
Responses to RFIs regarding the RFP for Site/ Civil Engineering Services for 26 Monroe St.

Date: 7/22/2026

As requested, the site survey is attached.

1. It is unclear if the traffic scope is to be included in this RFP response or will be part of a separate RFP. If separate consultants are awarded, who is responsible for OSTA permitting, the traffic or civil consultant?
 - **Response:** A traffic engineer will be procured by the Development Team to conduct a traffic impact analysis. The site/civil engineer will be expected to prepare the OSTA site plan, plus drainage plans and drainage report. The traffic engineer will be the point of contact for the OSTA process and will submit the required documents to OSTA.
2. The development program is listed as 200 units so it is assumed there's no room for on grade parking. How much parking is required and is structured parking assumed to be part of the residential building or separate?
 - **Response:** Sound Communities commissioned yield studies that explored on-grade parking as well as structured parking. Some yield studies had fewer than 200 units. A decision on the design has not been made, but a parking ratio of 1:1 is desired.
3. Are Environmental Services excluded from this RFP?
 - **Response:** Environmental services will be procured by the Development Team via a separate RFP.
4. Is Landscape Architecture to be included in this RFP?
 - **Response:** Landscape Architecture will be a subconsultant to the Architect and is not included in this RFP.
5. Is the architect taking the lead on stakeholder meetings and the civil engineer is supporting?
 - **Response:** Yes, the civil engineer will support stakeholder meetings that will be led by the selected Architect.
6. The RFP mentions 90% construction plans. Please confirm if the civil scope and fee needs to include 100% construction documents.
 - **Response:** Yes, the scope and fee need to be inclusive of 100% construction documents. The 90% plans are a benchmark for the Development team's internal planning.
7. Does the housing authority anticipate needing a zone change in order to accommodate the proposed development program?

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- **Response:** The Development Team intends to design an as-of-right plan, but this is subject to change.
8. Can you please provide the status of architect selection?
- **Response:** The Architect is expected to be selected by mid-August 2026.
9. Can you clarify the contracting entity for each of these site-related services?
- land surveying
 - traffic and transportation engineering
 - geotechnical engineering
 - environmental services
 - landscape architecture
 - **Response:** All the above-named services will be procured by the Development Team directly, except for landscape architecture which will be a subconsultant to the Architect.
10. And relative to the site-civil engineer, if additional services are required to be contracted, should these fees also be included under the site-civil engineer fee proposal? Or shown separately?
- **Response:** Any necessary additional services should be itemized and shown separately.
11. Please provide status of updated Phase I and status of Phase II ESA (2 RECs/4 AOCs identified in 2025 ESA Phase I) to determine any potential releases and historical use of the dry cleaner on the site.
- **Response:** The most recent Phase I ESA is attached. Additional Environmental Site Assessments are pending.
12. Please provide status of Hazardous Building Materials Assessment.
- **Response:** A Hazardous Building Materials Assessment has not been completed yet.
13. Please provide status of Geotechnical Investigation.
- **Response:** A Geotechnical Investigation has not been completed yet.
14. Will the selected consultant be contracted with Sound Communities, National Housing Trust or a future project-specific ownership entity? (We have assumed that Sound Communities Inc. (affiliate of NHA) will be the client for this project and Ms. Marlin is the Project Manager.)
- **Response:** The selected consultant will be contracted with a project-specific ownership entity that is a joint venture between Sound Communities and National Housing Trust.

15. Will an Owner's Representative be engaged for this project?

- **Response:** An Owner's Representative has not been contemplated for this project.

16. The RFP indicates that the new development is anticipated to be a 2-phase project. Can you provide a timeline of anticipated milestones (and durations) for funding, design and construction of each phase?

Durations on construction (Start / End) would be especially helpful in determining CA allowance - 12 months, 18 months, 24 months, for example.

- **Response:** A proposed timeline of milestones has been included as an Exhibit to this RFI Response. Please note, it is subject to change.

17. Should the site-civil engineer assume that a formal master planning phase will occur prior to entitlement design? If so, is there a specific number of development scenarios expected by Sound Communities before reaching a chosen site plan to submit to the City?

- **Response:** Yes, a formal master planning phase will occur prior to entitlement. The Development Team does not have an expected number of development scenarios. Respondents may assume three (3) scenarios.

18. How will utilities be managed between Phases 1 and 2?

- **Response:** Utilities will be designed in the master plan for all phases. The master plan will include the total ultimate unit count, needed capacity, and layout of all utilities.

19. Has Sound Communities had preliminary discussions with Norwalk P & Z regarding parking flexibility or reductions due to the site's proximity to the Metro-North Station and bus services?

- **Response:** Sound Communities has had a preliminary project introduction meeting with P&Z and other related City Departments. The Development Team is planning a 1:1 parking ratio.

20. What parking ratio assumptions were used to suggest that approximately 200 units of housing could be developed on site?

- **Response:** The Development Team is targeting a 1:1 parking ratio.

21. Please confirm that an AutoCAD version of the Property & Topographic Survey by Redniss & Mead will be available for use by the selected firm.

- **Response:** An AutoCAD survey will be requested from Redniss & Mead and made available to the selected firm.

