and westbound approaches of Rubber Avenue each provide exclusive left turn lanes and a shared through/right turn lane. The northbound and southbound approaches of Route 63 (Cherry Street) provide one shared travel lane. Left turn advances are provided on the Route 63 Northbound and Rubber Avenue eastbound approaches. There is a push-button activated pedestrian phase included in the signal timing plan. Crosswalks and sidewalks are provided at all four approaches. There is a Dunkin Donuts at the northwest corner and a Cumberland Farms at the northeast corner of the intersection.

Rubber Avenue and Church Street intersect with the parking lot driveway to Advance Auto Parts and Rite Aid to form a four-way intersection with all-way stop control. An exclusive left-turn lane is provided at the eastbound and northbound approaches of the intersection. On-street parking is provided to the west and to the north of the intersection. There is an existing traffic signal at this location that is not currently in operation. Crosswalks and sidewalks are provided on both Rubber Avenue and Church Street.

Rubber Avenue, Old Firehouse Road, and Elm Street intersect with the General Data Communications building driveway to form a four-way unsignalized intersection. The eastbound and southbound approaches are uncontrolled and represent the through movements at this intersection. The northbound and westbound approaches are controlled by a stop sign. A pedestrian crosswalk is located at the southbound approach of Old Firehouse Road.

Traffic Volumes

Turning movement counts were conducted at the study area intersections from 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M., in order to determine the peak hour turning movement volumes on a typical weekday. The counts indicated that the peak hours were 7:45 AM to 8:45 AM in the morning and 5:00 PM to 6:00 PM in the afternoon. The existing 2008 volumes appear in Appendix C (Figures 2 and 3).

Analysis

The 2008 Existing Condition traffic volumes were analyzed using Synchro Professional Software, Version 7 with the results summarized in Tables 3-1 and 3-2. Due to the configuration of the intersections, Synchro was unable to determine the LOS at the intersections of Water Street with Millville Avenue and Old Firehouse Road with Rubber Avenue using *2000 Highway Capacity Manual* methodology. However, at the time of the field inventory it was noted that both intersections operated efficiently with little delay during the peak hours.

Table 3-1. Signalized Intersection Level of Service Summary

SIGNALIZED INTERSECTIONS*	2008 Morning Peak Hour	2008 Afternoon Peak Hour
Route 63 (Church Street) with Route 68 (Bridge Street)	C	C
Church Street with Maple Street	A	B
Route 8 Ramps with Maple Street and South Main Street	C	E
Route 8 Northbound Off Ramp with South Main Street and Route 63	C	C
Route 8 Southbound Ramps with Route 63	B	A
Route 63 (Cherry Street) with Cherry Street	C	C
Route 63 (Cherry Street) with Scott Street	B	F
Route 63 (Meadow Street and Cherry Street) with Rubber Avenue	C	E

*Values indicated are intersection LOS

Table 3-2. Level of Service, Unsignalized Intersections (Critical Movements)

UNSIGNALIZED INTERSECTIONS	2008 Morning Peak Hour	2008 Afternoon Peak Hour
ALL-WAY STOP CONTROLLED		
Route 63 (Meadow Street) with Millville Avenue	C	C
Northbound Approach	B	C
Southbound Approach	C	D
Eastbound Approach	C	C
Westbound Approach	B	C
Maple Street with Old Firehouse Road	B	D
Northbound Approach	B	D
Eastbound Approach	B	D
Westbound Approach	B	C
Rubber Avenue with Church Street	B	B
Northbound Approach	A	A
Southbound Approach	A	A
Eastbound Approach	B	B
Westbound Approach	A	B
TWO-WAY STOP CONTROLLED		
Maple Street with Water Street*		
Northbound Approach	B	D
Southbound Approach	C	F
Eastbound Left Turns	A	A
Westbound Left Turns	A	A

* Values represent critical movement Level of Service

Most intersections within the study area operate acceptably at LOS D or better in the existing conditions peak hours with the exception of:

- Route 8 Ramps with Maple Street and South Main Street – Westbound through movements and northbound left turns currently operate at LOS F while the overall intersection operates at LOS E during the PM peak hour. This is due to signal timing which is not optimized for the existing traffic volumes.
- Route 63 (Meadow Street and Cherry Street) with Rubber Avenue – During the PM peak hour, the northbound approach currently operates at LOS F due to the lack of an exclusive left turn lane.
- The Water Street southbound approach to Maple Street operates at LOS F during the PM peak hour. This is due to the high volume of through vehicles on Maple Street, which do not provide sufficient gaps for vehicles turning from Water Street.
- The intersection of Route 63 at Scott Street operates at LOS F during the PM peak hour. This is because of the high volumes of left turns on the northbound and westbound approaches, both of which do not provide exclusive left turn lanes.

Parking

Public parking within the project site is provided at the Church Street Parking Lot (87 spaces), located between Church Street and Old Firehouse Road, in addition to on-street parking along the existing street network. The Church Street Parking Lot reaches approximately 60% to 80% utilization during normal business hours. The southern portion of the large paved parking lot on the east side of Old Firehouse Road is used by employees of General DataComm, while the majority of the lot, formerly occupied by the Goodyear Rubber complex and Uniroyal facility, remains vacant and in disrepair. The southern end of Parcel C along Maple Street also provides limited off-street parking for municipal vehicles and nearby commercial establishments.

Transit Service

The project site has commuter rail service. A passenger stop, which is located in the site's northeast corner, is serviced by Metro-North Railroad, providing commuter service between Waterbury to the north and Bridgeport to the south. At Bridgeport, Metro-North provides connections to New York City to the west and New Haven to the east with Amtrak service also available from these locations. Service on the Waterbury Line of Metro-North presently offers two morning commuting period trains from Naugatuck and six trains daily, with an average daily ridership of 141 passengers during the peak morning inbound commute. Local bus service is provided along Church Street and Route 63. As described in Section 1.3 *Purpose and Need*, annual ridership on the Waterbury Line has increased significantly in recent years with rising gasoline prices and additional daily trains.

3.2.2 Impact Evaluation

3.2.2.1 No Build Conditions

Traffic Volumes

A background peak hour growth factor (1.5 percent per year) was used to estimate future background traffic for the proposed No Build (and Full Build) conditions. This is an industry-standard conservative approach that accounts for the uncertainty in future background traffic growth. Because this method is conservative, it is most appropriate for periods up to 5 to 10 years into the future. Using such a conservative approach for longer periods could significantly overestimate background traffic. More detailed long-range regional traffic planning models, such as those used by ConnDOT, are used for this purpose, but are beyond the scope of the analysis for this EIE. Therefore, the No Build (and Full Build) traffic analysis used a design year of 2016, consistent with the 5 to 10 year time window for which the analysis method is most appropriate. The projected No Build traffic volumes appear in [Appendix C](#) (Figures 4 and 5).

Under the No Build Conditions (No Action Alternative), the majority of the intersections within the study area are expected to continue to operate as described under the existing conditions with some increase in delay due to the regional growth that is expected, with a few exceptions.

The intersection of Route 63 (Church Street) with Route 68 (Bridge Street) is expected to decrease to LOS D in the afternoon peak hour. The northbound and southbound stop-

controlled approaches of Route 63 (Meadow Street) with Millville Avenue are expected to decrease to LOS D and F, respectively, during the afternoon peak hour. The intersection of Maple Street with Old Firehouse Road is expected to decrease at each stop approach to LOS E and F. The northbound approach at the intersection of Maple Street with Water Street is expected to decrease to LOS E during the afternoon peak hour.

3.2.2.2 Full Build Conditions

Site Access

Primary access to Renaissance Place will be via the Route 63 Bridge over the Naugatuck River and the Route 8 Exit 26 Ramps. Additional access from Route 8 is provided via Maple Street and the Exit 27 Ramps. Local access from the west will be provided via Rubber Avenue, while from the north, access will be provided from Routes 63 and 68. Several parking lots and garages are proposed throughout the development area. To facilitate access to these new parking areas, Water Street will be extended from Maple Street to Rubber Avenue. In addition, Scott Street will be realigned to provide a new “gateway” entrance to the project area from Route 63.

Traffic Volumes

The expected site generated traffic data were calculated using existing empirical data from the Institute of Transportation Engineers (ITE) publication *Trip Generation*, 7th edition, 2003. This publication is an industry-accepted resource for determining trip generation. Trip generation data for the morning and afternoon peak hour were calculated for each development using the appropriate ITE land use code for each development. In accordance with the Connecticut Department of Transportation (ConnDOT) methodology, a seven percent credit was applied to the overall trip generation volumes to account for transit use and captured trips. Captured trips represent single trips made to the development with the purpose of visiting multiple establishments within the development. A summary of the peak hour trip generation information for the proposed development is provided below in [Table 3-3](#).

Table 3-3. Site Generated Trips

Land Use Code	Description	Size	Trips Generated A.M. Peak (Adjacent)				Trips Generated P.M. Peak (Adjacent)					
			Total	Entering	Exiting	Total	Entering	Exiting				
310	Hotel (rooms)	506	305	61%	186	39%	119	299	53%	158	47%	141
220	Apartments (units)	1,689	831	20%	166	80%	665	947	65%	616	35%	331
710	Office Buildings (SF)	76,500	151	88%	133	12%	18	164	17%	28	83%	136
130	Tech/Flex (SF)	170,000	155	82%	127	18%	28	173	21%	36	79%	137
814	Specialty Retail (SF)*	414,200	367	61%	224	39%	143	1,016	44%	447	56%	569
444	Movie Theater with Matinee (SF)	44,300	-	-	-	-	-	168	64%	108	36%	60
495	Recreational Community Ctr (SF)	13,500	22	62%	14	38%	8	22	27%	6	73%	16
	Subtotal		1,831		850		981	2,789		1,399		1,390
	7% Captured Trips		-128		-59		-69	-195		-98		-97
	Total		1703		791		912	2594		1301		1,293

*AM peak hour ITE trip generation rate not provided for land use code 814, "Specialty Retail". AM Peak hour trip generation rate for land use code 820, "Shopping Center" was utilized to provide a conservative estimate of site generated traffic for the specialty retail use in the AM peak hour.

