

An aerial photograph of the Norwalk waterfront, showing a mix of residential and industrial buildings, a large bridge, and a river. The image is overlaid with a semi-transparent blue filter.

# Industrial Waterfront Land Use Study

## Public Meeting #2 Draft Plan Framework

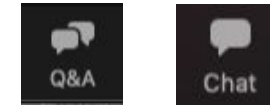
*Monday, May 9th, 2022  
6:00pm - 8:00pm*

# Agenda

1. Welcome & Zoom Etiquette (5 min)
2. Summary of Engagement Process & Findings (10 min)
3. Draft Plan Framework (15 min)
  - a. Physical Framework
  - b. Public Benefits Framework
  - c. Policy & Planning Foundation
  - d. Q&A Pause (5 min)
4. Draft Recommendations (60 min)
  - a. Land Use Vision / Q&A Pause (10 min)
  - b. Capital Investment for Public Benefits / Q&A Pause (5 min)
  - c. Policy Linking Development to Public Benefits / Q&A Pause (5 min)
5. Next Steps

# Zoom Etiquette

- If you'd like to speak, please use the "Raise Hand" function in Zoom.
- The Q&A function will be enabled during the presentation to type in any questions. The chat will be used exclusively during interactive polls.
- Please be respectful of each other's time during the Q&A session at the end of the presentation.
- We ask that participants limit their questions so that others may participate in the discussion. If you have more questions, please wait until all others attending have an opportunity to ask questions.
- If we are unable to get to your question at this meeting please put them in the Q&A chat at the end or email [MAndrzejewski@norwalkct.org](mailto:MAndrzejewski@norwalkct.org)





# Purpose

*We are aiming to streamline and modernize industrial zoning to preserve and enhance character, improve quality of life, and promote economic development.*

- **Vision**

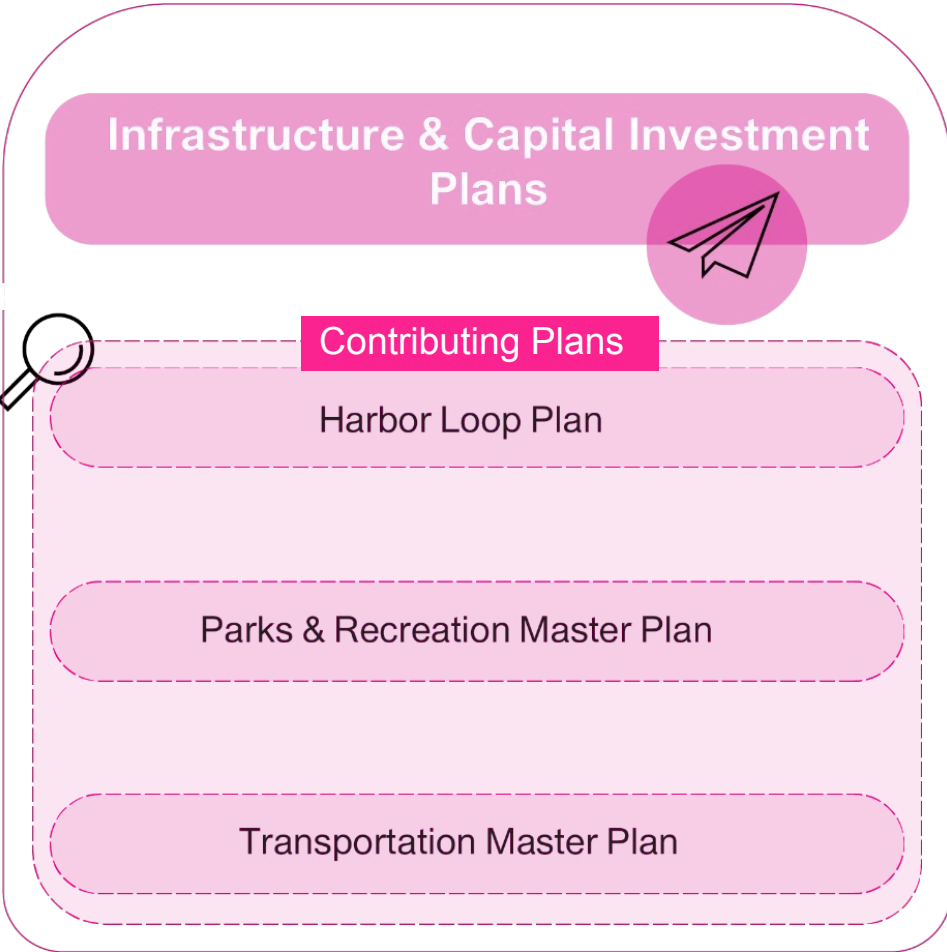
*This plan is intended as a proactive tool, a roadmap for how Norwalk's waterfront can grow and change in a balanced way that aligns public and private benefits through a clear, integrated approach to linking private development and public benefits. The process was designed to develop a balanced vision for the waterfront with broad support that can inform policy and initiatives in a cohesive way.*