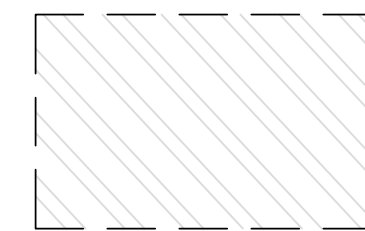
Project Name: 26 Monroe
Project Sponsor: Sound Communities, Inc.
Project Site: 24 ½ and 26 Monroe Street, Norwalk, CT 06854

Project Timeline (subject to change)

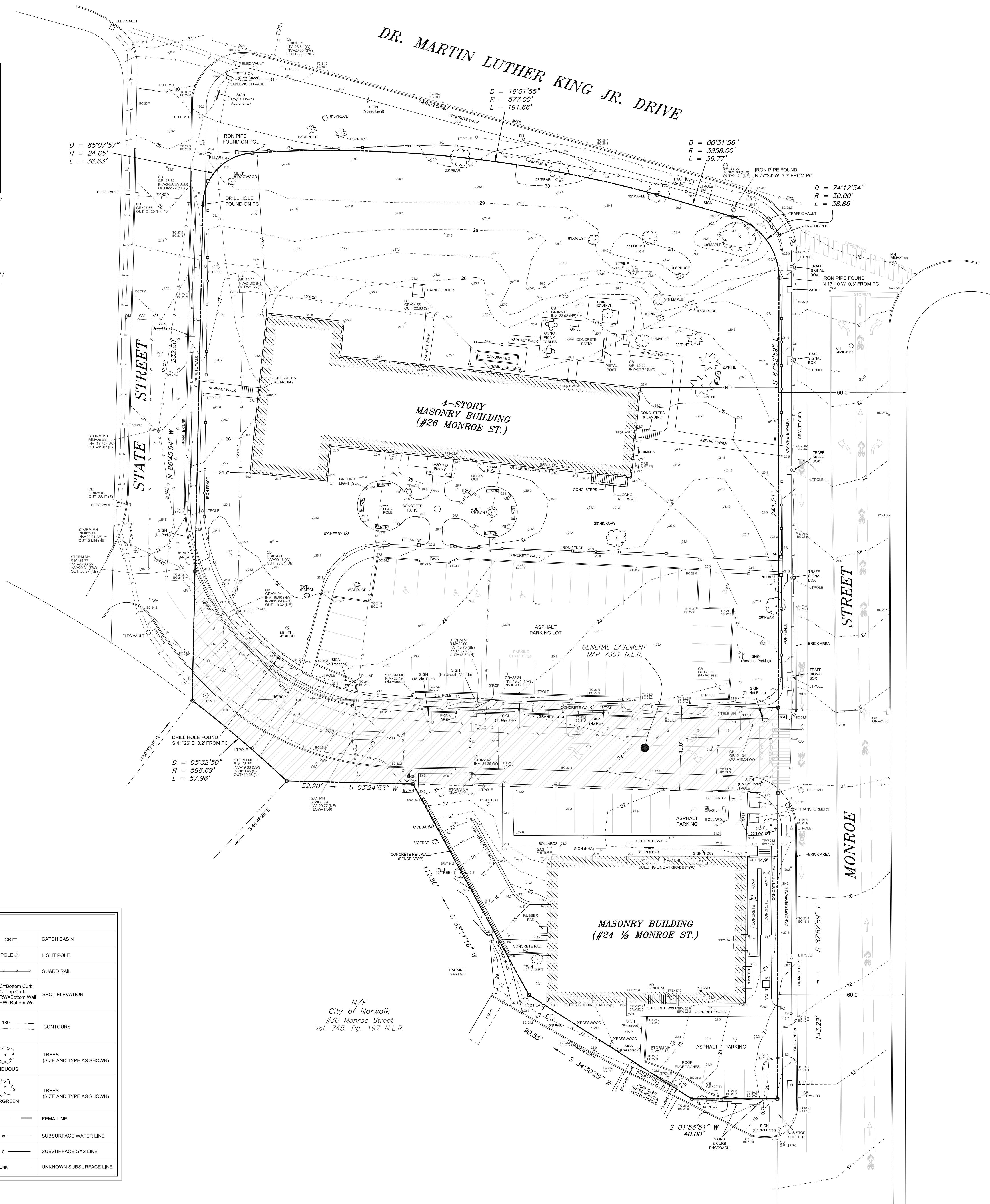
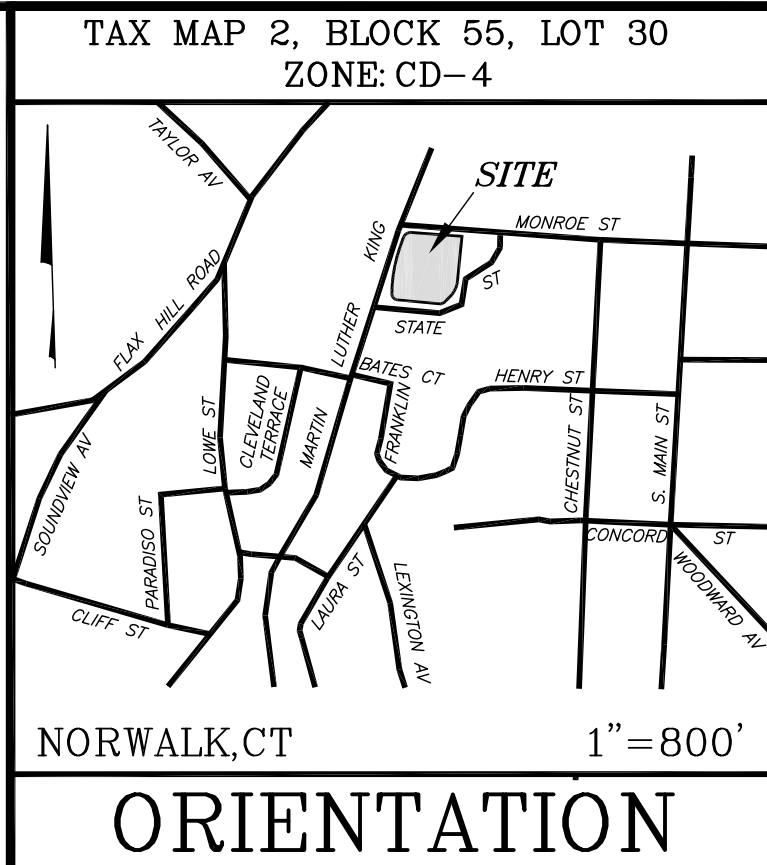
Quarter	Milestone
Q1 2026	JV Partner Selection
Q2 2026	Community Stakeholder Engagement
Q3 2026	Architect and Civil Engineer Selection
Q4 2026	Master Planning
Q1 2027	Site Plan Application
Q2 2027	Phase 1 Design Development
Q3 2027	General Contractor (GC) Selected; 40% Construction Documents
Q4 2027	Financing (Debt/ Equity) Partner Selected
Q1 2028	90% Construction Documents; Consolidated Application
Q2 2028	Phase 1 Bidding Window
Q3 2028	Tenants Relocated to Replacement Housing
Q4 2028	Financial Closing; Phase 1 Construction Begins
	24 Month Construction Period
Q4 2030	Phase 1 Complete; Lease Up Begins
Q1 2031	Phase 2 90% Construction Documents; Phase 2 Consolidated Application
Q2 2031	Phase 2 Bidding Window
Q4 2031	Phase 2 Financial Closing; Phase 2 Construction Begins
	20 Month Construction Period