Data provided in the ITE publication *Trip Generation Handbook* 2nd Edition indicates that higher reduction rates have been quantified for Multi-Use Developments in other states that have good access to light rail and transit use. For an area providing a mixture of residential, commercial, and light industrial uses within a quarter mile from the light rail station, the manual indicates that up to a 20 percent vehicle trip reduction for transit can be applied. In addition, data from similar large mixed-use developments in the Southeast indicated that internal capture rates typically range from 28 to 41 percent.

While trip generation characteristics for developments can vary in different areas of the country, the transit and captured trip information provided in the ITE publication suggests that a combined trip reduction rate of only 7 percent for both captured trips and transit usage would be a low estimate for this type of development. Table 3-4 provides a summary of the trip generation reductions that would be realized by using higher reduction rates for captured trips and transit usage. It should be noted however that the build year traffic volumes and analyses presented in this report only account for an assumed 7 percent credit in accordance with current ConnDOT methodology for these types of developments.

Table 3-4. Site Generated Trips Comparison

Trip Generation with Captured Rate	Morning Peak Hour			Afternoon Peak Hour		
	Total	Entering	Exiting	Total	Entering	Exiting
Trip Generated Volumes	1,831	850	981	2,789	1,399	1,390
7% Captured Trips	1,703	791	912	2,594	1,301	1,293
10% Captured Trips	1,648	765	883	2,510	1,259	1,251
15% Captured Trips	1,556	723	834	2,371	1,189	1,182
20% Captured Trips	1,465	680	785	2,231	1,119	1,112
25% Captured Trips	1,373	638	736	2,092	1,049	1,043

Trip Distribution

The distribution of traffic entering and exiting the proposed site was applied to the road network based on the existing regional traffic distributions and the layout of the adjacent roadway network. During the peak hours, the following arrival distributions of traffic are anticipated:

- 40% from Route 8 South of Naugatuck
- 30% from Route 8 North of Naugatuck
- 10% from Church Street
- 5% from Bridge Street
- 5% from South Main Street Extension
- 5% from Maple Street
- 5% from Rubber Avenue

These overall trip distributions were based on the probable arrival/departure patterns of each individual component of the development. The majority of the residential traffic is expected to be generated from Fairfield County to the south (approximately 75%) while the majority of the office/flex space is expected to be generated from the north (approximately 60%). Retail traffic is expected to arrive and depart in a fairly even split between the north and south.

A regional arrival/departure distribution for the new site generated traffic traveling to and from the overall project site is shown in [Appendix C](#) (Figure 6).

Intersection Capacity Analysis

Capacity analyses for both signalized and unsignalized intersections were conducted using Synchro Professional Software, version 7.0.

In discussing intersection capacity analyses results, Level of Service (LOS) is typically used to describe the operating condition of the intersection. LOS is a measure of the delay experienced by stopped vehicles at an intersection. LOS is rated on a scale from A to F, with A describing a condition of very low delay (less than 10 seconds per vehicle), and F describing a condition where delays will exceed 50 seconds per vehicle for unsignalized intersections and 80 seconds per vehicle for signalized intersections. Delay is described as a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Therefore, intersections with longer delay times are less acceptable to most drivers.

This definition for LOS, as well as the methodology for conducting signalized and unsignalized intersection capacity analyses, is taken from the *2000 Highway Capacity Manual* published by the Transportation Research Board.

In discussing two-way stop controlled intersection capacity analyses, the term "level of service" (LOS) is used to provide a description of the delay and operational characteristics of the turns from the minor street (stop sign controlled) to the major street, and turns from the major street to the minor street. Through vehicles are not delayed by the minor street and do not experience delay, therefore they are not rated with a level of service. For all-way stop controlled intersections, LOS describes the average delay experienced by all vehicles entering

the intersection. ConnDOT typically considers LOS D to be the minimum acceptable LOS for both signalized and unsignalized intersections.

The following intersections are expected to operate at LOS E or LOS F under the 2016 Full Build Conditions:

- The intersection of Route 63 (Meadow Street) with Millville Avenue is expected to operate at LOS F in the PM peak hour under 2016 No Build and Build Conditions. In order to improve operations during both peak hours, a traffic signal or roundabout may be installed. Route 63 (Meadow Street) should be widened to include an exclusive southbound left turn lane with an advance phase in the timing plan. Given the available right-of-way, this intersection is also a good location for a roundabout, which could serve as a “gateway” to the project area. A roundabout should be considered prior to the installation of a traffic signal as this intersection has traffic volumes that are well within the operating capacity of a single lane roundabout. Prior to the design of roadway improvements for this intersection, a roundabout capacity analysis should be performed, and compared with the intersection operations with a traffic signal.
- Church Street with Water Street and Millville Avenue operates efficiently, however there are higher volumes at the Water Street approach than the Church Street approach. Therefore, it is recommended that if a traffic signal or roundabout is installed at the intersection of Route 63 (Meadow Street) with Millville Avenue that the stop sign control at this intersection be relocated to the northbound approach. This improvement will allow Water Street traffic volumes, which represent the higher volume approach, to continue through the intersection.
- Maple Street at Old Firehouse Road is expected to operate at LOS F under the 2016 Build Conditions during the afternoon peak hour. Therefore, it is recommended that a traffic signal be considered with two shared lanes at each approach of Maple Street and an advance phase at the westbound approach. The northbound approach will require an exclusive left turn lane and exclusive right turn lane with an overlap phase.
- The northbound and southbound approaches of Water Street at its intersection with Maple Street are expected to operate at LOS F during afternoon peak hour under Full Build Conditions. A traffic signal at this location should also be considered and coordinated with the other intersections on Maple Street to facilitate traffic flow. Due to the close proximity of the intersections, it is expected that queues may back up through the adjacent signals. Coordination will reduce the queuing as much as possible. The Maple Street approaches at this intersection should be re-stripped to form two shared lanes at each approach. The westbound approach would require an advance phase in the traffic signal timing plan.
- The intersection of the Route 8 Ramps with Maple Street operates at LOS F during the afternoon peak hour under the No Build Conditions and will continue to operate at LOS F under the Full Build Conditions, with increased delay. Due to geometric limitations at the intersection related to the Maple Street bridge and the Route 8 overpass, there is very little room for roadway widening. In order to provide an acceptable level of service, it is expected that the intersection would need to be fully

reconstructed. As this is an existing deficiency, it is recommended that the State consider reconstructing this interchange as part of a future regional plan. The public would be best served by such a comprehensive approach.

In the interim condition, signal timing and phasing improvements at this intersection can restore the intersection to an acceptable LOS D during the morning peak hour. During the afternoon peak hour, the intersection will continue to operate at LOS F, with no reduction in delay..

- The Route 8 Northbound Off-Ramp with South Main Street and Route 63 is expected to operate at LOS F under the Full Build Conditions, with increased delay. In order to improve operations during both peak hours, widening for an additional left turn lane will be required at the Route 8 Northbound Off-Ramp and at the South Main Street northbound approach. This will allow the intersection to operate more efficiently at LOS E in the PM peak hour. During the morning peak hour and off peak hours the remainder of the day, the intersection will operate acceptably at LOS C or better. Further improvements at this location to accommodate a short period of peak hour delay in the afternoon are not feasible due to the limitations imposed by the adjacent Route 8 overpass.
- The intersection of Route 63 (Cherry Street) with Scott Street is expected to operate at LOS F under the Full Build Conditions. In order to improve the operations during both peak hours, the traffic signal timing plan for this intersection and the intersection of Route 63 (Cherry Street) with Cherry Street will need to be revised to accommodate the higher traffic volumes. A sign that designates the exclusive right turn lane to Renaissance Place is also recommended east of the Cherry Street intersection.
- Scott Street will require widening to provide a four-lane roadway, including two exclusive left turn lanes and a protected left turn phase in the signal timing plan. The northbound approach will also require widening for an exclusive left turn lane with an advance phase. The southbound approach to the intersection of Route 63 (Cherry Street) with Cherry Street should be widened to provide two through lanes. This will improve operations at the intersection of Route 63 (Cherry Street) with Scott Street to LOS C during the AM peak hour and LOS D during the PM peak hour.
- Route 63 (Meadow Street) with Rubber Avenue will operate at LOS F during the No Build afternoon peak hour. The intersection will continue to operate at LOS F during the afternoon peak hour in Full Build Conditions. In order to improve operations during both peak hours, Route 63 (Meadow Street) will require sliver widening for exclusive right turn lanes at the northbound and southbound approaches. Modifications to the traffic signal timing plan will also be required. These improvements will maintain the existing level of delay during the afternoon peak hour. Further widening for a northbound left turn lane would improve operations to LOS E, but would likely have significant property impacts and may require bridge widening.
- Rubber Avenue and Church Street is expected to operate at LOS F under the Full Build Conditions. In order to improve operations during both peak hours, all-way stop control should be removed. As part of the development, the northbound approach to

this intersection will be removed. The southbound approach will therefore operate under two-way stop control, with the Church Street approach operating acceptably at LOS D. An eastbound left turn lane should be installed on Rubber Avenue in order to enhance access to the site.

- The intersection of Old Firehouse Road with Rubber Avenue is not expected to operate acceptably under the existing stop control because of the large increase in volume. Due to its close proximity to the adjacent intersection, a traffic signal is not advisable at this location, as queues would likely extend beyond Church Street. It is therefore recommended that a roundabout be considered for this intersection. Due to its proximity to the adjacent unsignalized intersection of Rubber Avenue, a traffic signal is not recommended. A full roundabout capacity analysis should be performed prior to the design of improvements for this intersection. The traffic volumes at this intersection are within the operating capacity of a single lane roundabout. A roundabout would improve the efficiency of the intersection while at the same time providing an attractive focal point within the development.

The proposed development will likely experience a significant reduction in total site generated traffic, given the mixed-use nature of the project and the proximity of the development to bus and light rail transit. A conservative 7 percent reduction rate was utilized in this report, however a trip credit of 20% or higher would likely be more appropriate for the proposed project. Using a 20 percent credit, some of the intersections in the study area would experience a decrease in vehicle delay and improved LOS during the 2016 Full Build condition. The intersection of Maple Street at Old Firehouse Road improves from LOS E to LOS D in the morning peak hour and the intersection of Route 63 at Cherry Street improves from LOS D to LOS C in the afternoon peak hour. However, the use of the higher captured trip and transit credit does not impact the scope of mitigation improvements identified in [Section 3.2.3](#) to accommodate the project at full buildout.