- **Integrated and Balanced Public Benefits Framework**

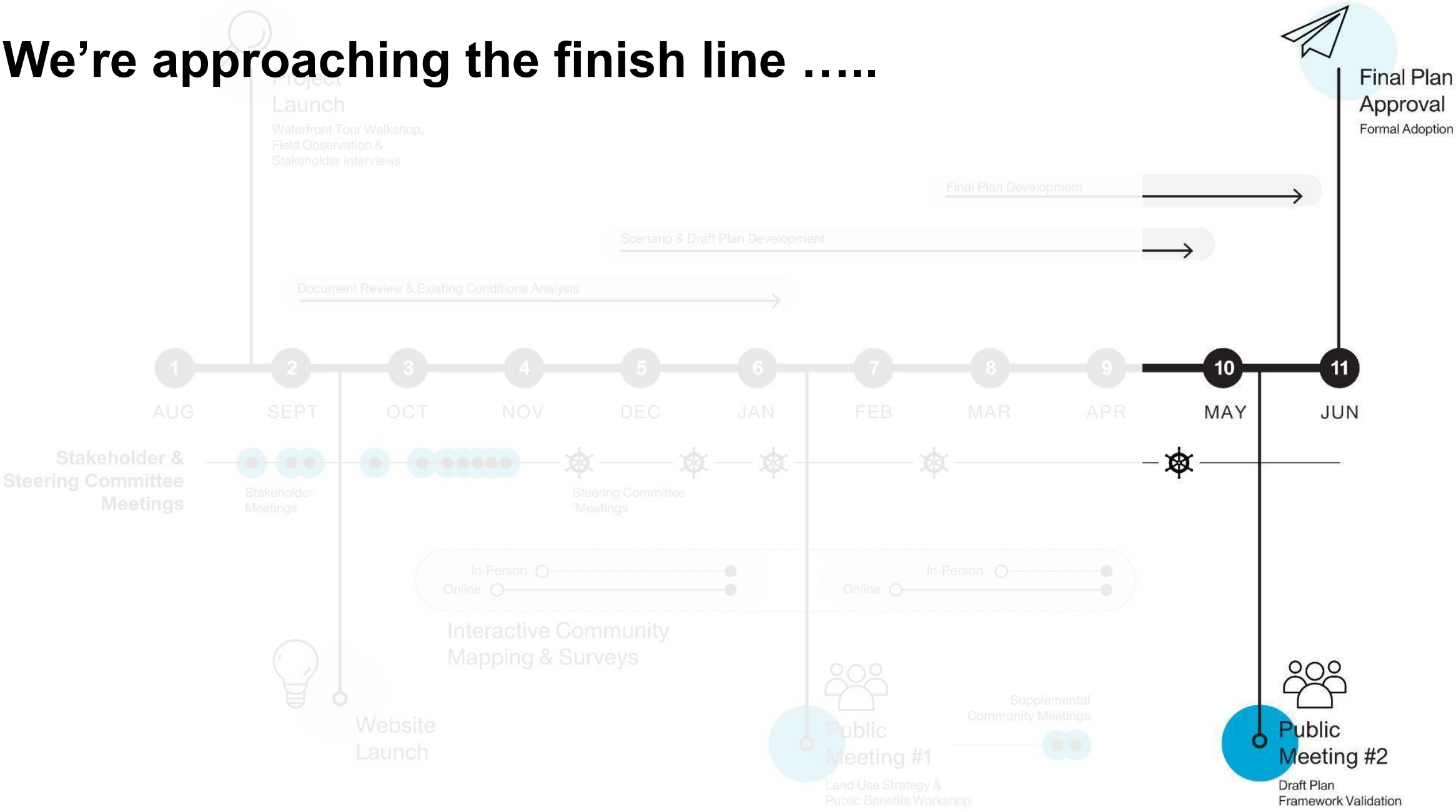
- **Aligned Policy Change**



# Relationship to Ongoing & Recently Completed Plans



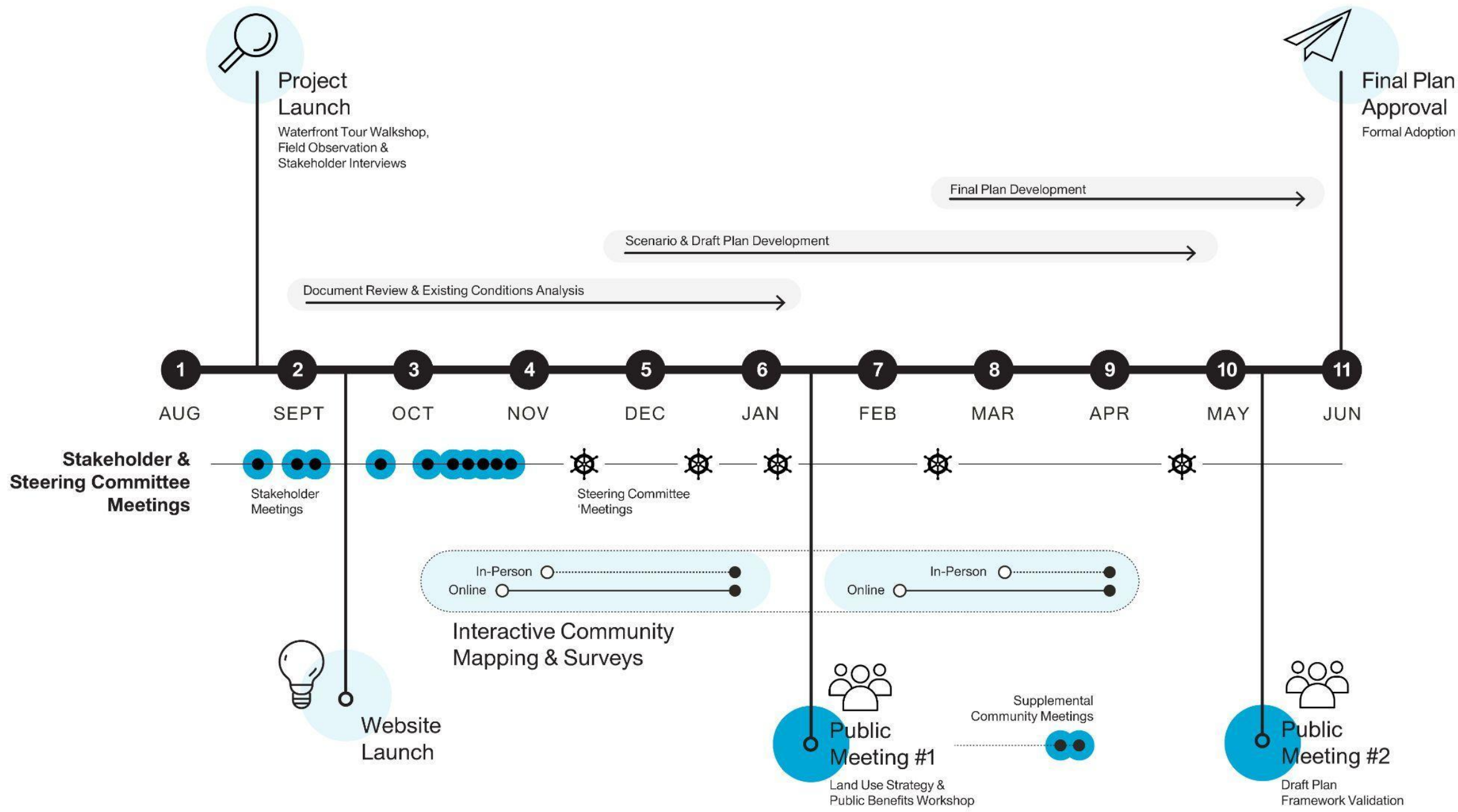
# We're approaching the finish line .....



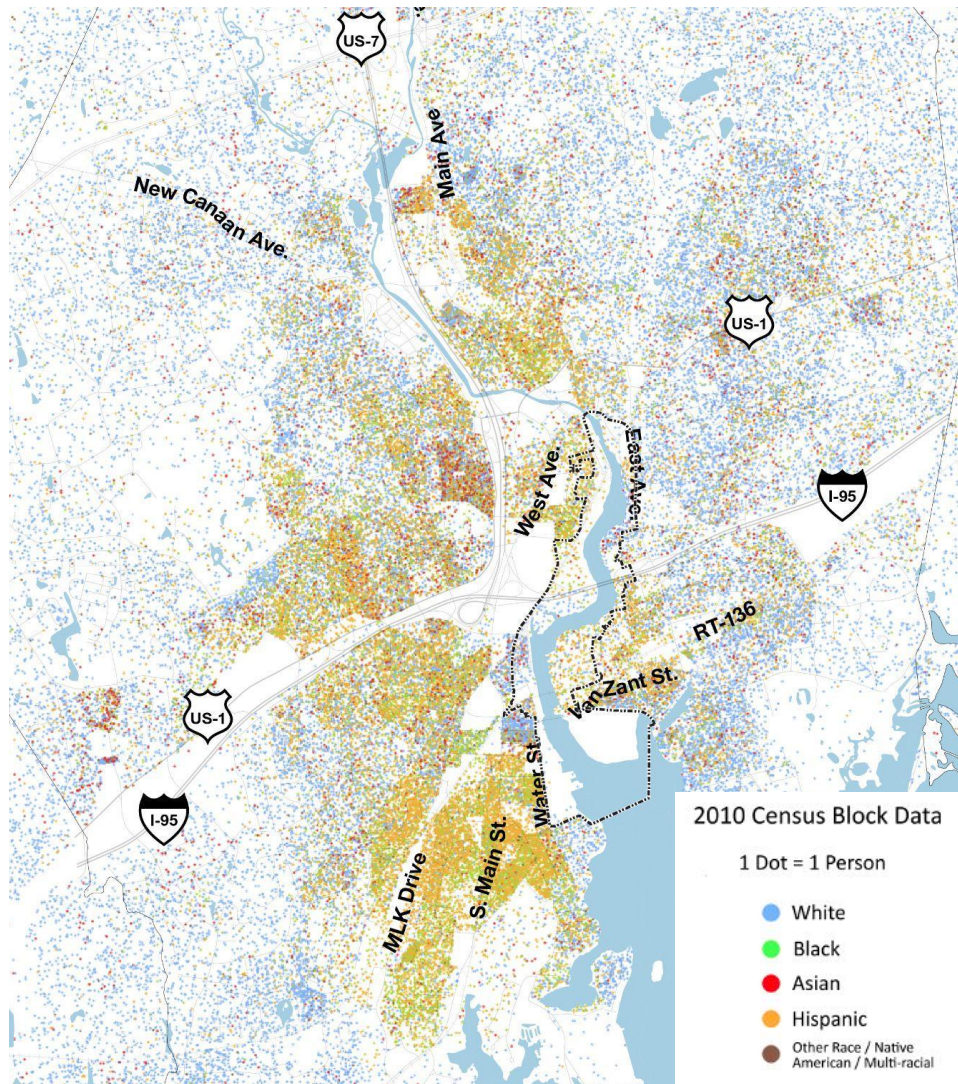
# Summary of Engagement Process & Findings