CD-4 ZONING DATA	
PRIMARY STRUCTURE	REGS.
FRONT YARD	None (Max 12')
SIDE YARD	None
REAR YARD	3 FT (Min)
BLDG AREA	80% (Max)
BLDG HEIGHT	2 Story (Min) 6.5 Story (Max)
LOT (MINIMUM)	
LOT AREA	Not Regulated
LOT WIDTH	300 ft (Max)

*May increase to 90% for Development of 30 or more units
(if 10% public & 10% Landscaping)



GENERAL EASEMENT
MAP 7301 N.L.R.
(11,832 Sq. Ft.)



NOTES:

- This survey has been prepared in accordance with Sections 20-300b-1 thru 20-300b-20 of the Regulations of Connecticut State Agencies and the Standards for Surveys and Maps in the State of Connecticut as adopted by the Connecticut Association of Land Surveyors, Inc. as a Property and Topographic Survey of the Boundary Determination Category of which is a Resurvey conforming to Horizontal Accuracy Class A-2 and the locations and elevations of which conform to Topographic Accuracy Class T-2. It is intended to depict property boundaries, locations and elevations of improvements and topographic features.
- Area of the surveyed parcels:
- #26 Monroe = 65,444 sq. ft. (1.5024 Acres)
- #24 1/2 Monroe = 17,660 sq. ft. (0.4054 Acres)
- General Easement = 11,832 sq. ft. (0.2716 Acres)
- Total Area = 94,936 sq. ft. (2.1794 Acres)
- Reference is made to Map 7301 of the Norwalk Land Records (N.L.R.).
- Reference is made to the Deed of Record found in Vol. 735, Pg. 352 N.L.R.
- Reference is made to FEMA Flood Insurance Rate Map (FIRM) Panel No. 531 of 626, Map No. 09001C0531G, Map revised July 8, 2013. Subject parcel does not lie in a Special Flood Hazard Area.
- Subsurface utility, structure and facility locations depicted hereon have been compiled from municipal records and subsurface utility markings done by Accurmark Utility Marking, LLC. Such markings were field measured by Redniss & Mead on December 9, 2025. These locations must be considered as approximate, may not be complete and other such features may exist on the site. The size, location and existence of all such features must be verified by the appropriate authorities prior to construction.
- Coordinate System depicted hereon is based on the Connecticut Coordinate System - North Atlantic Datum of 1983 (NAD-83).
- Elevations depicted hereon are based on the North American Vertical Datum of 1988 (NAVD-88).
- Wetlands, if any, are not depicted hereon.
- Owner of Record: City of Norwalk.

LEGEND			
	PROPERTY LINE		CATCH BASIN
	CURB LINE		LIGHT POLE
	CHAIN LINK FENCE		GUARD RAIL
	STOCKADE FENCE		SPOT ELEVATION
	WATER VALVE		CONTOURS
	GAS VALVE		TREES (SIZE AND TYPE AS SHOWN)
	DETECTABLE WARNING STRIP		TREES (SIZE AND TYPE AS SHOWN)
	UTILITY POLE		FEMA LINE
	OVERHEAD WIRES		SUBSURFACE STORM LINE
	SANITARY MANHOLE		SUBSURFACE WATER LINE
	STORM MANHOLE		SUBSURFACE GAS LINE
	SUBSURFACE STORM LINE		UNKNOWN SUBSURFACE LINE

1 RUB 4/23/2026 Add R24 1/2 Monroe Street property
No. By Date Revision Note

PROPERTY & TOPOGRAPHIC SURVEY

DEPICTING

#24 1/2 & #26 MONROE STREET

NORWALK, CT
PREPARED FOR

SOUND COMMUNITIES, INC.

Scale: 1"=20'