Table 3-5. Signalized Intersection Level of Service Morning Peak Hour

SIGNALIZED INTERSECTIONS	2016 No Build	2016 Full Build
Route 63 (Church Street) with Route 68 (Bridge Street)	C	C
Church Street with Maple Street	A	A
Route 8 Ramps with Maple Street and South Main Street	C	D
<i>With Mitigation</i>		D
Route 8 Northbound Off Ramp with South Main Street and Route 63	C	C
Route 8 Southbound Ramps with Route 63	B	B
Route 63 (Cherry Street) with Cherry Street	C	C
Route 63 (Cherry Street) with Scott Street	C	F
<i>With Mitigation</i>		C
Route 63 (Meadow Street and Cherry Street) with Rubber Avenue	C	D
<i>With Mitigation</i>		C

Table 3-6. Signalized Intersections Level of Service Afternoon Peak Hour

SIGNALIZED INTERSECTIONS	2016 No Build	2016 Full Build
Route 63 (Church Street) with Route 68 (Bridge Street)	D	D
Church Street with Maple Street	B	B
Route 8 Ramps with Maple Street and South Main Street	F	F
<i>With Mitigation</i>		F
Route 8 Northbound Off Ramp with South Main Street and Route 63	D	F
<i>With Mitigation</i>		E
Route 8 Southbound Ramps with Route 63	B	B
Route 63 (Cherry Street) with Cherry Street	C	D
<i>With Mitigation</i>		B
Route 63 (Cherry Street) with Scott Street	F	F
<i>With Mitigation</i>		D
Route 63 (Meadow Street and Cherry Street) with Rubber Avenue	F	F
<i>With Mitigation</i>		F

Table 3-7. Level of Service – Unsignalized Intersections Morning Peak Hour

UNSIGNALIZED INTERSECTIONS*	2016 No Build	2016 Full Build
Route 63 (Meadow Street) with Millville Avenue	D	D
Northbound Approach	C	C
Southbound Approach	D	E
Eastbound Approach	C	C
Westbound Approach	B	B
<i>With Traffic Signal</i>		B
Maple Street with Old Firehouse Road	B	E
Northbound Approach	B	E
Southbound Approach	-	C
Eastbound Approach	B	E
Westbound Approach	B	D
<i>With Traffic Signal</i>		C
Maple Street with Water Street*		
Northbound Approach	C	F
Southbound Approach	D	F
Eastbound Left Turns	A	A
Westbound Left Turns	A	A
<i>With Traffic Signal</i>		B
Rubber Avenue with Church Street	B	C
Northbound Approach	A	A
Southbound Approach	A	B
Eastbound Approach	B	C
Westbound Approach	A	B
<i>With Two-Way Stop Control*</i>		A

* Values represent critical movement Level of Service

Table 3-8. Level of Service – Unsignalized Intersections Afternoon Peak Hour

UNSIGNALIZED INTERSECTIONS*	2016 No Build	2016 Full Build
Route 63 (Meadow Street) with Millville Avenue	E	F
Northbound Approach	D	D
Southbound Approach	F	F
Eastbound Approach	C	C
Westbound Approach	C	C
<i>With Traffic Signal</i>		B
Maple Street with Old Firehouse Road	E	F
Northbound Approach	F	F
Southbound Approach	-	C
Eastbound Approach	E	F
Westbound Approach	E	F
<i>With Traffic Signal</i>		C
Maple Street with Water Street*		
Northbound Approach	E	F
Southbound Approach	F	F
Eastbound Left Turns	A	C
Westbound Left Turns	A	A
<i>With Traffic Signal</i>		D
Rubber Avenue with Church Street	C	F
Northbound Approach	B	B
Southbound Approach	B	C
Eastbound Approach	C	F
Westbound Approach	B	D
<i>With Two-Way Stop Control*</i>		B

*Values represent critical movement Level of Service

Parking

The Proposed Action includes structured and surface parking to accommodate the proposed development and the existing parking that will be lost, including the Church Street Parking Lot. The Phase 1 development will be supported by a total of 1,237 parking spaces, including a multi-level parking garage at the corner of Rubber Avenue and Church Street, two garages on the GDC property, and surface parking located throughout the Phase 1 development area. Additional structured parking and surface lots are included in later phases of development, ultimately resulting in 5,181 parking spaces to serve the development at full buildout.

The proposed development is based on a parking strategy designed to reduce overall parking demand by creating a mix of uses and creating a parking management program that shares and centralizes parking facilities. Parking has been phased so that early in the project surface parking lots will meet a substantial part of the demand. In later phases these surface lots are developed as structured parking or mixed use structures. Parking has been reduced through the use of the following design elements (Conroy Development Company, 2005):

- Shared Parking – Differences in peak parking demand in developments make shared parking possible. Land uses with different peak parking demand can share the same parking facility with a smaller number of spaces over a longer period. Combining parking that is less than the demand generated by separate free-standing developments of similar size can allow land to be employed for more productive uses. Central parking facilities will be served by an internal shuttle bus which will allow residents, workers and visitors access to the project site without use of a car.
- Reduced Vehicle Usage – A mixed use community with housing, office, retail, cultural and government facilities within walking distance will reduce auto trips.
- Increased Transit Use – The proposed development integrates the existing Metro-North Station into the community. While many factors affect car ownership rates, with new residential units within walking distance of the commuter rail station, it is anticipated that the development will attract commuter rail users, reducing the parking demand by allowing households to take transit to work.
- On-street Parking – Off street parking requirements are reduced by counting the on-street spaces towards parking requirements. On-street parking also provides the indirect benefits of traffic calming and buffering pedestrians on sidewalks from adjacent auto traffic.
- Car Sharing – A car-share program will be implemented for residents and workers. Car sharing will reduce households' needs for second or even primary cars. This will reduce parking demand and allow for more efficient use of the vehicles that are parked on the site.

Transit Service

The proposed Transit Oriented Development will offer inter-modal transportation choices including continued Metro-North commuter rail service, continued local bus service, and shuttle service between the train station and intermediate destinations, as well as bicycle and pedestrian access. The recent trend in increasing train ridership on the Waterbury Line and the anticipated increased train usage resulting from the proposed development indicates that additional trains and/or upgrades to the rail line will be necessary to accommodate the future passenger rail demand under the Proposed Action given the current limitations of the rail line (single track and siding). The Connecticut Department of Transportation is currently conducting a study of the Waterbury and Danbury Metro-North lines to assess ridership trends and demand and the feasibility of adding a second track or additional rail sidings. The study is anticipated to be completed by summer 2009.

3.2.3 Mitigation

The following summarizes improvements that should be considered for the full build out of the Renaissance Place development in order to mitigate the traffic impacts of the proposed development at the study area intersections:

- Optimize timing at all traffic signals within the study area network
- Route 63 (Meadow Street) with Millville Avenue
 - Consider installing a traffic signal or Roundabout
- Church Street with Water Street and Millville Avenue
 - Relocate stop control to the northbound approach
- Maple Street with Old Firehouse Road
 - Consider a traffic signal
 - § Signal should include a westbound left turn advance phase
 - § Signal should be coordinated with other Maple Street signals
 - Restripe Maple street in order to provide two lanes on each approach
- Maple Street with Water Street
 - Consider a traffic signal
 - § Signal should include a westbound left turn advance phase
 - § Signal should be coordinated with other Maple Street signals
 - Restripe Maple Street in order to provide two lanes on each approach
- Maple Street with Route 8 Ramps
 - Provide signal timing and phasing improvements
- Route 8 Northbound Off-Ramp with South Main Street and Route 63
 - Widen the Route 8 Northbound ramp to provide a second left turn lane
 - Widen the northbound South Main Street approach to provide a second left turn lane
- Route 63 (Cherry Street) with Scott Street
 - Widen Scott Street to provide a westbound double left turn lane
 - Widen Route 63 to provide a northbound left turn lane
 - Revise signal timing and phasing
- Route 63 (Cherry Street) with Cherry Street
 - Widen Route 63 in the southeast bound direction to provide a second through lane
 - Reconfigure the northbound right turn slip lane to provide yield control
- Route 63 (Meadow Street) with Rubber Avenue
 - Widen Route 63 for northbound and southbound right-turn lanes
 - Revise signal phasing to provide an eastbound and westbound left turn advance phase with overlapping northbound and southbound right turns
- Rubber Avenue with Church Street
 - Remove all-way stop control
 - § Provide stop control on Church Street Only
 - Widen Rubber Avenue for a left turn lane
- Rubber Avenue with Old Firehouse Road
 - Consider installing a roundabout

No adverse impacts to parking or transit service are anticipated from the Proposed Action. Consequently, no mitigation is proposed relative to parking or transit service. Upgrades to the Waterbury Metro-North rail line, including a second track and/or additional rail sidings, will be necessary to accommodate the proposed development under the Proposed Action.

APPENDIX B

3.15.3 Economy and Market Conditions

This section discusses the economic and market conditions in Naugatuck and the surrounding area, as well as the associated economic and market impacts associated with the Proposed Action. The information in this section is based on the May 3, 2006 Fiscal Impact and Market Analysis report prepared by HMA and subsequent information provided by the development team in response to a peer review of the 2006 Fiscal Impact and Market Analysis report by RKG Associates, Inc. and Urban Strategies, Inc. for DECD. The 2006 HMA report only addresses Phase 1 of the Renaissance Place project. The potential economic impacts of the full-build development scenario (Phases 2 through 4) were estimated, where possible, based upon information from the 2006 HMA report.

3.15.3.1 Employment and Income

Existing Conditions

The total number of employed Naugatuck residents in 2007 is estimated by the Connecticut Department of Labor at 16,345. As shown in [Table 3-22](#), Naugatuck has a higher unemployment rate than the national and Connecticut rates, although slightly lower than the average for the Waterbury Labor Market Area, in which Naugatuck is one of 10 towns which comprise the LMA. The Labor Market Area (LMA) is defined by the U.S. Bureau of Labor Statistics as an economically integrated geographic area within which individuals can reside and find employment within a reasonable distance or can readily change employment without changing their place of residence.

Table 3-22. 2007 Annual Average Employment

LMA/Towns	Labor Force	Employed	Unemployed	Unemployment Rate
Naugatuck	17,227	16,345	882	5.1
Waterbury LMA	101,286	95,287	5,999	5.9
Connecticut	1,865,500	1,780,500	85,000	4.6
United States	153,124,000	146,047,000	7,078,000	4.6

The Connecticut Department of Labor records employment trends for the state, LMA, and individual towns ([Table 3-23](#)). Both the labor force and residential employment in the

Waterbury LMA and in Naugatuck have increased between 2000 and 2007. Although the absolute numbers of jobs have increased in this time period, the unemployment rate in Naugatuck and the Waterbury LMA has increased from 2.7% and 2.9% to 5.1% and 5.9%, respectively.