# Who did we hear from? What were our tools?



# Balancing Stakeholder & Community Input



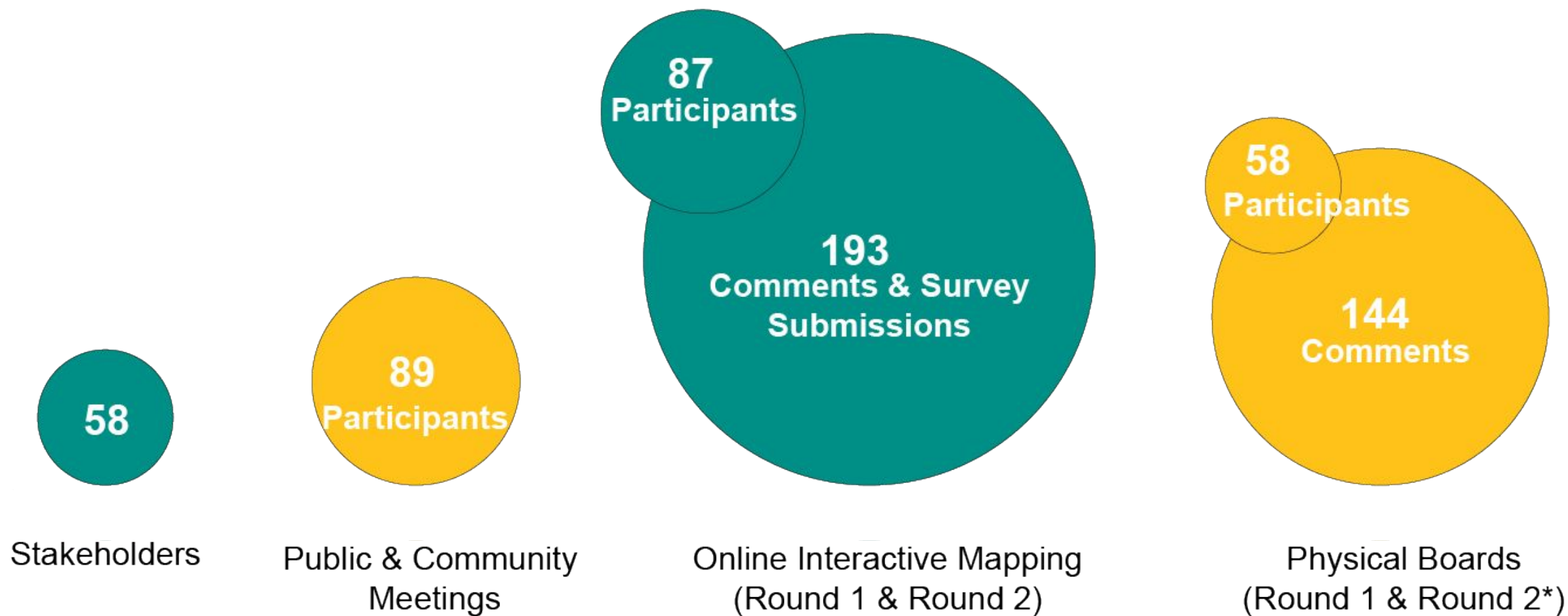
	Fairfield County	City of Norwalk	Study Area <i>Defined as Census Tracts 436, 437, 441, 442</i>
Poverty Rate*	8.9%	10.1%	15.0%
% White Alone, Not Hispanic	57.7%	48.6%	45.0%
% Not English Proficient, 5 years and over*	12.0%	16.2%	20.3%

Map shows 2010 Census data from [Racial Dot Map](#), Table shows 2020 Decennial Census data, unless shown with \* (which indicates 2019 ACS).



# Engagement by the numbers

We heard from **245+** community members & stakeholders



\*estimated participants based on the patterns of comments.

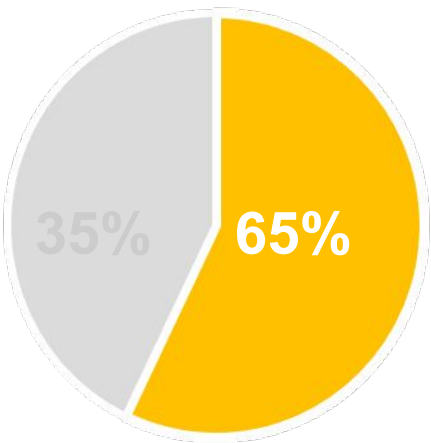
[illegible]

## Locations

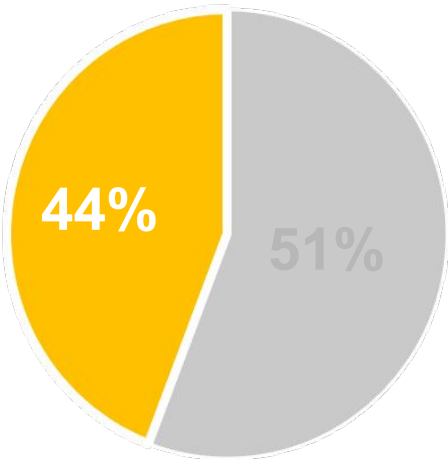
City Hall  
Public Housing Authority site  
common areas

# Public Meeting #1 Representation

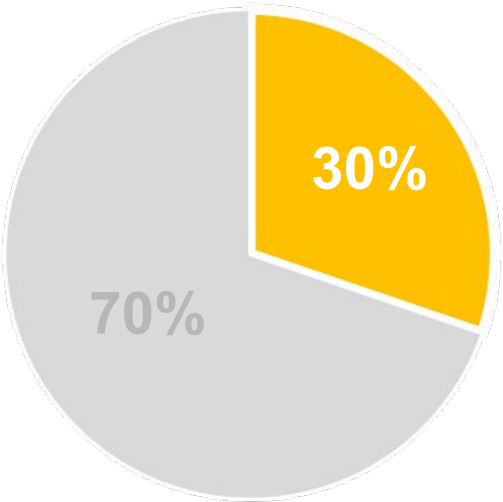
we heard from people who are most impacted by changes to the study area



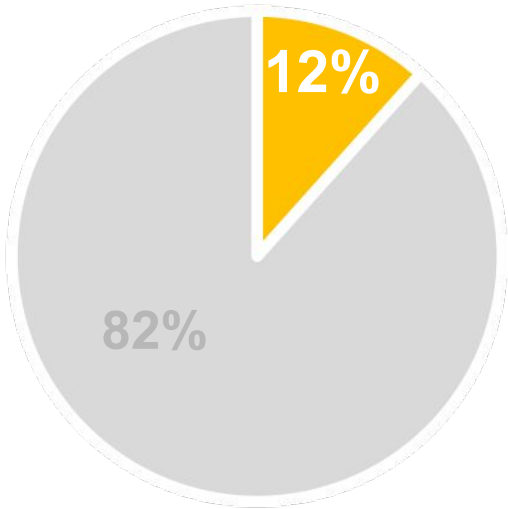
In Walking Distance of Study Area



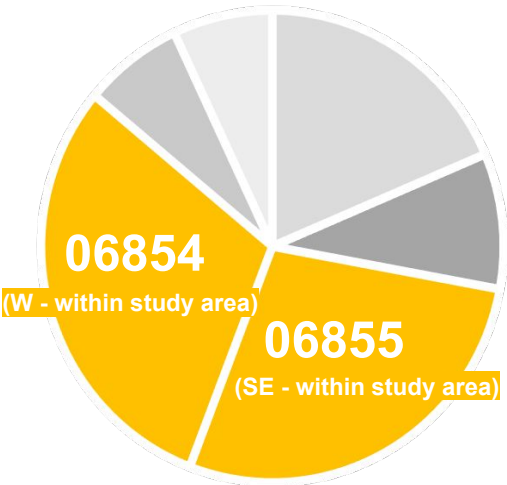
Recreational Users



Property & Business Owners



Workers in Study Area



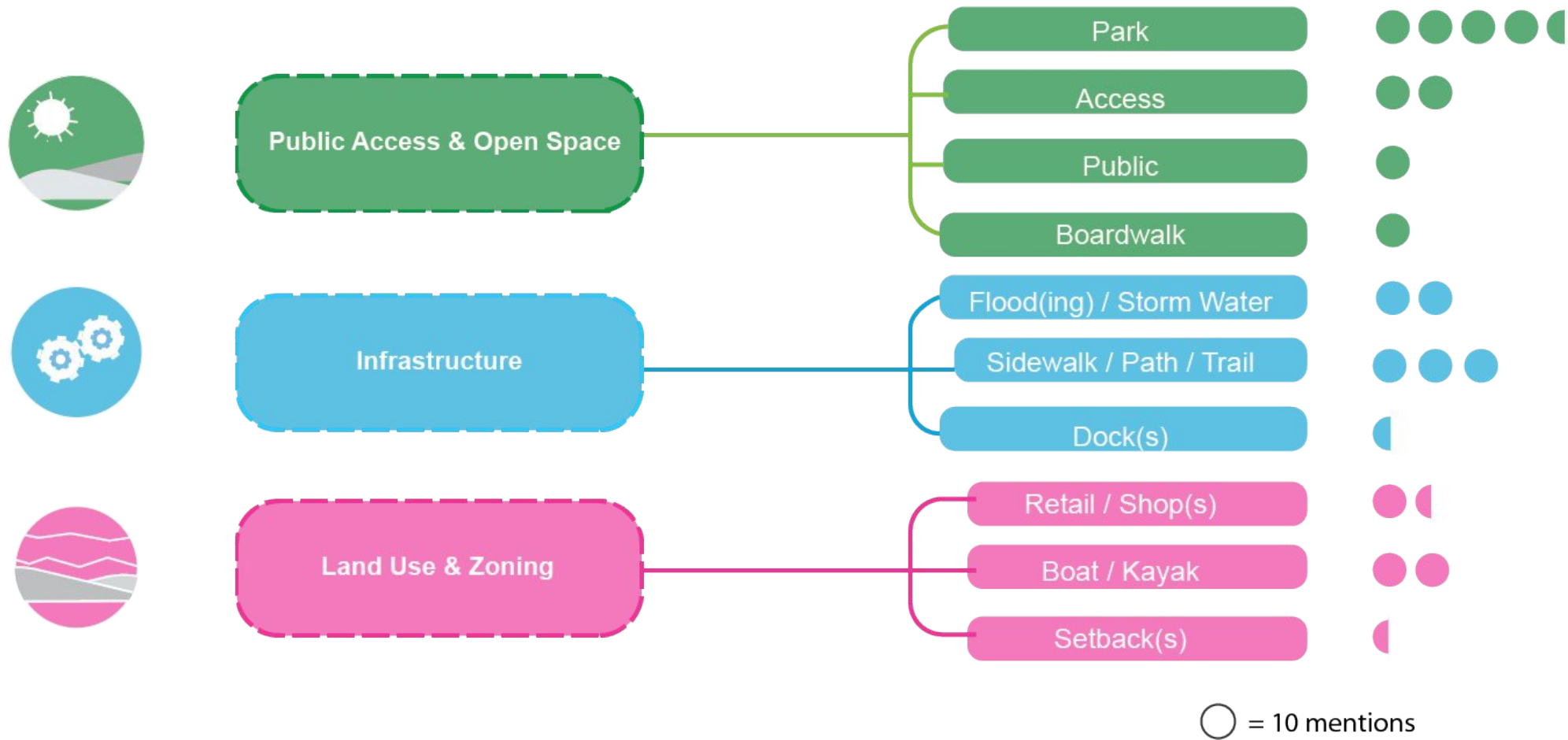
Zip Codes In / Adjacent to Study Area



# What did we learn?

# Summary of Initial Interactive Mapping Feedback

Link: <https://utile.mysocialpinpoint.com/norwalk-industrial-waterfront-land-use-plan/map#/>