Drawn By: RJB Checked By: CJP Date: 1/6/2026

To my knowledge and belief this map is substantially correct as noted hereon

CESAR J. POLONIA #70256

DATE

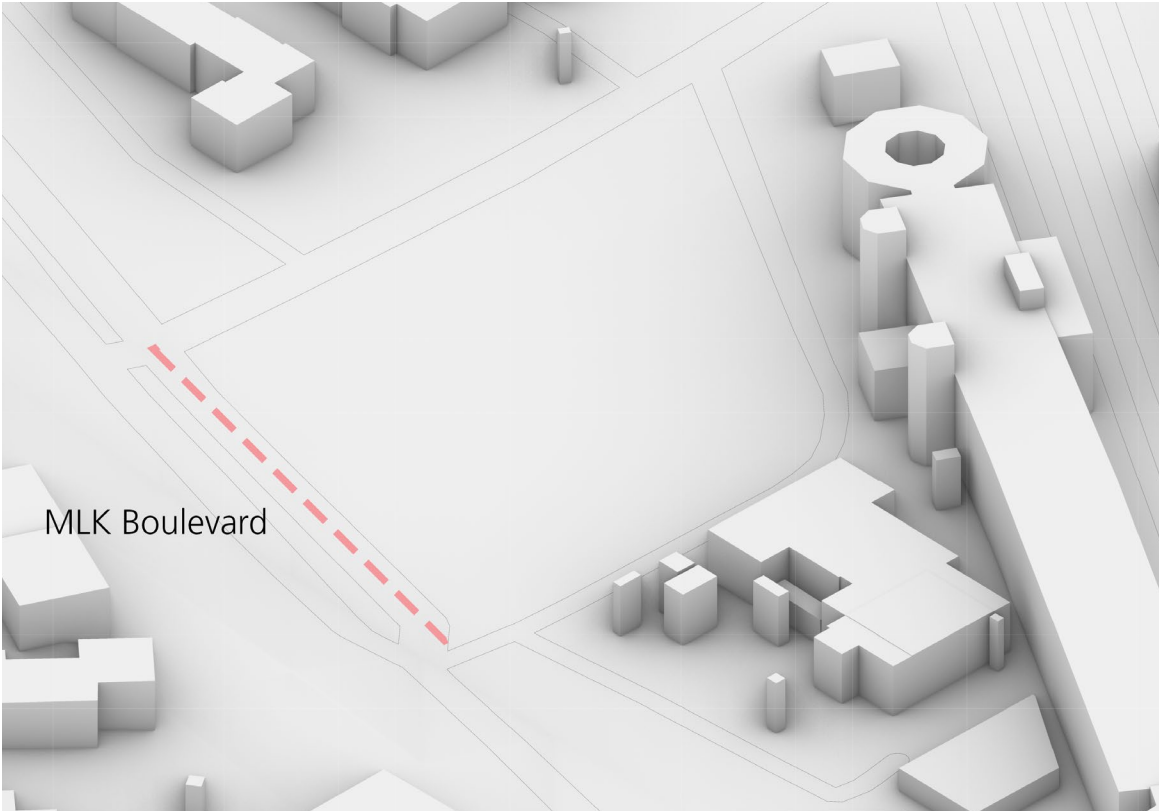
This document and copies thereof are valid only when signed by the signature and embossed seal of the designated licensed professional. Unauthorised alterations render any declaration herein null & void.

LAND SURVEYING
CIVIL ENGINEERING
PLANNING & ZONING CONSULTING
PERMITTING

22 First Street | Stamford, CT 06901
Tel: 203.372.0000 | Fax: 203.372.1118
www.rednissandmead.com

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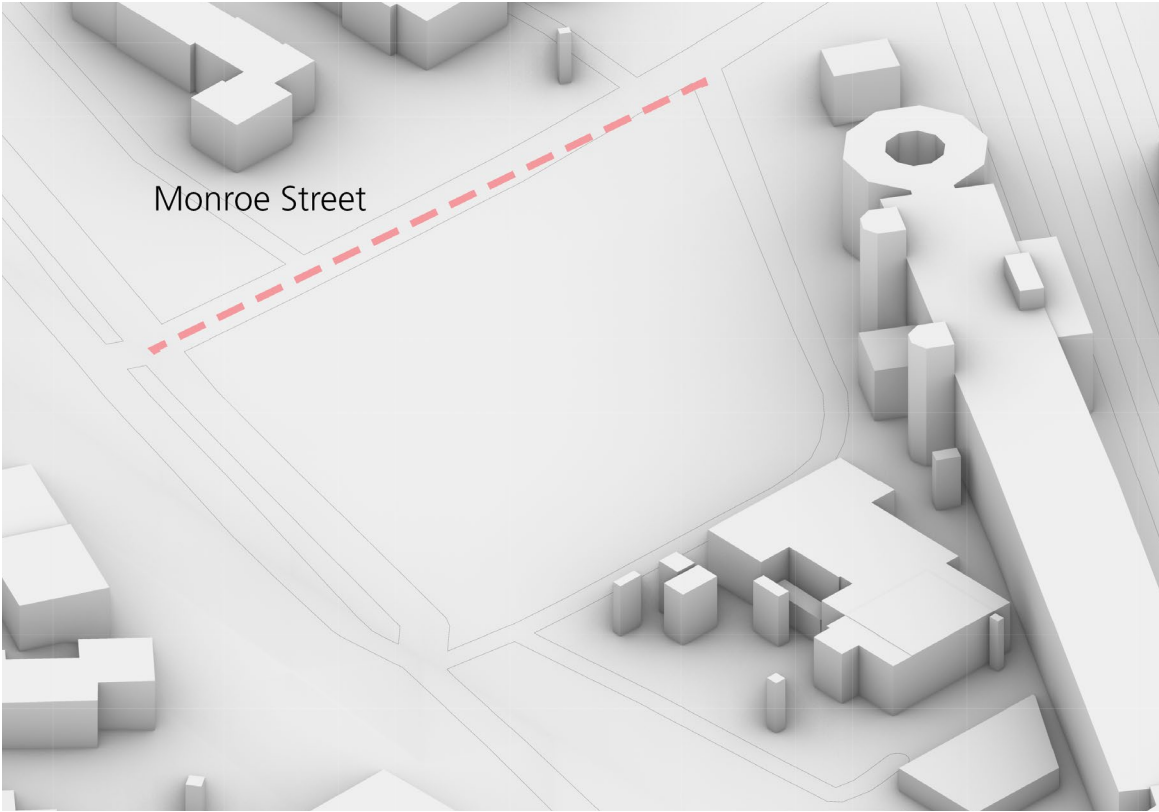
CHARACTER OF MLK STREET EDGE

Strengths	Challenges
Mature tree canopy (partial)	Traffic noise
Heavily wooded/sloped western edge	Unsafe pedestrian experience
	No urban context
	Divided lanes with wide street footprint

Site Recommendation

- Limit residential units + grade level development along street edge
- No need for urban continuation
- Limit pedestrian connections along street edge