Table 3-23. Labor and Employment Trends

	2000	2007	# Change	% Change
Labor Force*				
Naugatuck	16,363	17,227	864	5.3%
Waterbury LMA	95,954	101,286	5,332	5.6%
Employment*				
Naugatuck	15,924	16,345	421	2.6%
Waterbury LMA	93,215	95,287	2,072	2.2%
Unemployment Rate (%)				
Naugatuck	2.7	5.1	2.4	
Waterbury LMA	2.9	5.9	3.0	
*Note: By place of Residence				

Based on household income data provided by the 2000 U.S. Census, the Borough of Naugatuck's median household income was \$59,216 in 2000 – approximately \$2,400 higher than the median household income for New Haven County. As shown in Table 3-24, almost one quarter (2,929 households) of Naugatuck's households earned between \$50,000 and \$74,999 in 2000.

Table 3-24. Distribution of Households by Income (2000)

	Naugatuck		New Haven County	
	# Households	% of Total	# Households	% of Total
Less than \$10,000	584	4.9	27,431	8.6
\$10,000 to \$14,999	647	5.5	18,769	5.9
\$15,000 to \$24,999	1,235	10.4	34,675	10.9
\$25,000 to \$34,999	1,396	11.8	33,829	10.6
\$35,000 to \$49,999	1,843	15.6	48,124	15.1
\$50,000 to \$74,999	2,929	24.8	64,826	20.3
\$75,000 to \$99,999	1,837	15.5	41,255	12.9
\$100,000 to \$149,999	1,012	8.6	33,010	10.3
\$150,000 to \$199,999	172	1.5	8,997	2.8
\$200,000 or more	166	1.4	8,393	2.6
Total	11,821	100	319,309	100
Median household income	\$51,247		\$48,834	
<i>Source: 2000 U.S. Census</i>				

Currently, Naugatuck is a net exporter of workers out of the community. The *U.S. Census 2000 PHC-T-40-Estimated Daytime Population and Employment-Residence Ratios* places the ratio for Naugatuck at 0.51. This means that the number of people employed in Naugatuck is approximately 50% of the number of residents. When Naugatuck was a vibrant industrial-based community, this ratio would have been drastically different. The number of residents working in Naugatuck combined with workers coming in from other communities would have most likely resulted in a ratio in excess of one. Naugatuck has one of the lowest ratios of older industrial urban centers in the state. Within the Route 8 corridor, other such communities including Torrington (0.96), Waterbury (0.92), Derby (0.75), and Winsted (0.92) all have higher ratios (HMA, July 16, 2008).

Impact Evaluation

The No-Action Alternative would maintain the existing mix of uses in downtown Naugatuck and allow market forces to determine the future economic conditions of the area. Naugatuck is an economically distressed urban core community that has suffered from economic decline and disinvestment. This trend is anticipated to continue under the No Action Alternative. The economic impacts of the No Action Alternative will likely be either a continuance of existing conditions or continued decline in economic activity. As such, the No Action Alternative may have adverse direct and indirect effects on economic conditions in Naugatuck and the region.

The Proposed Action is anticipated to generate jobs and income as a result of direct employment at the project site and spinoff employment in the region for the operational phase of the project. The combined impacts of direct expenditures and spin-off impacts for construction of Phase 1 are estimated to include the creation of approximately 2,500 jobs with associated earnings ranging from \$116M to \$119M. The spin-off economic impacts alone are estimated to include the creation of approximately 1,157 and 1,189 new jobs across all industries in the regional economy, with between \$45.3M and \$48M in earnings.

According to the market analysis conducted by HMA in 2006, the Phase 1 development is anticipated to generate 739 Full Time Equivalent (FTE) jobs once the development reaches its operational stage. Approximately \$27.2 million in on-site earnings are estimated to occur based on these employment levels. Approximately \$14.6 million in earnings would be attributable to the technology/flex activities, with another \$11.1 million in earnings going to support the retail/restaurant activities. Residential management and maintenance, entertainment, and parking activities would comprise the balance in earnings (HMA, 2006).

The estimated FTE positions during the operational phase of the project will also have an economic impact on increased employment and earnings elsewhere in the region. This spin-off impact was estimated based upon direct effect earnings multipliers available from the RIMS II model. Approximately \$17.9 million in new income in secondary jobs could be created elsewhere in the regional economy as a result of the Phase 1 development of Renaissance Place. This translates to an estimated 345 newly created secondary jobs (HMA, 2006). Much of the spending associated with the earnings from direct and spin-off employment will occur locally.

The above findings suggest that the Proposed Action will have a beneficial impact on employment and income in Naugatuck and the region.

3.15.3.2 Fiscal Impacts

A fiscal impact analysis was performed by HMA (2006) for the Phase 1 development to estimate the nature and extent of the fiscal impact of Renaissance Place on the Borough of Naugatuck. This analysis estimates the amount of annual revenue from property and personal taxes available after the payment of school and municipal service costs attributable to the project. The total revenue was reduced by the amount of taxes currently being generated from properties within the Phase 1 development area. The revenue was further reduced by subtracting costs for municipal services and the Borough's share of educational costs. Based upon this analysis ([Table 3-25](#)), it is estimated that Phase 1 of Renaissance Place will generate a net revenue of approximately \$3 million on an annual basis, which would be available for possible debt and principle payments on bonds for public infrastructure improvements to support the project and payment into the General Fund (HMA, 2006; revised January 17, 2007).

These findings indicate that the Proposed Action is anticipated to have a beneficial impact on Naugatuck in terms of real property and personal taxes.

Table 3-25. Projected Net Municipal Fiscal Impacts –Phase 1 Development

Annual Tax Revenues	\$4,409,903
Real Property Taxes	\$3,679,253
Personal Property Taxes	\$730,650
Annual Government Expenditures	\$1,130,723
Municipal Service Costs	\$927,395
Public School Costs	\$203,328
Existing Annual Estimated Tax Revenues	\$320,961
Real Property Taxes	\$223,666
Personal Property Taxes	\$97,295
Total Net Tax Revenue	\$2,958,218

Source: Harrall Michalowski Associates, Inc. (HMA), January 17, 2007

3.15.3.3 Residential Component

Until the recent downturn in the residential housing market due to the national credit crisis and other factors, residential had been one of the strongest components of the Connecticut real estate market. The strong housing market was driven by housing price pressures moving outward from lower Fairfield County. Communities along and near the Route 8 corridor have benefited from this price escalation. The housing boom was supported by increasing prices and lack of increasing supply in Fairfield County. New housing construction and increasing cost of housing product has been moving northward up the Naugatuck Valley (HMA, May 3, 2006).

Households representing a significant amount of income are moving from Fairfield County to New Haven County (including the Naugatuck Valley) in search of affordable housing. The Internal Revenue Service tracks income tax returns by movement between counties. For the period between 2000 and 2004, 14,704 households moved from Fairfield to New Haven County. This was greater than the movement from Fairfield to Hartford, Middlesex, Litchfield and New York counties combined.

The tendency of people working in Fairfield County to look for affordable housing in the Naugatuck Valley has been evident for a number of years. For example, the 2000 Census Journey to Work records over 3,000 workers from Naugatuck commuting to Fairfield County. This represents approximately 20% of employed Naugatuck residents in 2000. Over one half of these workers were employed in communities in Fairfield County with at least one stop on the Metro-North line. It is significant that these commuter volumes were experienced in 2000 before the dramatic increase in gasoline prices.

With respect to trends in building permits and prices, statistics presented in the 2006 HMA report for the 2000 to 2005 period show increases in Naugatuck. This information supports the increasing attraction and strength of the Naugatuck Valley housing market. In fact, Shelton, which is the closest to the employment center in lower Fairfield County, shows the greatest strength in terms of condominium prices as well as the number of permits issued.

Other residential developments underway or planned in the Naugatuck Valley demonstrate continued demand for housing in the region. These include (HMA, 2008):

- *Shelton* – Downtown revitalization continues in Shelton with the conversion of a former corset factory to a condominium development known as The Birmingham. This project contains 103 units of which approximately 80% have been sold. Prices of units in this development are in the \$230,000 to \$250,000 range. The next phase of development in the downtown by the same developer is 225 units of condominiums.
- *Waterbury* – 900± residential units in Waterbury are in various stages of development ranging from construction to having received planning and zoning approval. Therefore, pricing and absorption statistics are not available. What is significant in relation to Renaissance Place is the fact that Waterbury as part of the Naugatuck Valley is attracting development activity. This activity can be attributed to the fact that many suburban towns in the region are limiting residential growth, particularly multi-family. The housing is being provided at prices lower than in adjacent regions including Danbury and lower Fairfield County. These are the same factors supporting the market feasibility of Renaissance Place.

Continued housing needs in Fairfield County will drive residents to New Haven County and the Naugatuck Valley. Various housing assessments have been completed over the last 10-15 years related to housing needs in Fairfield County. In 1995, the South West Regional Planning Agency (SWRPA) estimated the need for units for people earning 80% of median income spending over 30% of income for housing to be almost 17,000 households in its region. This need remains similar today. A draft housing assessment for the Housatonic Valley Council of Elected Officials (HVCEO) estimates the need in its region for this “80/30” group at over 12,000 households. Households earning 80% of median are generally employed households with incomes in excess of \$80,000 in the SWRPA region and HVCEO regions. Both of these regions are faced with an inability to provide housing for employees at prices which are affordable. Although various strategies are being pursued to address this need, housing resources will have to be provided on a regional basis including the Naugatuck Valley. This will continue to be the situation going forward (HMA, July 16, 2008).

It is acknowledged that the residential market has experienced a significant change since the HMA market study was prepared in 2006. However, the Connecticut housing market has experienced such downturns in the past and has recovered. The basic strengths of Renaissance Place are anticipated to sustain market feasibility. These strengths include a mixed-use urban lifestyle built with green technology for energy efficiencies and savings as well as access to mass transit. This type of development is positioned to respond to changing markets (HMA, July 16, 2008).