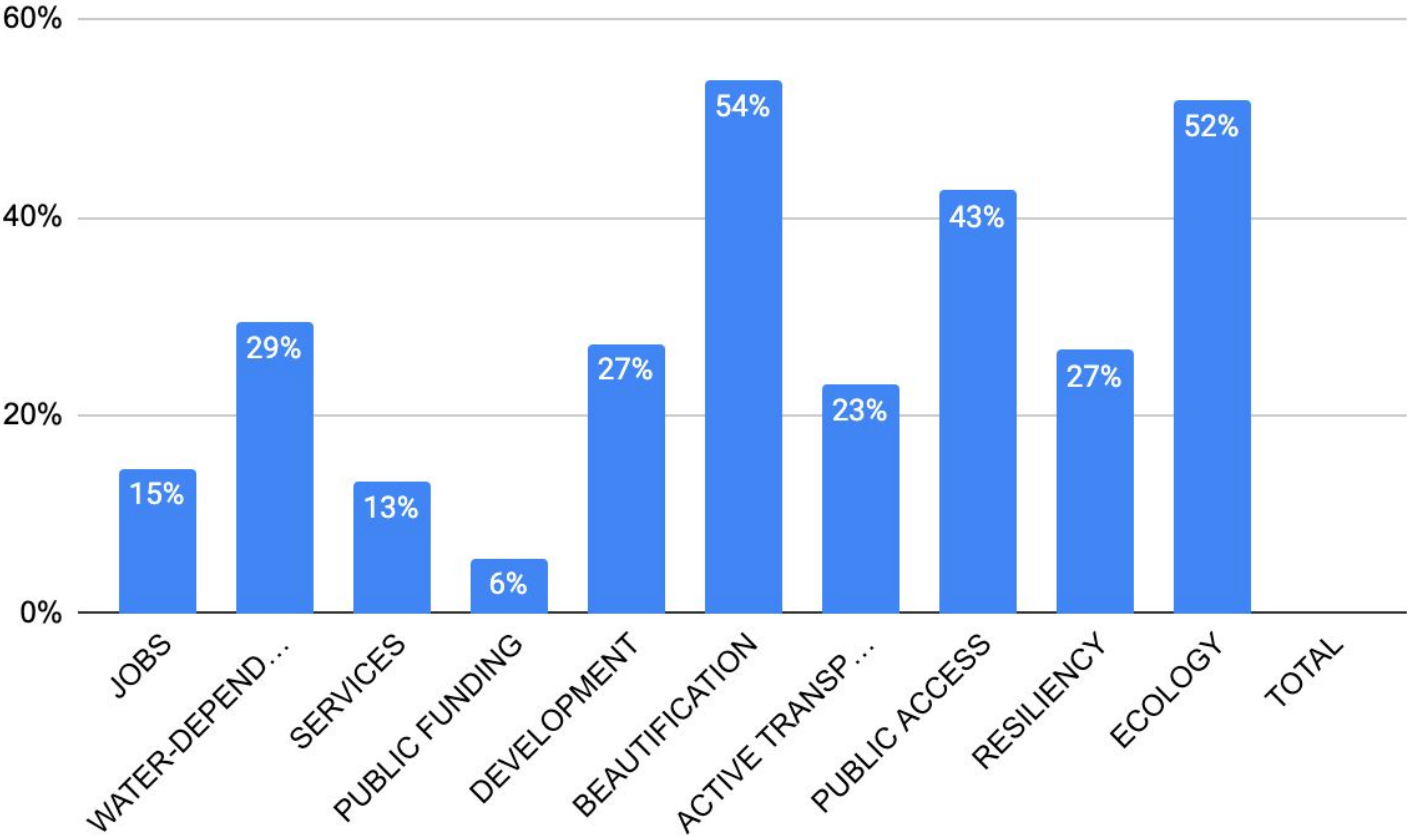
# Top Issues for the Public

Zoom Poll Results + Social Pinpoint Survey + In-Person Boards

- 1. Beautification
- 2. Ecology
- 3. Public Access

We consistently heard that the public wanted to see this plan advance two sets of priorities:

- Address Contamination, Water Quality & Flood Resilience Issues
- Improve Public Access, Recreation & Hospitality Network



Total Participants 143 (est.)



# Areas of Debate, Contention or Anxiety

## 1. Preservation/Protection of Existing Uses vs. Transitioning Use Mix

This tension revolved around the inner harbor heavy industry, the Water Street Marine Commercial and the Walk Bridge staging area parcels. Opinions differed in two ways:

- degree to which the existing land use mix is positively contributing to the local economy (both in terms of jobs and in terms of tax base)
- whether the existing land use mix is meeting the needs/priorities of Norwalk residents vs. regional needs that negatively impact local experience, use and access

## 2. Different Visions for Waterfront Growth + Public Access Framework

- Tourism, Recreation & Hospitality
- Marine Commercial & Recreational Boating
- Industrial Businesses & Essential Public Services
- Residential

## 3. Differing Opinions on Dredging

- recreational boating needs vs. environmental impact and oystering impact

# Draft Plan Framework

1. A site-specific, context-sensitive approach to land use and development intensity.
2. A cohesive, balanced public benefits framework.
  - *A vibrant, diverse and resilient marine economy.*
  - *A desirable, distinctive and dynamic experience for residents and visitors alike.*
  - *A healthy, sustainable and resilient ecosystem.*
3. An integrated, aligned policy and planning foundation.

# Draft Plan Framework

1. **A site-specific, context-sensitive approach to land use and development intensity.**
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  - *A vibrant, diverse and resilient marine economy.*
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# Existing Character Area Identification Method

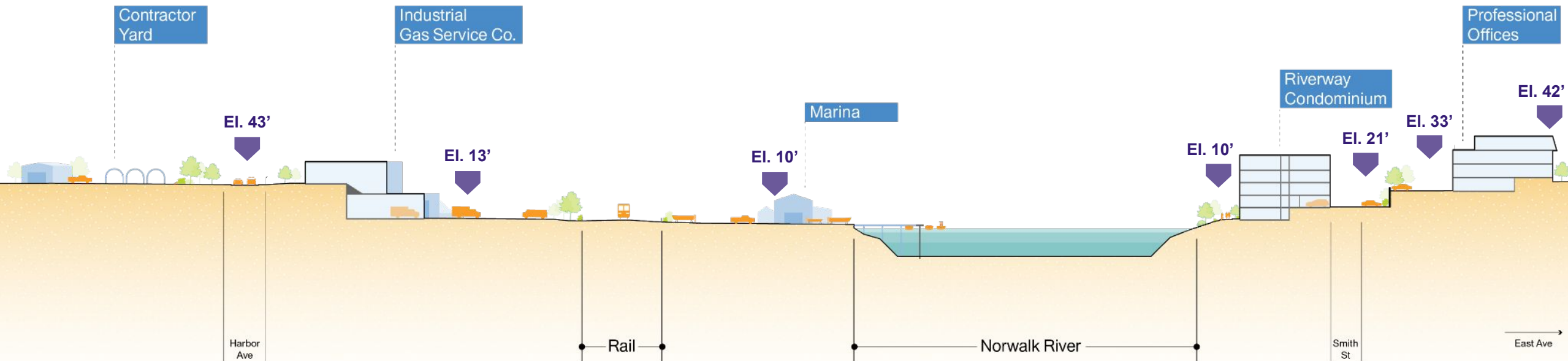
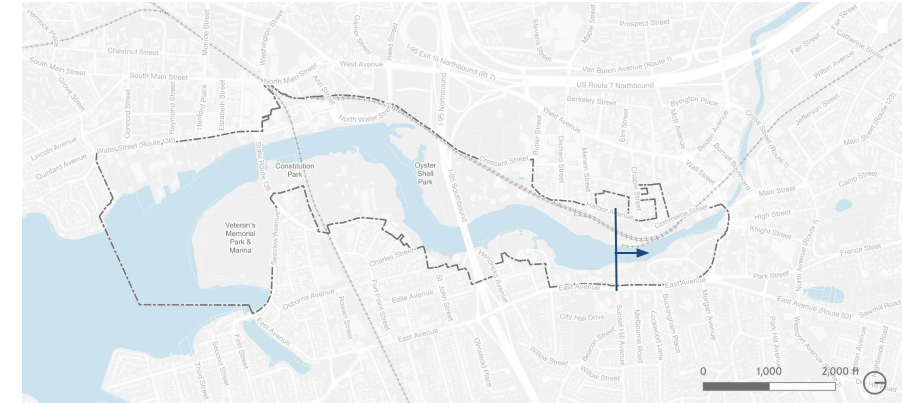
*Character Areas were identified based on physical characteristics and shared issues and opportunities:*