CHARACTER OF MONROE STREET EDGE

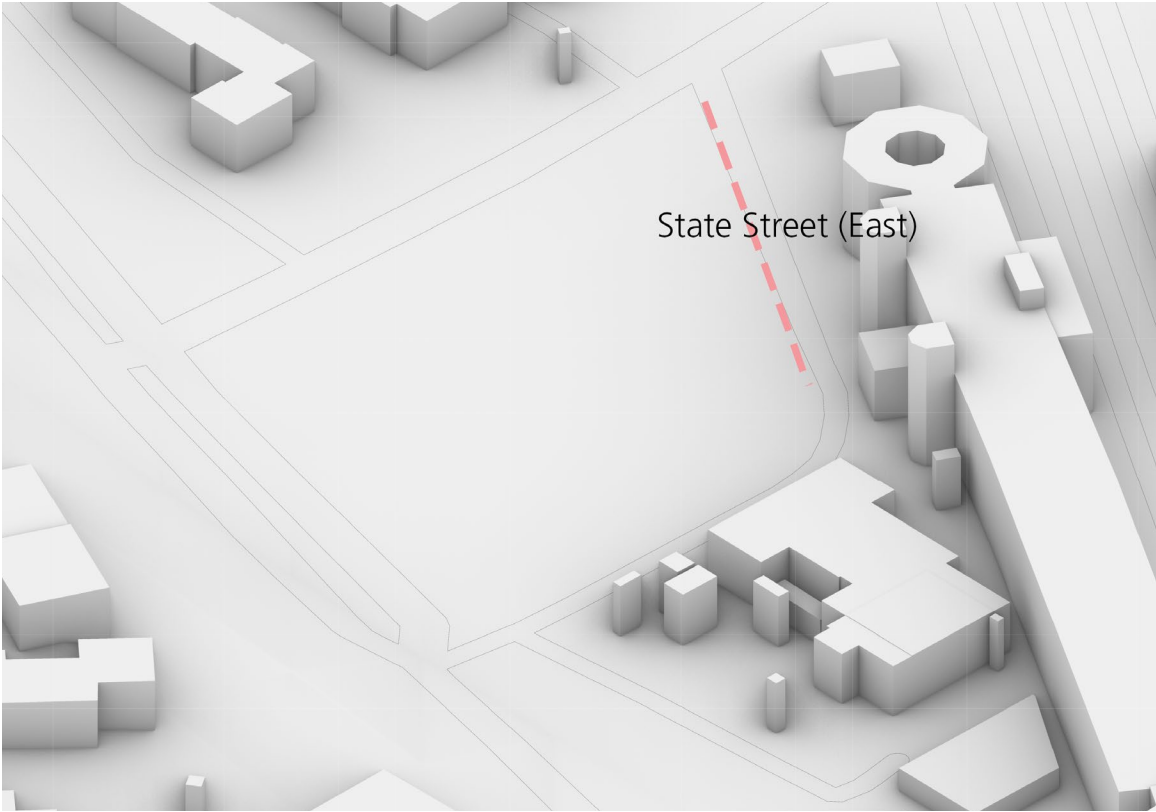
Strengths	Challenges
Residential scale to North	Lack of immediate crosswalks
Pedestrian friendly connection to SoNo Downtown	Moderate speed traffic
Street parking available	Development to north provides limited urban context
Minor street, limited traffic	Rail bridge to east
Bike lane access	

Site Recommendation

Street parking and vehicle access would support non-residential functions along this street edge

“Quiet” street edge, prefer residential units above first floor





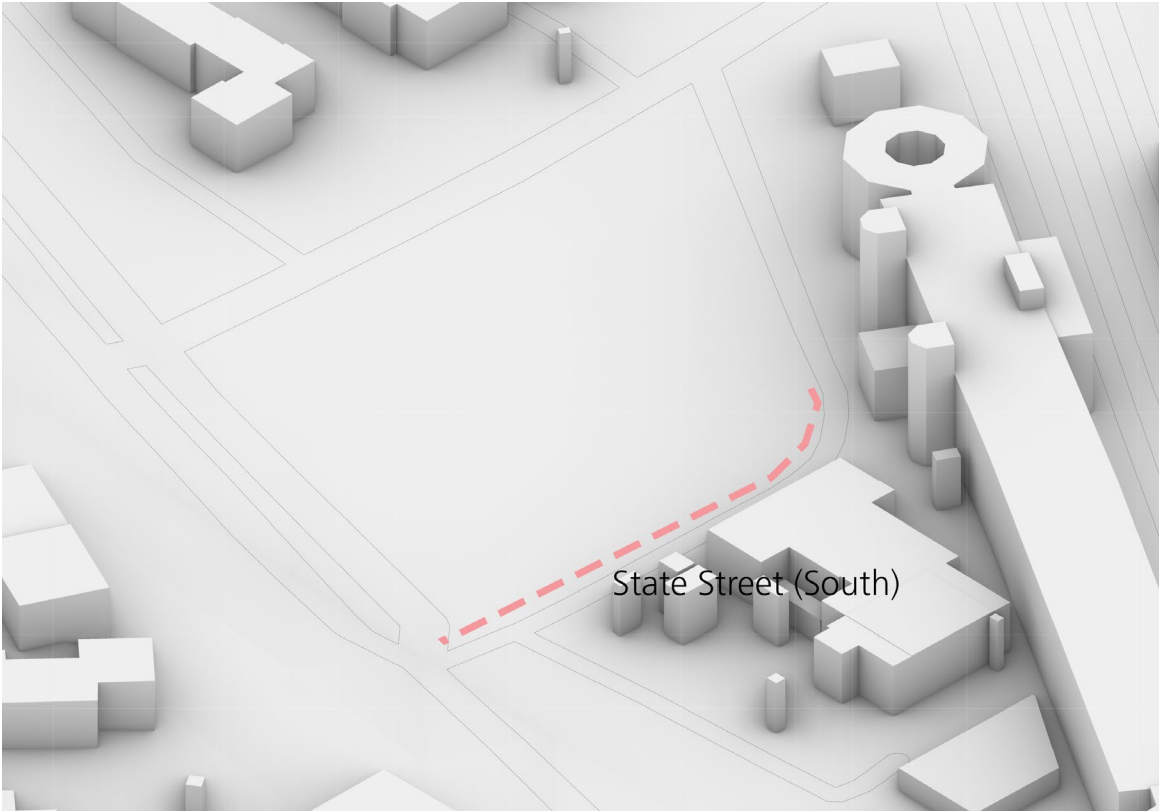
CHARACTER OF STATE STREET (EAST) EDGE

Strengths	Challenges
Low traffic street	Proximity to 6 story garage
Direct connection to train station	No street parking currently
Demolition + reconfiguration	Road needs reconfiguration