It is now anticipated that the residential component of Phase 1 will be primarily rental housing. The mortgage and sales environment supports this decision. A similar change was made by the developers of Blue Back Square in West Hartford, which is a similar mixed-use neotraditional development. The rental segment of the market in Connecticut remains strong because there has not been an overbuilding of new rental units found in other areas of the country. In fact, Connecticut in general has not experienced an overbuilding of residential units with an excess of inventory. Much of this lack of overbuilding was the resistance to multi-family development in numerous communities throughout the region. This is not expected to change moving into the future.

Renaissance Place will be unique to the residential market area. The units proposed for Naugatuck will be market rate. Recent proposals received by the project developer estimate monthly rents in the range of \$1.43 to \$1.55 per square foot. This compares favorably with the monthly rent in the \$1.30 to \$2.65 per square foot range for Avalon Bay rental developments (Table 3-26). Using this proposed pricing structure, an 800-square foot, one bedroom unit in Renaissance Place would rent at \$1,150 to \$1,240 per month. A 1,000-square foot, two bedroom units would rent at \$1,430 to \$1,550 per month. For comparison, rental units at Blue Back Square in West Hartford are renting at \$1,560 and \$1,960 per month for one and two bedroom units (HMA, July 16, 2008).

Table 3-26. Rental Price Comparison

Rental Location, Property Name	Rent
Lower Fairfield County	\$2.00 or more per sq. ft. per month
Danbury, Avalon Valley	\$1.50 to \$1.75 for 1-bedroom \$1.25 to \$1.40 for 2-bedroom per sq. ft. per month
Connecticut (multiple), Avalon Bay	\$1.30 to \$2.65 per sq. ft. per month
Naugatuck, Parkview Apartments	\$1.12 to \$1.17 per sq. ft. per month

The median incomes for the Bridgeport and Stamford/Norwalk metro areas support the basic premise of the project, that housing will be attractive to people currently living in Fairfield County. The ability to pay \$1,230 to \$1,530 a month for housing matches the forecast rents at Renaissance Place. At the same time, housing in this price range of the quality proposed at Renaissance Place is not generally available in Fairfield County outside of Bridgeport. In effect, Renaissance Place offers market rate workforce housing for people working in Fairfield County. For this reason, Renaissance Place's transit oriented development approach, utilizing the rail system serving lower Fairfield County, is a market strength.

3.15.3.4 Retail Component

The retail component of Renaissance Place will have a different market area than the residential component. While the residential component market area includes the Lower Naugatuck Valley and Fairfield County, the retail and entertainment segments will draw from the Lower Naugatuck Valley as well as from towns in a larger radius around Renaissance Place (Table 3-27). The market delineation relates more to competitive destination retail and entertainment venues than pricing (HMA, 2006).

The proposed project is unique in that it represents a true lifestyle development integrated into an existing urban center with superior access to mass transit. There is no similar project in the region. Therefore, the potential exists to attract consumers from a larger market area than would be the situation with traditional stand alone projects containing the proposed product segments. The retail market area(s) have been defined with consideration of the transportation corridors inclusive of both rail (Metro-North Waterbury Line) and State Routes 8, 25, 34, 63 and 67. These corridors provide for travel times to and from Naugatuck which are reasonable considering the proposed project components.

Table 3-27. Market Area Communities Distance and Driving Time

Town	Miles	Time (minutes)
<i>Primary Market</i>		
Prospect	5.00	11
Oxford	8.13	13
Beacon Falls	3.56	4
Seymour	6.92	9
Ansonia	10.95	14
Derby	12.36	15
Shelton	13.45	16
<i>Secondary Market North</i>		
Middlebury	6.34	13
Waterbury	5.57	8
Watertown	12.43	18
<i>Secondary Market South</i>		
Monroe	20.21	28
Trumbull	22.37	28

Naugatuck is currently underperforming in its level of retail sales as compared to its share of the market area population. The total population estimate in the market area is 384,300 people, including the nearby towns of Newtown, Southbury, Middlebury and Brookfield. In 2006, total retail sales in the market area were \$3.2 billion, with the Borough of Naugatuck comprising \$99.7 million, which is 3.1% of the market area sales. The Naugatuck retail sales percentage as a total of the market area is far less than the percentage of population which resides in Naugatuck, 9.1%. These percentages assume no increase in market area sales in the future when there will certainly be an increase. Therefore, these percentages will probably be even lower. In addition, the residential segment of the project will bring additional consumers into the market area. The discrepancy in retail sales for Naugatuck can also be described in terms of

per capita sales of \$9,320 in the market area, compared to only \$3,215 per capita in Naugatuck (HMA, 2006).

Phase 1 of Renaissance Place will include a combination of commercial and residential uses that will be anchored by new retail, entertainment and restaurant space. The development will feature a mix of established regional and national chains including boutiques and specialty retailers, a natural/specialty grocer, and restaurants. Medium-scale and fashion retailers will anchor the corners, while small-scale and specialty retailers, restaurants and cafes will be located throughout to energize each block.

Annual retail sales associated with the Phase 1 development are estimated at approximately \$62 million, using a multiplication factor of \$275 per square foot of retail space. At full build-out, the annual retail sales are expected to be approximately \$126 million. This represents an increase of 1.9% and 3.6% of market area sales for Phase 1 and full-buildout, respectively.

The proposed retail component is not anticipated to have a negative impact on the few remaining retail establishments that exist along Church Street. Evidence of the decline of retail in recent years along Church Street has been the conversion of former retail space to places of worship (HMA, 2008). The vision for Renaissance Place is to revitalize the entire Naugatuck downtown by bringing new residents to the area as well as new retail, entertainment and flex space uses which will attract potential customers of existing businesses. The short distance between the proposed retail development on Old Firehouse Road and the existing retail along Church Street will result in strong physical linkages. In addition, the parking proposed as part of Renaissance Place will support retail and restaurants on Church Street as well.

3.15.3.5 Technology/Manufacturing Component

The Naugatuck Industrial Park continues to be the center of new and expanding commercial development in the Borough. There are 50 companies within the industrial park employing approximately 1,500 persons. The businesses include manufacturing, service and distribution companies as well as supporting administrative functions. New construction projects and recent new leases will affect over 210,000 sq. ft. of space in the Industrial Park in 2008. Projects underway include (Naugatuck Economic Development Corporation, 2008):

- *Pennsylvania Steel – Great Hill Road* – the company is a full line metal service center. The company is constructing a new 64,000 sq. ft. facility to house their New England operations. The company will be moving from 30,000 sq. ft. that they are leasing and will expand employment.
- *Verizon Wireless – Raytkwich Drive* – the company is finalizing plans to build a 47,500 sq. ft. telecommunications and switching center in the Park, which is a new facility that will expand services to their customers in the area.
- *RAM Welding – 93 Rado Drive* – this steel fabrication company is building an 18,000 sq. ft. addition to their current facility to accommodate their expanding business.
- *MJM Eyelet Manufacturing – Raytkwich Drive* – this metal stamping company has purchased a 2.5 acre site in the Industrial Park and is seeking Zoning Commission approval to construct a 19,600 sq. ft. facility to relocate and expand the company which is now located in leased space in Watertown.

- *H.J. Bushka & Sons – Great Hill Road* – the wholesale lumber and building materials company is completing building plans for a 15,000 sq. ft. facility to relocate their business from High Street in Naugatuck.
- *CW Resources* – has leased 16,400 sq. ft. at 259 Great Hill Road to relocate and expand their Waterbury Region facility from Waterbury. The company provides employment opportunities for disabled and disadvantaged citizens and will use the space for offices, warehouse, staging area for outbound employment, and as a regional redemption center which is a major portion of these operations.
- *Anomatic Corporation* – has entered into a lease for 30,000 sq. ft. at 50 Rado Drive in the Naugatuck Industrial Park to operate their manufacturing operation. The company manufactures metal components for the cosmetic industry and is headquartered in Newark, Ohio. The company expects to employ from 12- 16 employees within 24 months of opening.

These projects bring new investment and jobs in Naugatuck, and also create new disposable income for the local economy and an opportunity to fill new housing units proposed for the Renaissance Place development. The continued strong market for Industrial Park space confirms the assumption that Naugatuck is a desirable location to service a customer and work force base in the Route 8 corridor.

The recent moves by industrial uses into the Naugatuck area tend to be distribution type operations, which require large floor plates, exterior storage areas, and incorporate increased levels of truck traffic. These types of uses do not fit either functionally or conceptually into the Renaissance Place development district. The GDC Building will be renovated to incorporate 170,000 GSF of new technology space, including manufacturing that will showcase alternative energy technologies. The GDC Building is proposed for uses that are compatible with a large floor plate adaptable to varying needs. Such uses could include a fitness and exercise center, medical and healthcare services, back office space and business service uses such as storage and shipping as well as continued operation of General DataComm. As an alternative energy laboratory and demonstration center, the renovated GDC Building will incorporate and display alternative energy products and technologies. Trade shows and conferences can be held in the GDC Building and linked to tours within the project area to demonstrate real-world applications of alternative technologies working in the marketplace.

3.15.3.6 Theater Component

Strong demand does not exist for another traditional multi-screen movie theater in the Naugatuck area due to the adequate supply of existing screens in the local area. Several traditional stand-alone, single-purpose movie theater complexes have closed in Connecticut in recent years (e.g., Orange, East Windsor, and East Hartford). However, the movie theater sector is currently in transition in response to consumer demand for a total experience.

The theater proposed for Renaissance Place will be new to the market. Venues under consideration are scaled-down IMAX theater and dinner theater concepts. The movie theater would offer the latest technology and amenities within an urban setting, providing a total leisure time experience such as dining and beverage services within walking distance.



There is only one downtown cinema in close proximity to Naugatuck, which is an older venue in Seymour. This theater charges discounted prices and generally does not show new releases. The other cinema is a multi-screen venue located in the Brass Mill Center which is a traditional enclosed mall located off I-84 adjacent to the Waterbury downtown. The proposed theater, located within the proposed mixed-use development and the surrounding Naugatuck downtown, will offer theater patrons the opportunity for dining and shopping combined with the theater visit. This setting is anticipated to capture customers within a market beyond that of a free-standing, single-purpose movie theater.