1. **Barrier Analysis:** Topography, Infrastructure & Road Network
2. **Hydrology Analysis:** Flood Risk & Impervious Surfaces
3. **Water Use Analysis:** Public Ownership, Water Access & Water-Dependent Uses
4. **Development Analysis:** Current Land Use, Zoning & Parcel/Building Types

# Topographic Character

In the inner harbor, there is approx. 12' (one-story) elevation change from waterfront to roadways.

In many cases, land use is responding to elevation change.



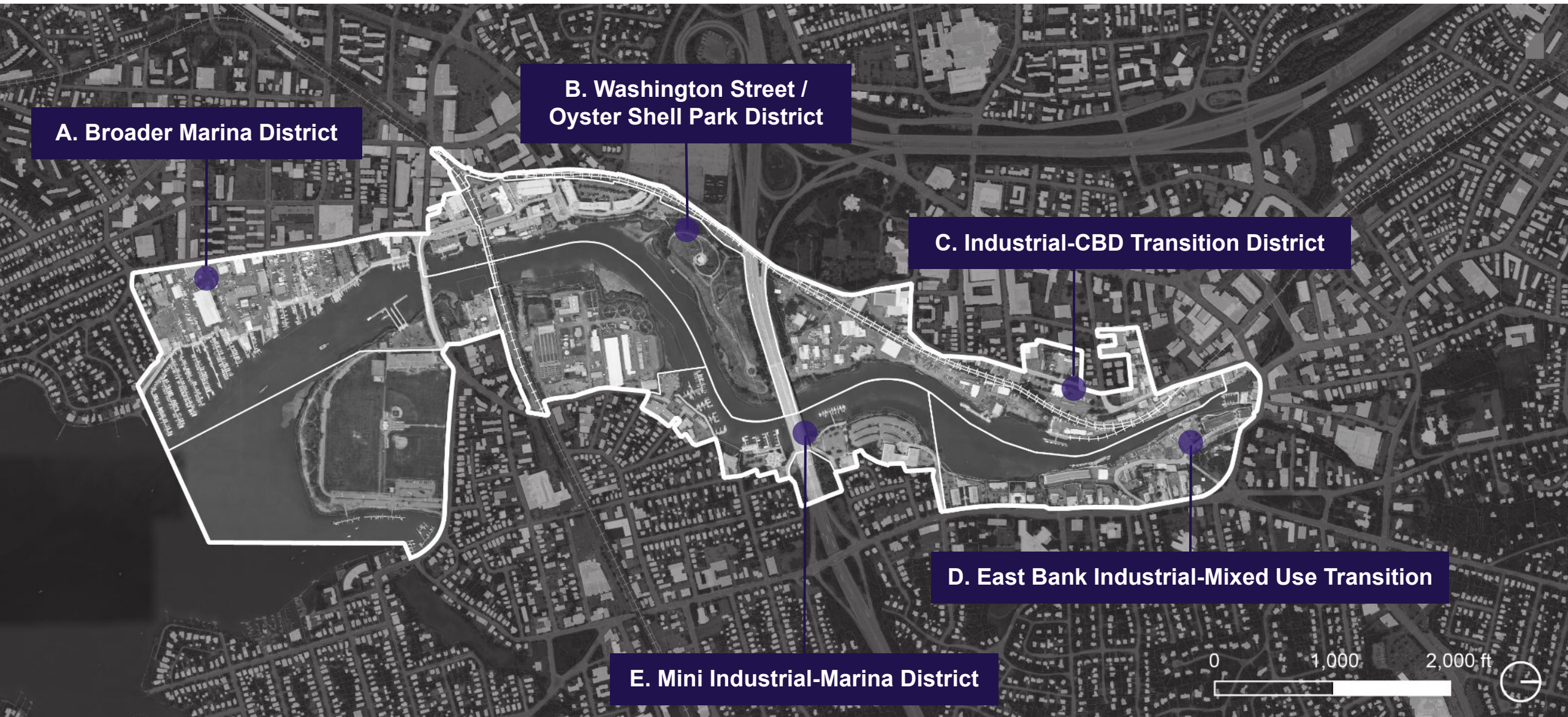


# Existing Character Areas - Result





# Land Use Scenario Districts



A. Broader Marina District

B. Washington Street /  
Oyster Shell Park District

C. Industrial-CBD Transition District

D. East Bank Industrial-Mixed Use Transition

E. Mini Industrial-Marina District



# Draft Plan Framework

1. A site-specific, context-sensitive approach to land use and development intensity.

**2. A cohesive, balanced public benefits framework.**

- *A vibrant, diverse and resilient marine economy.*
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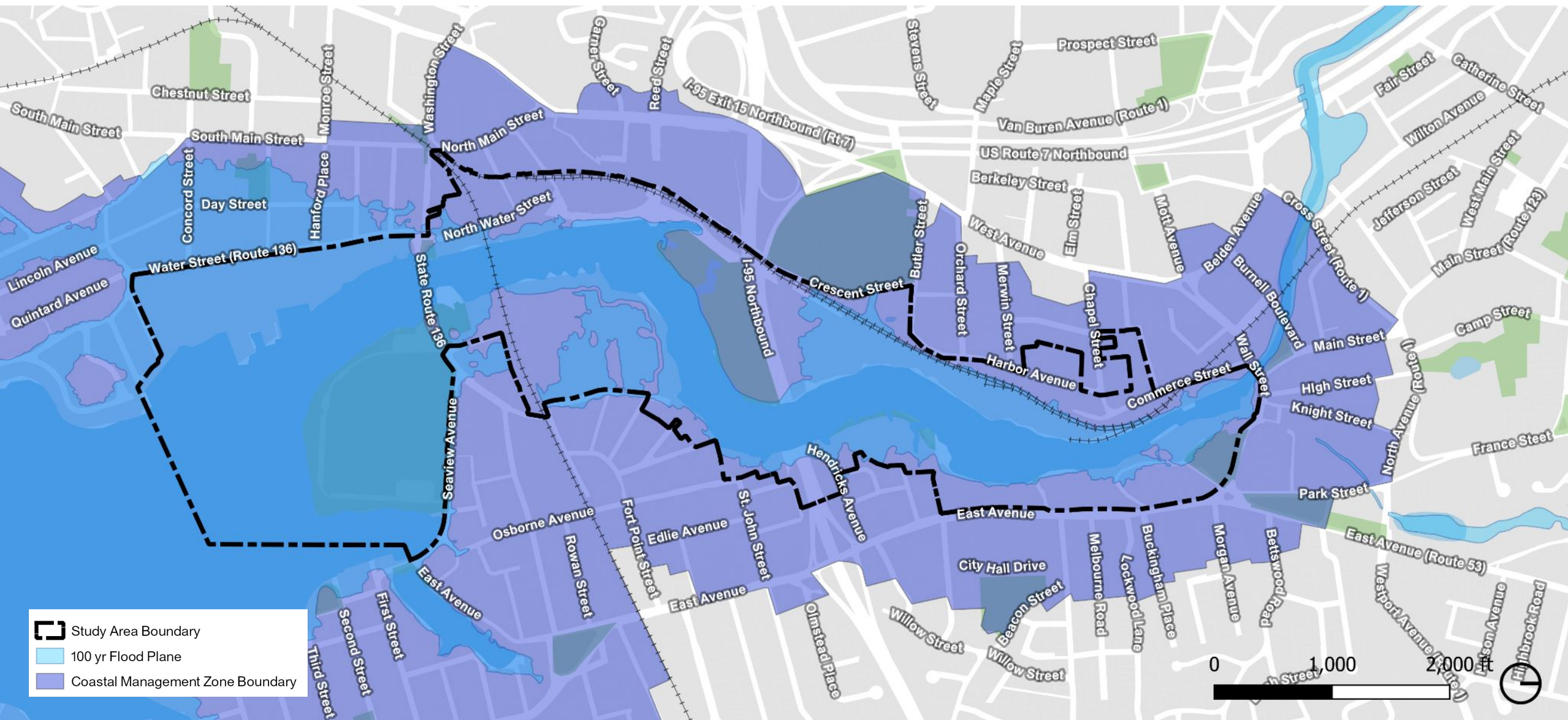
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# Draft Plan Framework