Site Recommendation

- Low traffic site edge - appropriate for all types of development
- Reconfiguration and rebuild provides best location for public plazas
- Physical + visual connection to train station





CHARACTER OF STATE STREET (SOUTH) EDGE

Strengths

- Strengths
- Low traffic street
- Direct connection to train station
- On street parking

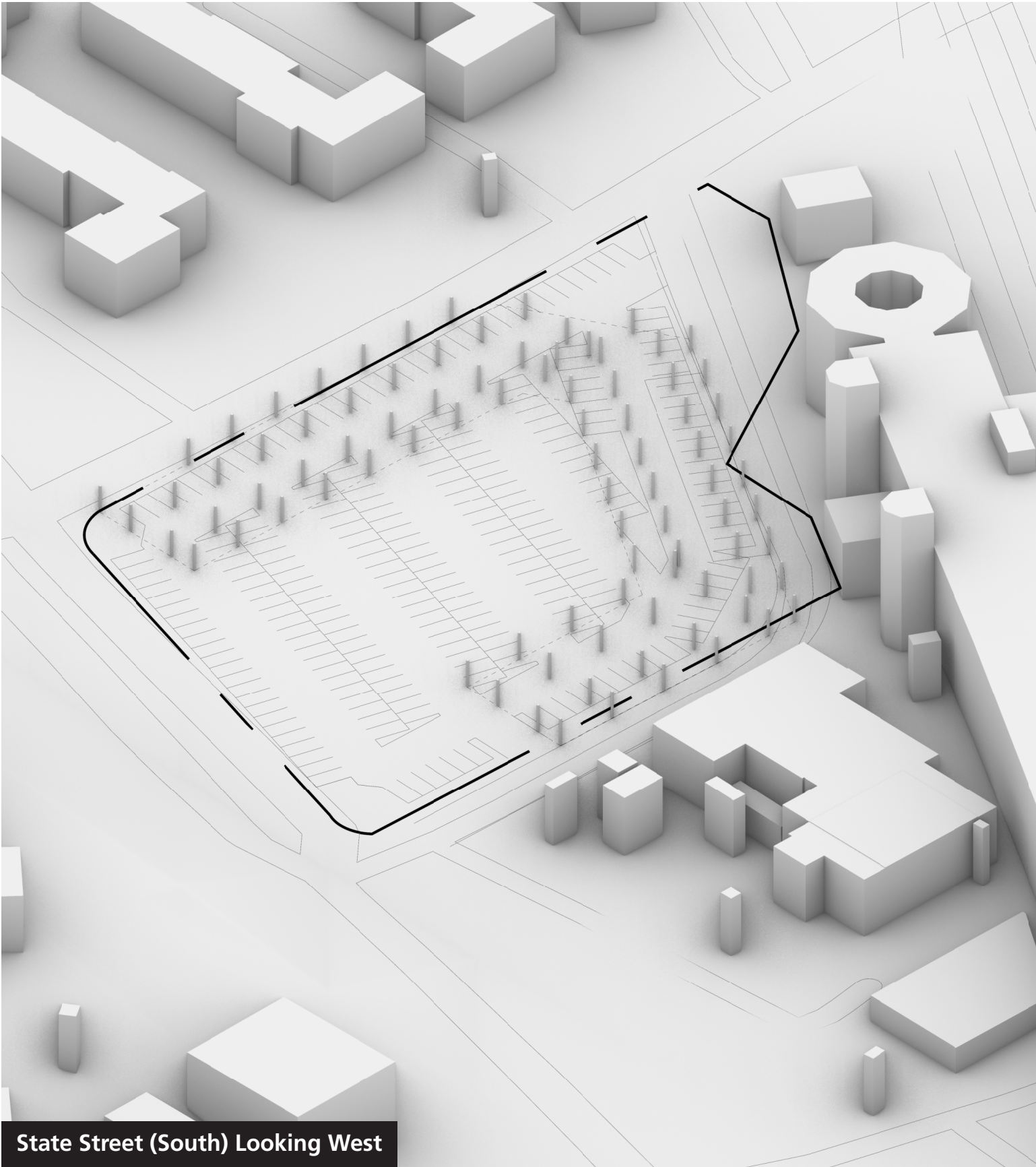
Challenges

- Proximity to power plant
- Proximity to parking structure
- Entry/exit from MLK

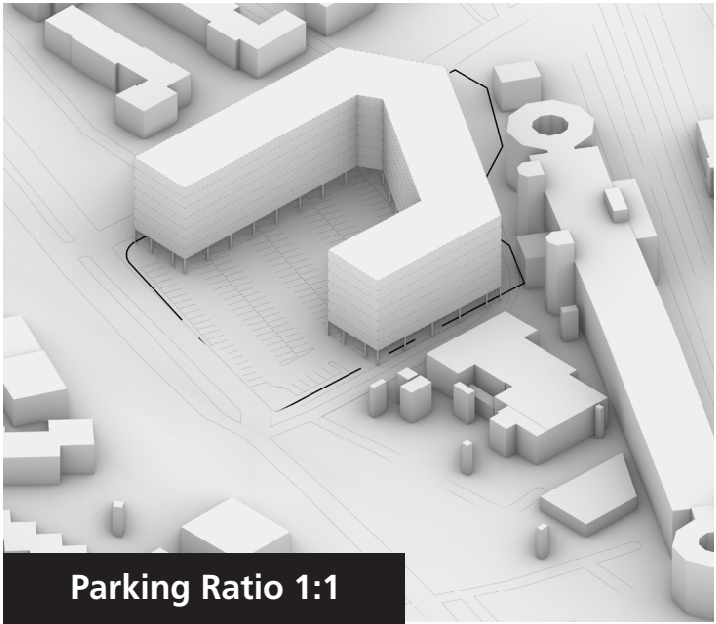
Site Recommendation

- Limit residential units + grade level development along street edge
- No need for urban continuation
- Enhance visual and physical connection to train station