APPENDIX C

**RELOCATION PLAN
FOR THE
RENAISSANCE PLACE
MUNICIPAL DEVELOPMENT PLAN**

NAUGATUCK ECONOMIC DEVELOPMENT CORPORATION

October 2010

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RELOCATION PLAN

INTRODUCTION

The entire relocation process will be accomplished by the Naugatuck Economic Development Corporation (NEDC) with assistance from others as appropriate. The relocation of site occupants will comply with the Uniform Relocation Assistance Act (Chapter 135 Connecticut General Statutes), as may be amended from time to time, this relocation plan and local procedures.

The plan is divided into seven sections as follows:

- I. Non-Residential Relocation Workload and Resources
- II. Non-Residential Relocation Assistance Advisory Plan
- III. Anticipated Non-Residential Relocation Expenses
- IV. Residential Relocation Workload and Resources
- V. Residential Relocation Assistance Advisory Plan
- VI. Anticipated Residential Expenses
- VII. Procedures for Owners of Residential Properties

SECTION I. NON-RESIDENTIAL WORKLOAD AND RESOURCES

A. Identification of Businesses/Non-Profit Agencies

Based upon current estimates, there are two non-profit organizations which could be potentially displaced by Action Area activities identified in the Project Plan upon initiation of the project. A Naugatuck Economic Development Corporation representative will meet with each organization's designated representative to conduct an informational survey. The purpose of the survey will be to document the characteristics, (i.e., services or products sold, space occupied) of each organization and ultimately determine specifications for a new site. Based upon this information alternative sites will be identified for these non-profit agencies. Project relocation staff will follow the Non-Residential Assistance Advisory Plan as described herein.

B. Estimate of Non-Residential Relocation Resources

Due to the limited amount of displacement and the extent of vacancies in the Downtown and other areas of Naugatuck, it has been determined that an adequate supply of relocation resources is available.

SECTION II. NON-RESIDENTIAL RELOCATION ASSISTANCE ADVISORY PLAN

The following describes the procedures to be followed if additional acquisitions of occupied properties are approved in the Project Area.

A. Surveys to Determine Relocation Needs

Planning Surveys

Interviews will be conducted by the Naugatuck Economic Development Corporation representative with all organizations located in buildings proposed for acquisition at the earliest possible time after authorization of the Project. These surveys are designed to determine the characteristics of each organization, which would relate to its possible relocation. These characteristics include identification of minority owned businesses (i.e., African-American, Latino, etc.) tenure, space requirements, number of employees, relocation plans, location preferences, etc. The data to be compiled will be documented on a Site Occupant Record.

Additional Surveys

Additional surveys will be made of all occupants of properties to be acquired at the time of the beginning of activity in that area. These surveys will bring up to date the information gathered in the original surveys, and will be more detailed in

regard to the specific situation and relocation factors of each concern to be relocated.

B. Information Program and Relocation Office

An informational letter for non-residential occupants will be delivered to all non-residential site occupants at the time of approval of a purchase contract between the property owner and the Naugatuck Economic Development Corporation or its designee. This letter will include at least the following elements:

1. a complete description of the nature and types of activities which will be undertaken;
2. an indication of the availability of relocation payments, including the types of payments, the general eligibility criteria for non-residential occupants, and a precaution that premature moves might make concerns ineligible for benefits;
3. a statement that no concern lawfully occupying property will be required to move without at least ninety (90) days written notice;
4. a map, with clear explanation, showing the boundaries of the project area;
5. a statement of the purpose of the non-residential relocation program with a brief summary of the sources and aids available, including a statement that the Naugatuck Economic Development Corporation or its designee will provide maximum assistance in locating non-residential relocation sites;
6. encouragement to site occupants to visit the Naugatuck Economic Development Corporation offices, to cooperate with the staff, to seek their own relocation accommodations, and to notify the Naugatuck Economic Development Corporation or its designee prior to their move;
7. a statement that the Naugatuck Economic Development Corporation or its designee, by its Relocation staff or designated community groups or other entities, will provide assistance to concerns in obtaining locations of their choice, including assistance in the referral of their complaints of discrimination to the State Human Rights Commission;
8. a summary of the Naugatuck Economic Development Corporation or its designee eviction policy and notice that an eviction will occur on a certain date if the occupant fails to move by the end of the ninety day period;

9. the address, telephone numbers and hours of the Naugatuck Economic Development Corporation or its designee.

C. Services to be Provided to Non-Residential Concerns

Consultations

Representatives of the Naugatuck Economic Development Corporation or its designee will periodically visit or call non-residential concerns being displaced in order to consult with them regarding their relocation. These consultations will keep up to date the information gathered in earlier surveys or consultations, and will enable the Naugatuck Economic Development Corporation or its designee and these concerns to exchange information on new non-residential listings, listings found to be unsuitable by the concern and other opportunities or problems involved.

Current Information on Relocation Sites and Referrals

Gathering Information on Relocation Sites - the Naugatuck Economic Development Corporation or its designee will be responsible for assembling data relating to relocation sites for non-residential concerns.

1. General Data

The Naugatuck Economic Development Corporation or its designee will continuously collect current information on the availability, costs and floor size of comparable relocation sites. It will do this through a systematic review of all advertised vacancies; direct appeals through agents, brokers and the news media for vacancy listings.

2. Economic Information

Whenever and as often as it is deemed necessary and feasible, studies will be conducted and data compiled relating to the various economic and growth potential factors of non-residential vacancies and building sites. The study will include such elements as property values, growth potentials, zoning ordinances, and other general and economic information concerning individual sites and/or areas within the Borough and the surrounding area.

Listings and Referrals

Listings

The Naugatuck Economic Development Corporation or its designee will maintain an up-to-date file of known and potential non-residential vacancies and sites for referral to relocating concerns. These listings will include available information concerning each potential location and the results of whatever economic studies may have been conducted.

Referrals

Relocating concerns will be notified of available locations, which are comparable and suitable by providing them, in person or by mail, with copies of the relevant listing sheets. The Naugatuck Economic Development Corporation or its designee will also assist through consultation, in the discussions of sites. In the course of these referrals and consultations, the Naugatuck Economic Development Corporation or its designee will avoid involvement in or interference with the relocating concern's daily operation or its decisions.

D. Procedures for Making Relocation Payments

Eligibility

Relocation payments will be made to all eligible project or program area occupants under the provisions of the Uniform Relocation Assistance Act (Chapter 135 Connecticut General Statutes) and in accordance with the policies, procedures and requirements contained herein.

Notification to Persons in Area

The Naugatuck Economic Development Corporation or its designee will notify, in person or by mail at the earliest possible time, all non-residential concerns who may be displaced by project or program activities of the availability of relocation payments, the address, telephone numbers and hours of the office where detailed information about the program may be obtained and the dates governing eligibility for the payments.

Assistance in Making Claims

Upon request of a claimant, the Naugatuck Economic Development Corporation or its designee will provide assistance in the preparation of claims for relocation payments. Claim forms will be provided.

Time Limit for Submission of Claims

Claims for relocation payments must be submitted by the business concerned within twelve (12) months of the date of claimant's displacement.

E. Review and Appeals

Determining Eligibility

The Naugatuck Economic Development Corporation or its designee will be responsible for determining the eligibility of a claim for, and the amount of, payment in accordance with State regulations and Naugatuck Economic Development Corporation procedures. Once the final determination is made, adjustments may be made as a result of the grievance procedures or if the Naugatuck Economic Development Corporation or its designee is directed by the

State government or a court, to make an adjustment as a result of a review of a claimant's grievance.

Appeals

The Naugatuck Economic Development Corporation with the assistance of its attorney will promptly review all written appeals in accordance with applicable law, regulations and policies. It will consider a written appeal regardless of form.

A person may file an appeal in any case in which the person believes that relocation staff has failed to:

- (1) Properly determine that the person qualifies, for relocation assistance;
- (2) Properly determine the amount of any relocation payment;
- (3) Provide appropriate referrals to comparable replacement dwellings or inspect the replacement location in a timely manner;
- (3) Waive the time limit for (a) the filing of a claim or an appeal or (b) purchasing, renting or occupying a replacement space; or
- (4) Other relocation issues.

Refer to the Grievance Procedure contained in Appendix 1 for a explanation of the process of appeal. Appendix 1 is in the form of a notice to be provided to all occupants to be displaced.

F. Prior HUD Approval

Unless Federal funds are utilized, prior HUD approval is not applicable. If Federal funds are utilized, HUD approval will be sought as applicable.

G. Payment of Claims

All non-residential relocation payments will be made to eligible claimants in accordance with the regulations, guidelines and procedures promulgated by State Law, Borough and Naugatuck Economic Development Corporation procedures.

Eligible businesses may choose to claim either reimbursement for actual moving and related expenses and real property loss or a fixed payment in lieu of moving expenses. The fixed payment will not exceed \$20,000 as stipulated by Section 8-268(c) of the Connecticut General Statutes as amended.

Timing of Payment

A payment will be made as promptly as possible after a claimant's eligibility has been determined. Advance payments may be made in hardship cases if the Naugatuck Economic Development Corporation or its designee determines such

advances to be appropriate (e.g., the claimant needs money for security deposit or building preparation costs on a replacement site).

Set-Off Against Claim

In instances where otherwise eligible claimants have unpaid occupancy-related financial obligations to the Borough, the Borough may set off these obligations against the claimant's relocation payments.

H. Procedures to Avoid Duplicate Payments

Any person who receives a relocation payment as part of an eminent domain award, under State Laws governing same, shall not receive a duplicate relocation payment of which he/she may be entitled to under these guidelines. However, the Naugatuck Economic Development Corporation or its designee may make a relocation payment for any difference between the relocation payment prescribed by the court and the amount entitled to such person under these guidelines.

I. Payments Not to be Considered as Income

Federal and State regulations provide that relocation payments are not to be considered as income for Federal Income Tax purposes or for determining eligibility or extent of eligibility of a person under the Social Security Act or any other Federal or State Law.

J. Termination of Active Relocation Assistance

The Naugatuck Economic Development Corporation or its designee will provide assistance to non-residential concerns until permanent relocation has been successfully achieved and all relocation payments have been made. In general, the only circumstances under which the Naugatuck Economic Development Corporation or its designee relocation effort ceases are the following:

1. The business concern or non-profit organization has received all assistance and payment to which it is entitled and has either been successfully relocated or ceased operations;
2. The site occupant refuses to accept one or a reasonable number of offers of accommodations meeting the relocation standards, the Naugatuck Economic Development Corporation or its designee shall forward the matter to the Borough Attorney's Office to commence ejectment proceedings. (In the case of continuous refusal to admit a relocation interviewer who attempts to provide assistance, visits the site occupant at reasonably convenient times and has, whenever possible, given notice of his intention to visit the site occupant, the Naugatuck Economic Development Corporation or its designee and its staff shall write,

telephone or take other reasonable steps to communicate with the site occupant before terminating active assistance).