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  - *A vibrant, diverse and resilient marine economy.*
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- 3. An integrated, aligned policy and planning foundation.**



# FEMA + Coastal Management Zone + Local Zoning





# Q&A Pause

**Topic: Draft Plan Framework**

# Draft Recommendations

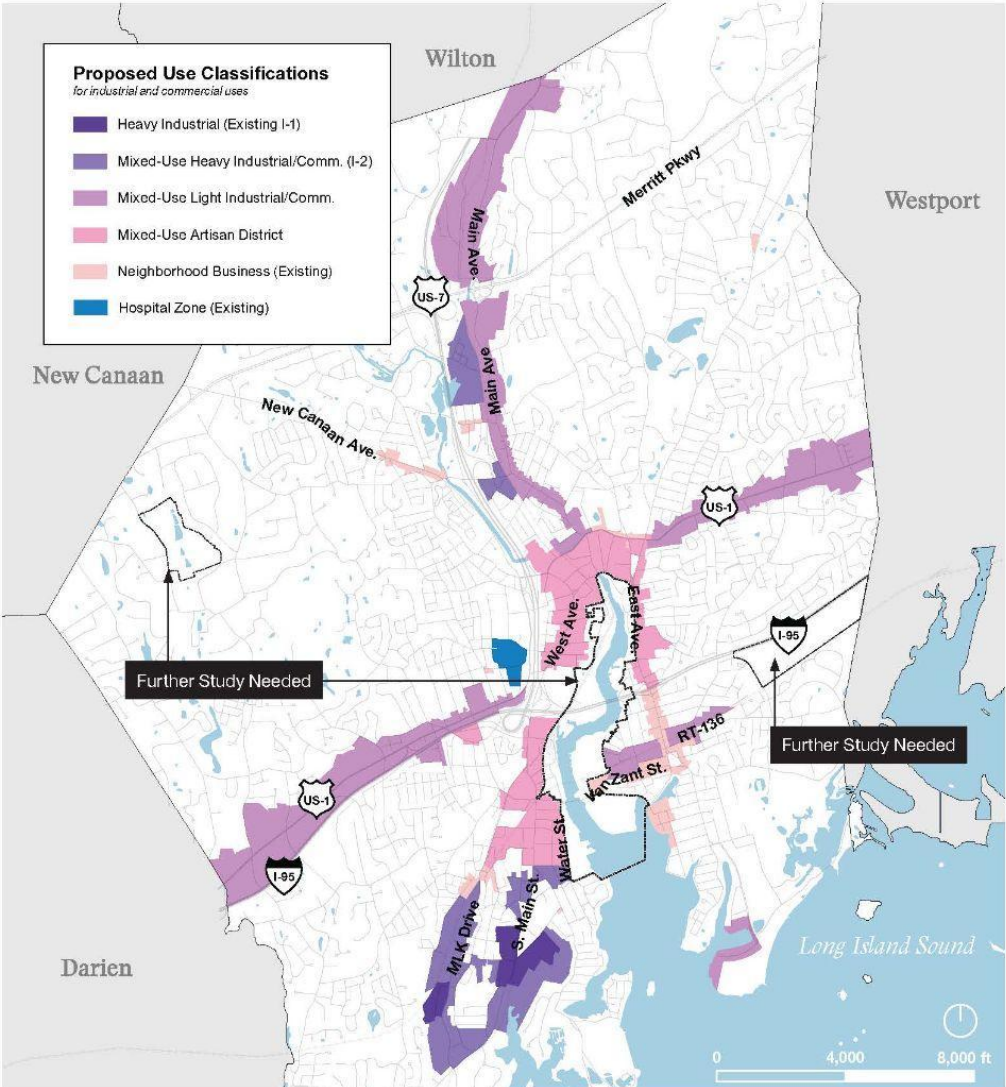
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## 2. Capital Investment for Public Benefits

## 3. Policy Linking Development to Public Benefits

- *Retention, Protection & Reinvestment in Water-Dependent Businesses*
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- *Urban Design Standards for Public Realm, Beautification & View Corridors*
- *Public Access & Resilience Enhancements*
- *Brownfield Remediation & Water Quality Design Guidelines*

# Norwalk Industrial Zones Study Overview



## Proposed Use Classifications: 4 industrial use types

Heavy Industrial
Mixed Use Heavy Industrial/Commercial
Mixed Use Light Industrial/Commercial
Mixed Use Artisan



raw materials processing



contractor yards



light manufacturing and distribution



local food production



artisan workshops



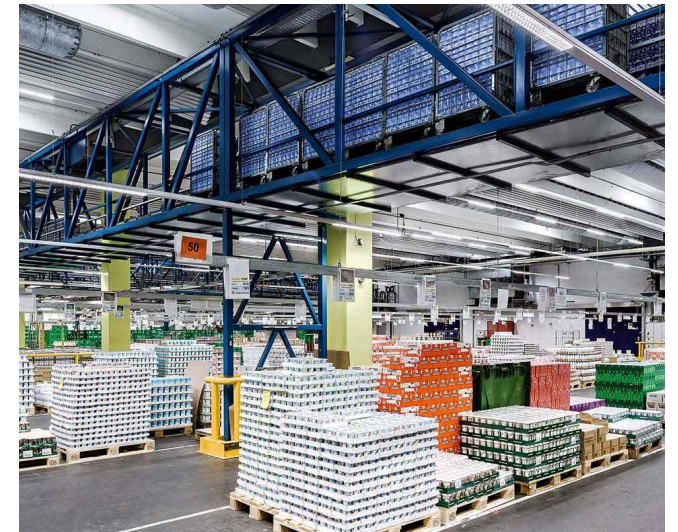
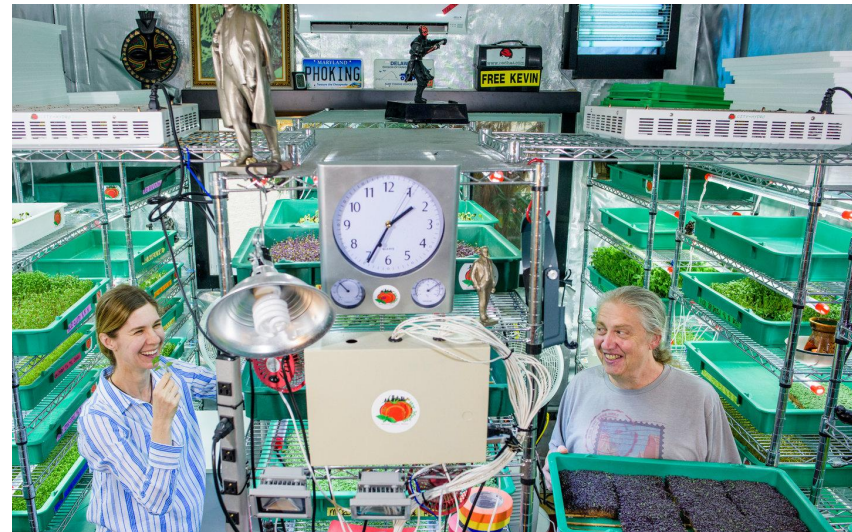