State Street (South) Looking West



Parking Ratio 1:1



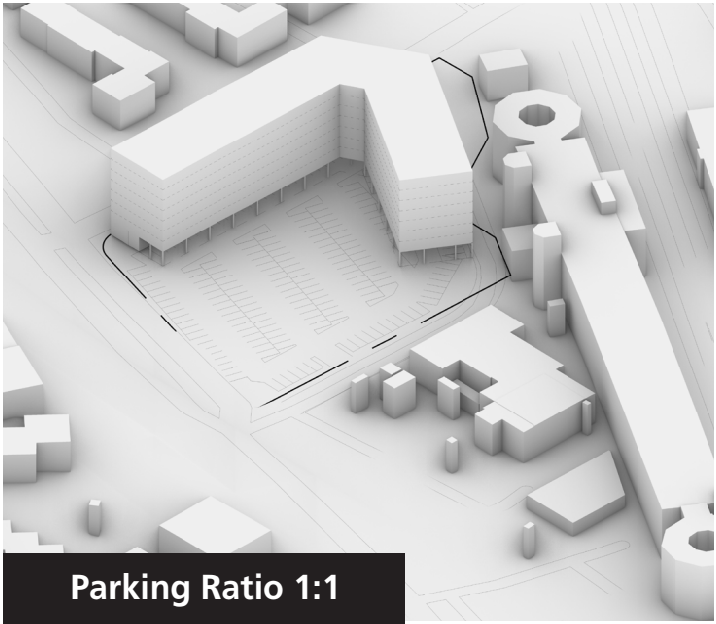
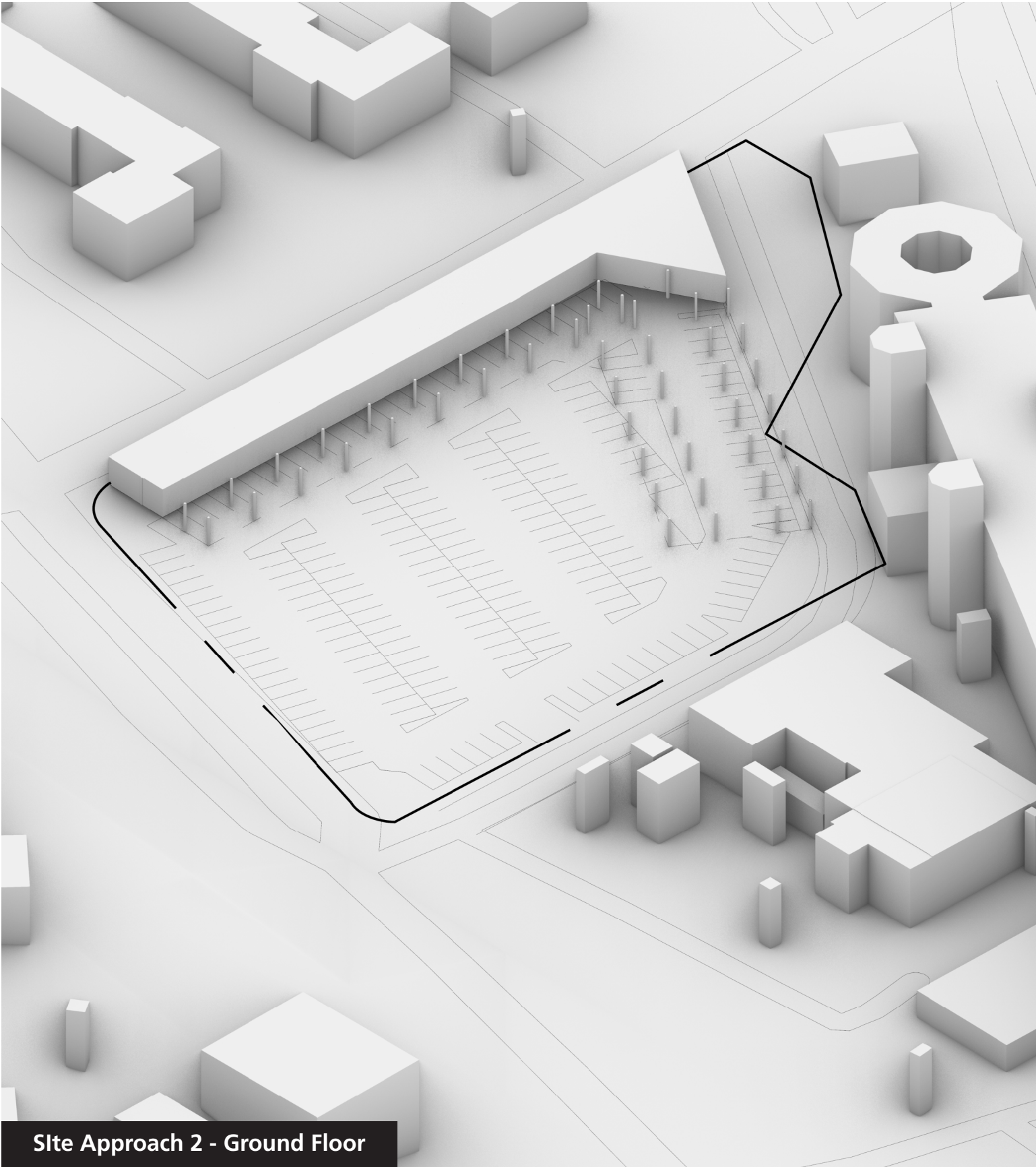
Parking Ratio 1:1.3