K. Eviction Policy

Site occupants will be evicted only as a last resort. Eviction/ejection in no way affects the eligibility of non-residential concerns for relocation payments. The records will be documented to reflect the specific circumstances surrounding the eviction from Naugatuck Economic Development Corporation acquired property. Eviction shall be undertaken only for the following reasons:

1. Serious or repeated violations of the terms and conditions of the lease or occupancy agreement; or
2. The eviction is allowed by State or local Law and cannot be avoided by the Naugatuck Economic Development Corporation or its designee.

L. Relocation Records and Reports

The Naugatuck Economic Development Corporation or its designee will keep up-to-date records on the relocation of all site occupants, even if the information is originally obtained by a community group or entity. These records shall be retained for inspection and audit for a period of three (3) years following completion of the project or program or the completion of the making of relocation payments, whichever is later. These records shall be considered confidential documents, which may only be viewed or obtained by the Naugatuck Economic Development Corporation personnel or designated entities. All others must file a request pursuant to the Freedom of Information Act set forth in Sections 1-19, 1-19a and 1-20 of the General Statutes of Connecticut.

SECTION III. ANTICIPATED RELOCATION EXPENSES

The total expenses to relocate two non-profit agencies from the project area are estimated at \$50,000. This figure anticipates expenditures for eligible moving payments, moving personal property, reestablishment expenses and, when necessary, payments for direct losses of personal property. A contingency account will also be budgeted. Funding for the relocation program is to coincide with the phasing of the acquisition of properties.

SECTION IV. RESIDENTIAL RELOCATION WORKLOAD AND RESOURCES

A. Identification of Households to be Displaced

Based on current estimates, there are no households which could be potentially displaced by Action Area activities.

B. Analysis of Housing Relocation Resources

Not applicable due to the fact that no households are estimated to be displaced.

SECTION V. RESIDENTIAL RELOCATION ASSISTANCE ADVISORY PLAN

The following describes the procedures to be followed if additional acquisitions of properties occupied by households are approved in the Project Area.

A. Survey to Determine Relocation Needs

1. Surveys and Consultations With Residential Occupants

A meeting with each household will be conducted by the Naugatuck Economic Development Corporation and/or a designee at the earliest possible time. These meetings will be designed to determine the tenant needs of each household that will be displaced and record data to include the number of rooms, special needs, location preferences, etc.

2. Social Service Special Needs Assessment

If it is determined that the tenant's needs surpass the amenities and services offered in traditional rental housing, a tenant needs assessment will be conducted by an appropriate public service professional/provider. The tenants needs assessment -- a more detailed survey -- will cite the specific needs of each such household/tenant. All senior citizens, families with school aged children and persons with medical disabilities shall be considered to be a tenant with a special need. At a minimum, families with school aged children shall be referred to the Board of Education to ensure that all children avoid any interruption in their education. Where feasible, relocation staff will follow up on referrals by contacting the tenant and the referral agency to determine whether identified needs are being addressed.

B. Information Program and Relocation Office

An informational letter for residential occupants will be delivered to all residential site occupants by the Naugatuck Economic Development Corporation or its

designee as soon as feasible after initiation of the Project. This letter will include at least the following elements:

1. A complete description of the nature and types of activities which will be undertaken in the project area and a map showing the project area boundaries; and
2. The notice to persons to be displaced shall:
 - a) Explain that a project has been approved and caution the person not to move before the person receives a notice of eligibility for relocation assistance; and
 - b) Generally describe the relocation payments for which the person may be eligible, the basic conditions of eligibility, and the procedures for obtaining the payments; and
 - c) Inform the person that he or she will be given reasonable relocation advisory services, special assistance for those with special needs such as senior citizens, families with school aged children, and those with medical disabilities; including referrals to replacement properties, help in filing payment claims, and other necessary assistance to help the person successfully relocate; and
 - d) Inform the person that he or she will not be required to move without at least 150 days advance written notice and a list which contains at least three comparable replacement dwellings has been provided; and inform any person to be displaced from a dwelling that he or she will not be required to vacate the property earlier than 90 days after at least one comparable replacement dwelling has been made available; and
 - e) Describe the person's right to appeal staff determinations concerning relocation assistance.
 - f) Notify all persons that this relocation notice is also an eviction notice for vacating the premises no later than the last day of said notice, in accordance with State Law.
 - g) Provide the name, address and telephone number of the organization responsible for the maintenance of the building, and the Naugatuck Economic Development Corporation's commitment to repair and maintain the building during occupancy.

- h) Notify tenants that all rental payments shall be abated until a permanent relocation has been achieved, but said abatement period shall not exceed one hundred and fifty (150) days.
3. Notice of Eligibility for Relocation Assistance. This notice shall:
- a) Inform the person of his or her eligibility for the relocation assistance, effective on the date of the initiation of negotiations.
 - b) Describe assistance, the estimated amount of assistance and the procedures for obtaining the assistance.
4. One Hundred and Fifty-Day Notice (Covers Persons to be Displaced)
- a) General - No lawful occupant to be displaced shall be required to move unless he or she has received at least 150 days advance written notice of the earliest date by which he or she may be required to move. However, this relocation notice is also an eviction notice for vacating the premises no later than the last day of said notice, in accordance with State Law.
 - b) Timing of Notice - The 150-day notice shall not be given before the person is issued a notice of eligibility for relocation assistance. A person to be displaced from a dwelling shall not be issued a 150-day notice before three comparable replacement dwellings are identified as available.
 - c) Content of Notice - The 150-day notice shall either: a) state the specific date by which the property must be vacated and indicate that this notice also serves as an eviction notice for that specific date; or, b) specify the earliest date which the occupant may be required to move and indicate that the occupant will receive a vacate and eviction notice indicating, at least 30 days in advance, the specific date by which he or she must move.
 - d) Urgent Need - In unusual circumstances, an occupant may be required to vacate the property on less than 150 days advance written notice if the Naugatuck Economic Development Corporation or its designee determines that a 150 day notice is impracticable, but only when the conditions of the property cannot be repaired and maintained and therefore person's continued occupancy of the property would constitute a substantial danger to health or safety. A copy of the Naugatuck Economic Development Corporation or its designee's determination shall be included in the applicable case file.

- e) Notice Not Required - The 150 day notice need not be issued if a) there is no structure or personal property on the real property, or b) the occupant makes an informed decision to relocate and vacates the property without prior notice, or c) the occupant owns the property and enters into a negotiated agreement for delivering possession of the property (e.g., delivery of possession is specified in the purchase contract), or d) the occupant will not qualify as a displaced person.
- f) Delivery of Notices - Each notice shall be sent by Certified Mail, return receipt requested. Each notice shall indicate the name and telephone number of a person who may be contacted for answers to questions or other needed help.

C. Replacement Housing Assistance

1. Written Notice of Comparable Replacement Dwelling - No tenant to be displaced shall be issued a 150 day notice until such tenant has been given a written notice of the availability of three "comparable replacement" dwellings.
2. Definition of Comparable Replacement.
 - a) Decent, safe and sanitary.
 - b) Functionally equivalent to the displacement dwelling. The term "functionally equivalent" means that it performs the same function, provides the same utility, and is capable of contributing to a comparable style of living. While a comparable replacement dwelling need not possess every feature of the displacement dwelling, the principal features must be present. Generally, functional equivalency is an objective standard reflecting the range of purposes for which the various physical features of a dwelling may be used. However, when determining whether a replacement dwelling is functionally equivalent to the displacement dwelling, the Naugatuck Economic Development Corporation may consider reasonable trade-offs for specific features when the replacement unit is "equal to or better than" the displacement dwelling.
 - c) Examples of Trade-Offs: If the displacement dwelling contains a pantry and a similar dwelling with pantry is not available, a replacement dwelling with ample cupboards may be acceptable. Insulated and heated space in a garage might prove an adequate substitute for basement workshop space. A dining area may

substitute for a separate dining room. Under some circumstances, attic space could substitute for basement space for storage purposes, and vice versa. Generally, a comparable replacement dwelling must contain approximately the same amount of space as the displacement dwelling. However, when the displacement dwelling is dilapidated, a smaller "decent, safe and sanitary" replacement dwelling (which by definition is "adequate to accommodate the displaced person") may be determined to be functionally equivalent to the displacement dwelling.

- d) In an area not subject to unreasonable adverse environmental conditions from either natural or human sources.
- e) Currently available to the displaced person. A dwelling is considered "available" if the person is informed of the location of the dwelling; has sufficient time to negotiate and enter into a purchase agreement or lease for the dwelling; and, subject to reasonable safeguards, is assured of receiving the relocation assistance in sufficient time to complete the purchase or lease.
- f) If the person does not receive a government housing subsidy before displacement, the comparable replacement dwelling must be available on the private market and not require a government housing subsidy.
- g) A comparable replacement dwelling for a person receiving government housing assistance before displacement may reflect similar government housing assistance, such as:

A privately owned dwelling with a project-based housing subsidy (i.e., subsidy tied to the unit) may qualify as a comparable replacement dwelling only for a person displaced from a similarly subsidized unit or government-owned public housing unit.

A privately owned dwelling made affordable by a housing program subsidy to a person (i.e., subsidy not tied to the building), such as Section 8 Existing Housing Program Certificate or Housing Voucher, may qualify as a comparable replacement dwelling for a person receiving a similar subsidy before displacement from a unit with a project-based subsidy.

D. Replacement Housing Referrals

Gathering information on replacement housing will be the responsibility of the Naugatuck Economic Development Corporation or its designee. However, this responsibility may be delegated to brokers and real estate agents hired by the Naugatuck Economic Development Corporation or its designee. This information shall be updated on a regular basis.

1. Current Information

The Naugatuck Economic Development Corporation or its designee will continuously collect current information on the availability of rental units, rental costs and room size of comparable relocation sites. It will do this through a systematic review of all advertised vacancies; direct appeals through agents, brokers and the news media for vacancy listings.