# Heavy Industry



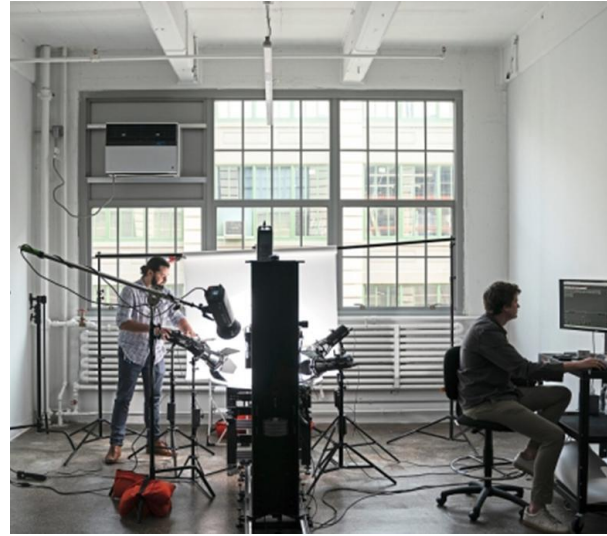


# Light Industry





# Boutique Manufacturing



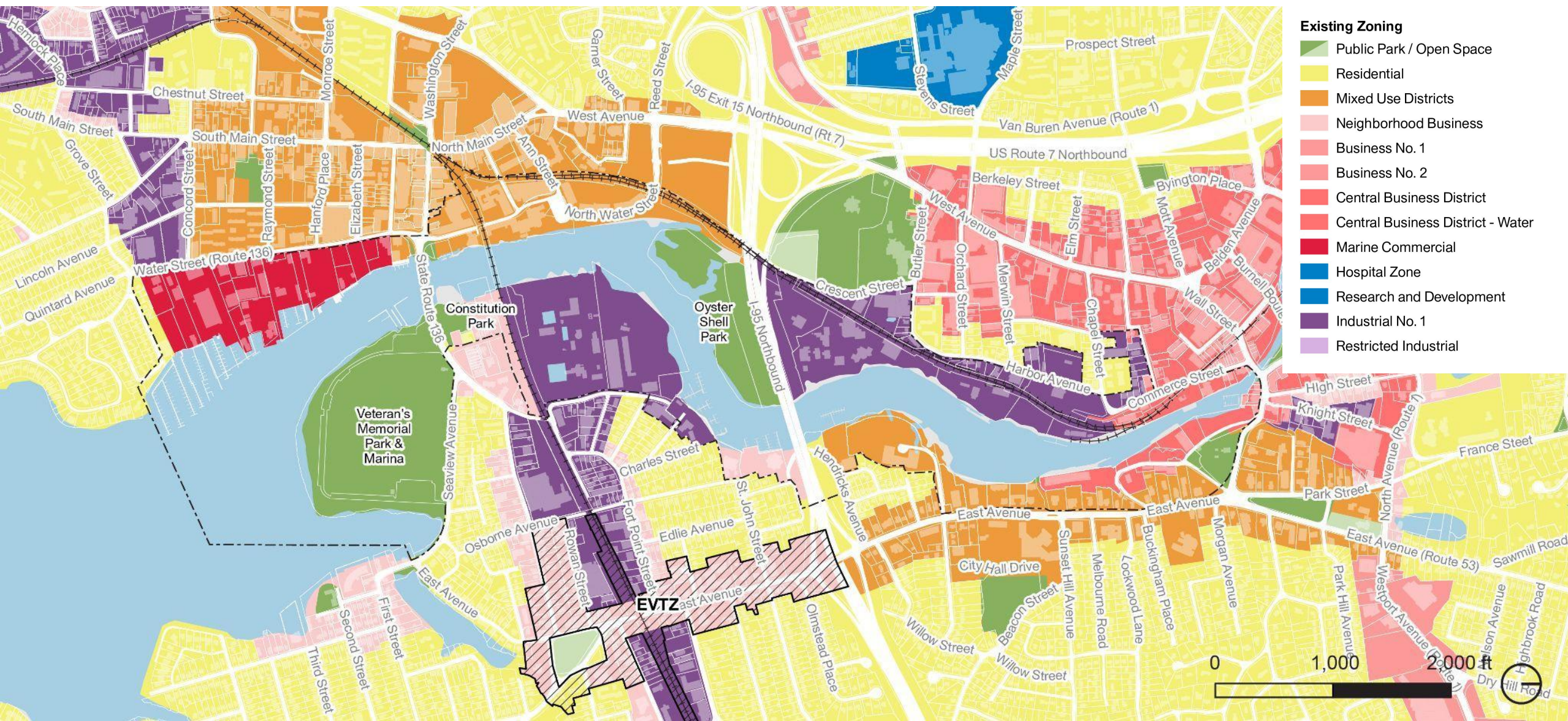
# Proposed Use Classifications

Use Classification	Heavy Industrial (I-1)	Mixed Use Heavy Industrial/Commercial	Mixed Use Light Industrial/Commercial*	Mixed Use Artisan*
<b>Industrial Use Type</b>	Heavy Industrial	Light Industrial with Heavy Industrial by Special Permit	Light Industrial	Boutique Manufacturing
<b>By-Right Industrial Uses</b>	Heavy Manufacturing Utilities Concrete production Oil/petroleum storage	Light Manufacturing R&D Contractor Offices	Light Manufacturing R&D Warehousing & Transportation Industrial Services Contractor Offices	Boutique Manufacturing (e.g. Textile, Printing, Bakeries, Breweries and Distilleries) R&D < 25,000 sf Artist Live/Work & Maker Space
<b>Special Permit Industrial Uses</b>	Waste Management Contractor Yards Warehousing & Transportation	Heavy Manufacturing Contractor Yards Warehousing & Transportation Artist Live/Work & Maker Space Self Storage	Artist Live/Work & Maker Space Self Storage	
<b>Multifamily Use</b>	Prohibited	Special Permit	Special Permit	Allowed

\* Includes both manufacturing and distribution businesses



# Existing Zoning









# Draft Recommendations

## 1. Land Use Vision

## 2. Capital Investment for Public Benefits

## 3. Policy Linking Development to Public Benefits

- *Retention, Protection & Reinvestment in Water-Dependent Businesses*
- *Transit-Oriented-Development, Multi-Modal Connectivity & Innovative Parking*
- *Urban Design Standards for Public Realm, Beautification & View Corridors*
- *Public Access & Resilience Enhancements*
- *Brownfield Remediation & Water Quality Design Guidelines*







# CBD-Industrial Buffer: Land Use Considerations

## Strip between rail & streets

- Public preference is for lower-impact uses that are compatible with residential, CBD and open space/recreation uses.
- This area should no longer be zoned for Heavy Industrial (I-1). Depending on existing business needs and proximity of residential uses, this area should either be:
  - Mixed-Use Heavy Industrial/Commercial, or
  - Mixed-Use Light Industrial/Commercial

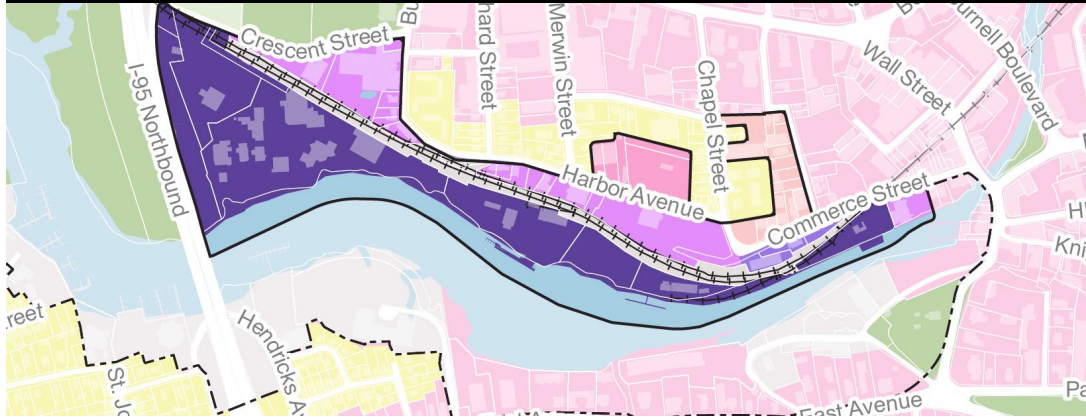


## Proposed Use Classifications

<span style="color: red;">■</span> Marine Commercial	<span style="color: magenta;">■</span> Mixed-Use Light Industrial/Commercial	<span style="color: blue;">■</span> Hospital
<span style="color: purple;">■</span> Heavy Industrial (I-1)	<span style="color: pink;">■</span> Mixed-Use Artisan	<span style="color: lightblue;">■</span> Public Institutional
<span style="color: lightpurple;">■</span> Mixed-Use Heavy Industrial/Commercial (I-2)	<span style="color: peachpuff;">■</span> Neighborhood Business	<span style="color: green;">■</span> Open Space
		<span style="color: yellow;">■</span> Residential

# CBD-Industrial Buffer: Mixed Use Light Industrial/Commercial

## A - Mixed Use Light Industrial/Commercial



### Proposed Use Classifications

- |   |   |
|---|---|
| <span style="color: red;">■</span> Marine Commercial                              | <span style="color: blue;">■</span> Hospital                  |
| <span style="color: darkpurple;">■</span> Heavy Industrial (I-1)                  | <span style="color: lightblue;">■</span> Public Institutional |
| <span style="color: purple;">■</span> Mixed-Use Heavy Industrial/Commercial (I-2) | <span style="color: green;">■</span> Open Space               |
| <span style="color: lightpurple;">■</span> Mixed-Use Light Industrial/Commercial  | <span style="color: yellow;">■</span> Residential             |
| <span style="color: pink;">■</span> Mixed-Use Artisan                             |   |
| <span style="color: lightorange;">■</span> Neighborhood Business                  |   |