Analysis: Site Approach 1

- Maximize parking across entire site
- Covered parking edge along Monroe Street
- Covered parking edge along State Street
- Open parking edge along MLK

Summary of Site Approach 1

Metrics	Strengths	Challenges
245 Spaces	Maximum site density	Lack of street presence
1:1 Parking = 245 Units	Keeps residential off of MLK	Lack of connection to train station
1:1.3 Parking - 188 Units		No urban context
Building Footprint: 35,000 sf		
Total Height:		
245 units - 8 stories (7 res)		
188 units - 6.5 stories (5.5 res)		

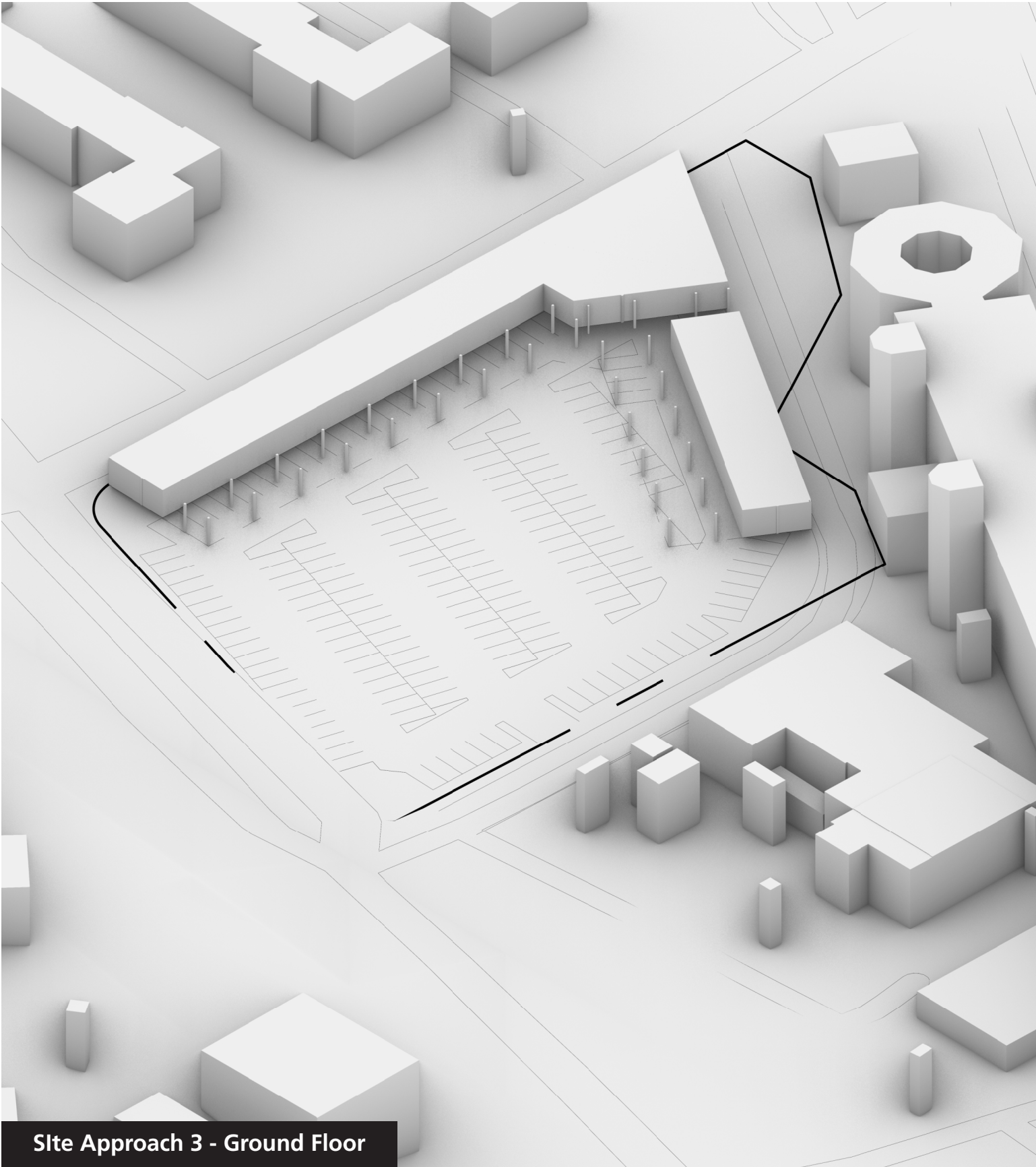


Analysis: Site Approach 2

- Pull parking back along Monroe Street to create 30’ of building frontage along street face
- Maintain street presence along Monroe Street
- Covered Parking edge along State Street
- Open parking edge along MLK

Summary of Site Approach 2

Metrics	Strengths	Challenges
204 Spaces	Keeps residential units off MLK	Lack of street presence along state street
1:1 Parking = 204 Units	Creates Street presence and urban context along Monroe Street	Lack of connection to train station
1:1.3 Parking - 156 Units		
Building Footprint: 30,000 sf	Density in compact footprint	Not enough urban context
Total Height:		
204 units - 8 stories (7 res)		
156 units - 7.5 stories (6.5 res)		



Site Approach 3 - Ground Floor



Parking Ratio 1:1



Parking Ratio 1:1.3

Analysis: Site Approach 3

- Pull parking back along Monroe Street + State Street to create 30’ of building frontage along street face
- Maintain street presence along Monroe Street
- Reduce parking to create street presence along State Street
- Open parking edge along MLK

Summary of Site Approach 3

Metrics	Strengths	Challenges
175 Spaces	Keeps residential units off MLK	Reduction in site density
1:1 Parking = 175 Units	Creates Street presence and urban context along Monroe Street	
1:1.3 Parking - 134 Units		
Building Footprint: 30,000 sf	Simplified construction types	
Total Height:	Connection to Train Station	
175 units - 7 stories (6 res)	Introduction of public plazas	
134 units - 5.5 stories (4.5 res)		