2. Housing Information and Listings

Whenever and as often as it is deemed necessary and feasible by the Naugatuck Economic Development Corporation or its designee, studies will be conducted and data compiled relating to the current residential rental costs such as a newspaper rent survey.

3. Referrals

Relocating households will be notified of available locations which are comparable and suitable by providing them, in person or by mail, with copies of the relevant listing sheets. The Naugatuck Economic Development Corporation or its designee will also assist, through consultation with the relocating household, in other considerations or discussion of sites. In the course of these referrals and consultations, the Naugatuck Economic Development Corporation or its designee will avoid involvement in or interference with the relocating household's daily operation or its decisions.

4. Moving & Storage

The Naugatuck Economic Development Corporation shall advertise and contract with all licensed and bonded minority (i.e., African-American, Latino, etc.) owned moving and storage companies.

E. Procedures for Making Relocation Payments

Eligibility

Relocation payments will be made to all eligible project or program area occupants under the provisions of the Uniform Relocation Assistance Act (Chapter 135 of the Connecticut General Statutes) and in accordance with policies, procedures and requirements contained herein.

Notification to Persons to be Displaced

The Naugatuck Economic Development Corporation or its designee will notify, in person or by mail at the earliest possible time, all residential tenants who will be displaced by the project. Relocation payment eligibility and the office where detailed information about the project may be obtained will also be described in the notice to tenants.

Assistance in Making Claims

Upon request of a claimant, the Naugatuck Economic Development Corporation or its designee will provide assistance in the preparation of claims for relocation payments. Claim forms will be provided.

Time Limit for Submission of Claims

Claims for relocation payments must be submitted by the tenant/head of household within twelve (12) months of the date of the claimant's displacement.

F. Review and Appeals

Determining Eligibility

The Naugatuck Economic Development Corporation or its designee will be responsible for determining the eligibility of a claim for, and the amount of, payment in accordance with State regulations and Naugatuck Economic Development Corporation procedures. Once the final determination is made, adjustments may be made as a result of the grievance procedures or the Naugatuck Economic Development Corporation or its designee is directed by the State government or a court, to make an adjustment as a result of a review of a claimant's grievance.

Appeals

The Naugatuck Economic Development Corporation with the assistance of its attorney will promptly review all written appeals in accordance with applicable law, regulations and policies. It will consider a written appeal regardless of form.

A person may file an appeal in any case in which the person believes that the staff has failed to:

- (1) Properly determine that the person qualifies, for relocation assistance;
- (2) Properly determine the amount of any relocation payment;
- (3) Provide appropriate referrals to comparable replacement dwellings or inspect the replacement dwelling in a timely manner;
- (4) Waive the time limit for (a) the filing of a claim or an appeal or (b) purchasing, renting or occupying a replacement dwelling; or

- (5) Other relocation issues.

Refer to the Grievance Procedure contained in Appendix 1 for an explanation of the process of appeal. Appendix 1 is in the form of a notice to be provided to all occupants to be displaced.

Relocation Payments Documentation

The Naugatuck Economic Development Corporation or its designee will maintain in its files complete and proper documentation supporting the determination made with respect to each claim. The determination will be made or approved by the Naugatuck Economic Development Corporation, or a duly authorized designee. These records shall be considered confidential documents, which may only be viewed or obtained by the site occupant, Naugatuck Economic Development Corporation personnel, State Funding Unit or designated entities. All others must file a request pursuant to the Freedom of Information Act set forth in Sections 1-19, 1-19a and 1-20 of the General Statutes of Connecticut.

G. Prior HUD Approval

Not applicable unless Federal funds are utilized. If Federal funds are used, HUD approval will be sought as applicable.

H. Payment of Claims

All residential relocation payments will be made in accordance with the regulations, guidelines and procedures promulgated by State Law.

Timing of Payment

A payment will be made as promptly as possible after a claimant's eligibility has been determined. Advance payments may be made in hardship cases or as required by State Law, if the Naugatuck Economic Development Corporation or its designee determines such advances to be appropriate (i.e., the claimant needs money for security deposit on a replacement dwelling unit).

Set-Off Against Claim

In instances where otherwise eligible claimants have unpaid occupancy-related financial obligations to the Borough, the Borough may set off these obligations against the claimant's relocation payments.

I. Procedures to Avoid Duplicate Payments

Any person who receives a relocation payment as part of an eminent domain award, under the State Laws governing same, shall not receive a duplicate relocation payment of which he may be entitled to under these guidelines. However, the Naugatuck Economic Development Corporation or its designee

may make a relocation payment for any difference between the relocation payment prescribed by the court and the amount entitled to such person under these guidelines.

J. Payment Not to be Considered as Income

Federal and State regulations provide that relocation payments are not to be considered as income for Federal Income Tax purposes or for determining eligibility or extent of eligibility of a person under the Social Security Act or any other Federal or State Law.

K. Termination of Active Relocation Assistance

The Naugatuck Economic Development Corporation or its designee will provide assistance to residential households until permanent relocation has been successfully achieved and all relocation payments have been made. In general, the only circumstances under which the Naugatuck Economic Development Corporation or its designee's relocation effort ceases are the following:

1. The tenant receives all assistance and payment to which it is entitled and has either been successfully relocated and this matter is not subject to an appeal filed pursuant to the procedures set forth in Appendix 1, or the tenant is deceased;
2. The site occupant refuses to accept one or a reasonable number of offers of three comparable dwellings meeting the relocation standards and this matter is not subject to an appeal filed pursuant to Appendix 1. (In the case of continuous refusal to admit a relocation interviewer who attempts to provide assistance, visits the site occupant at reasonably convenient times and has, whenever possible, given notice of his intention to visit the site occupant, the Naugatuck Economic Development Corporation or its designee and its staff shall write, telephone or take other reasonable steps to communicate with the site occupant before terminating active assistance).

L. Eviction Policy

Site occupants will be evicted prior to the last day of the notice to vacate the premises only as a last resort. Eviction in no way affects the eligibility of residential households for relocation payments. The relocation record will be documented to reflect the specific circumstances surrounding the eviction from Naugatuck Economic Development Corporation acquired property. Eviction prior to the last day of the notice to vacate the premises shall be undertaken only for the following reasons:

1. Serious or repeated violations of the terms and conditions of the lease or occupancy agreement, following proper legal notice as required by State or local law.
2. The eviction is allowed by State or local Law and cannot be avoided by the Naugatuck Economic Development Corporation or its designee.
3. In the event of an eviction pursuant to Items 1 or 2, above, and temporary relocation, if the Tenant has school aged children, the Naugatuck Economic Development Corporation shall notify the Board of Education to arrange for transportation to and from school.

M. Relocation Records and Reports

The Naugatuck Economic Development Corporation or its designee will keep up-to-date records on the relocation of all site occupants. These records shall be retained for inspection and audit for a period of three (3) years following completion of the project or program or the completion of the making of relocation payments, whichever is later. These records shall be considered confidential documents, which may only be viewed or obtained by the site occupant, Naugatuck Economic Development Corporation personnel, State Funding Unit or designated community groups or entities. All others must file a request pursuant to the Freedom of Information Act set forth in Sections 1-19, 1-19a and 1-20 of the General Statutes of Connecticut.

Relocation Tenant File

The Naugatuck Economic Development Corporation or its designee will develop and also maintain a relocation record, beginning with the information secured during the first interview to assess the needs of the displaced occupant. The record shall contain all data relating to relocation of the displaced occupant, including the nature and dates of services that were provided, the type and amount of relocation payments made and the location to which those displaced are relocated, including a description and/or inspection certificate for the accommodation. These records shall be considered confidential documents, which may only be viewed or obtained by the site occupant, Naugatuck Economic Development Corporation personnel, State Funding Unit or designated community groups or entities. All others must file a request pursuant to the Freedom of Information Act set forth in Sections 1-19, 1-19a and 1-20 of the General Statutes of Connecticut.

SECTION VI. ANTICIPATED RESIDENTIAL RELOCATION EXPENSES

Not applicable due to the fact that no households are estimated to be displaced.

APPENDIX 1
NAUGATUCK ECONOMIC DEVELOPMENT CORPORATION
RELOCATION ASSISTANCE PROGRAM

Grievance Procedures

If the Naugatuck Economic Development Corporation (NEDC) or designee finds that you are ineligible to receive relocation payments, or if the office approves a smaller payment than you wanted, or if you have any other relocation issues, you may request a full written explanation from the Naugatuck Economic Development Corporation. This explanation will be provided to you within 15 days. If you are still unhappy with Naugatuck Economic Development Corporation or designee's decision, you may make an oral presentation to the Naugatuck Economic Development Corporation, in the company of an advisor if you so desire. The opportunity for an oral presentation shall be provided within 15 days of your request.

You may also file a written request for review. In your written request for review, you may include any statement of fact or other material which you feel has a bearing on your appeal. If more time is needed to gather and prepare additional material for review, you may be granted 30 days from the date of your request in order to prepare your information. If you need assistance in preparing your material, the Naugatuck Economic Development Corporation will help you and will also tell you about other available sources of assistance.

A request for a review by the Naugatuck Economic Development Corporation must be made not later than six (6) months after the Naugatuck Economic Development Corporation or designee's initial decision or 30 days prior to the closeout of the project, whichever is earlier.

After you have submitted the new information in support of your request for review, the Naugatuck Economic Development Corporation, in consultation with its attorney will reach a decision within 30 days. If the Naugatuck Economic Development Corporation disapproves your review application, you are entitled to a review by the Connecticut Department of Economic and Community Development (DECD). You may obtain a DECD review by sending a written request to the DECD Commissioner, 505 Hudson Street, Hartford, CT 06106 within 30 days after you receive the review findings from the Naugatuck Economic Development Corporation.

In any review of your application for relocation payments by the Naugatuck Economic Development Corporation or DECD, you have the right to be represented by a lawyer or other counsel, and you may appeal any formal decision by DECD to the courts.

If you have any questions concerning these procedures, please do not hesitate to contact the Naugatuck Economic Development Corporation, 195 Water Street, Naugatuck, CT 06770 or telephone (203) 723-4411.

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In any review of your application for relocation payments by the Naugatuck Economic Development Corporation or DECD, you have the right to be represented by a lawyer or other counsel, and you may appeal any formal decision by DECD to the courts.

If you have any questions concerning these procedures, please do not hesitate to contact the Naugatuck Economic Development Corporation, 195 Water Street, Naugatuck, CT 06770 or telephone (203) 723-4411.

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