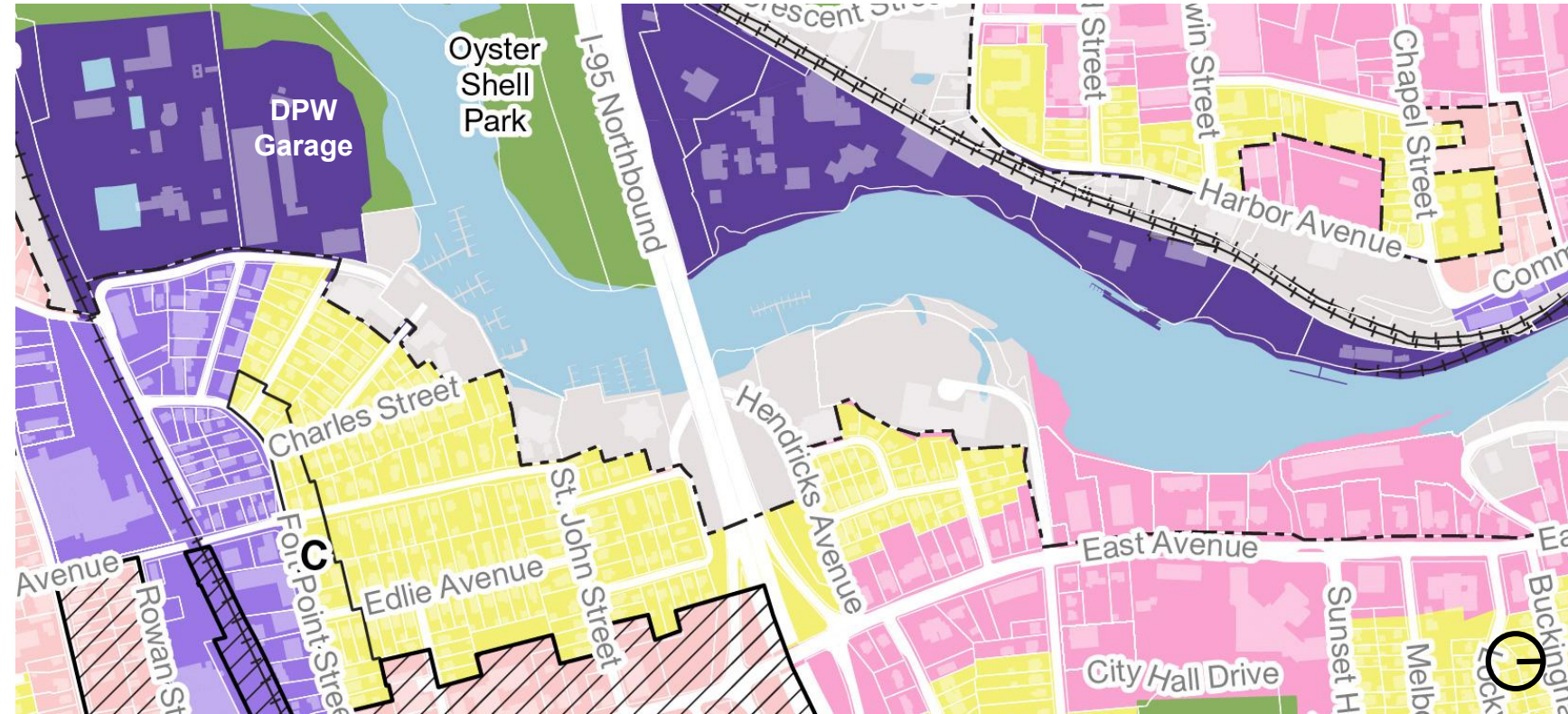
## B - Mixed Use Heavy Industrial/Commercial





# Mini Industrial-Marina District: Land Use Considerations

- Public preference is for lower impact light industrial and R&D uses
- Current Harbor Loop trail is difficult to find and is underutilized - would be nice to have land use create a more intuitive connection/gateway
- Consider relocation of the DPW garage and reuse of that site to leverage waterfront location.
- These sites are somewhat low-visibility and are disconnected from the street network but have the potential to block neighborhood views of the water if allowed to go to higher densities.
- There is already an existing development norm of marina uses at the water's edge and office and light industrial uses inland - new zoning could build on this norm, using the same general approach as what is being proposed for the Water Street marina district.

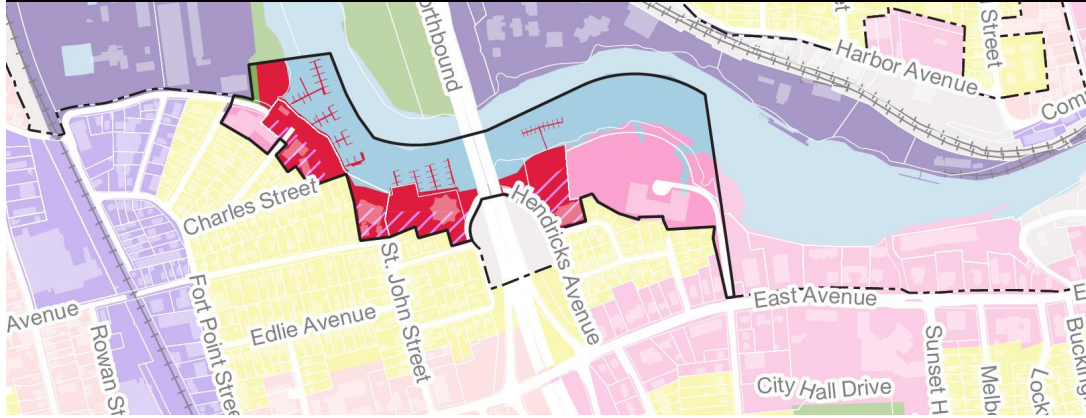


## Proposed Use Classifications

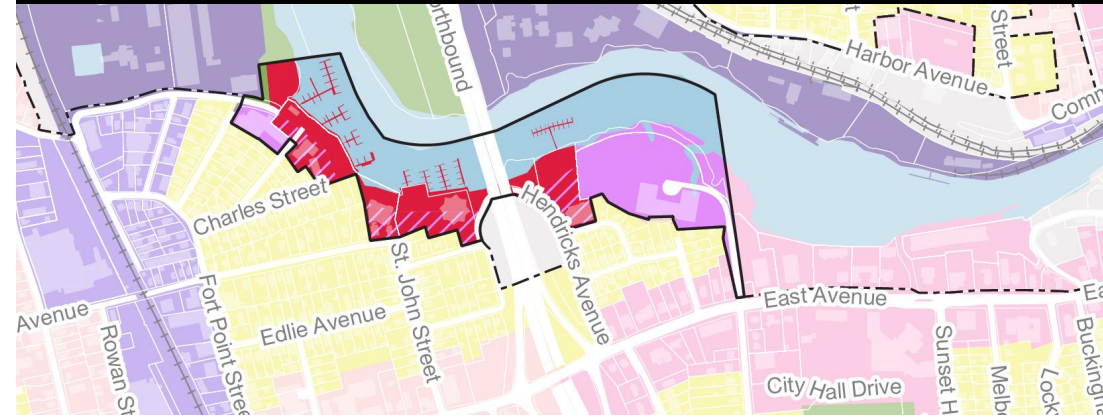
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<span style="color: lightpurple;">■</span> Mixed-Use Heavy Industrial/Commercial (I-2)	<span style="color: orange;">■</span> Neighborhood Business	<span style="color: green;">■</span> Open Space
		<span style="color: yellow;">■</span> Residential

# Mini Industrial-Marina District: Marine Commercial

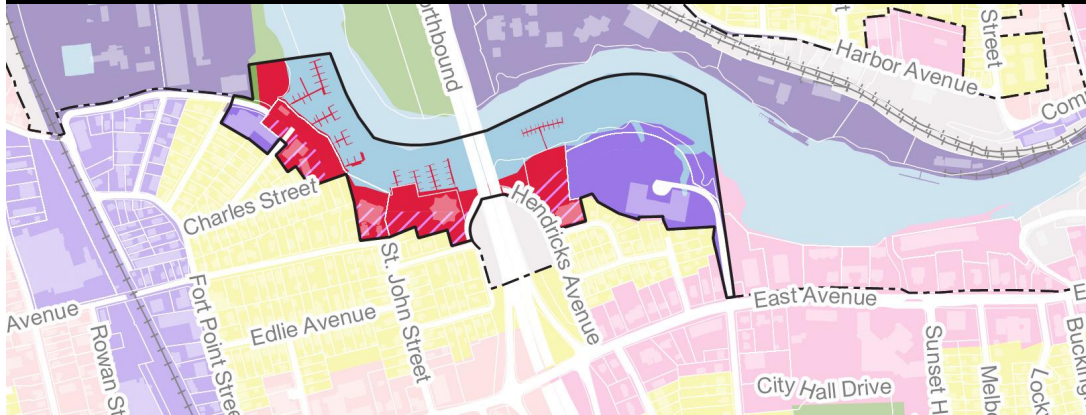
**A - Mixed Use Artisan Buffer**



**B - Mixed Use Light Industrial/Commercial Buffer**



**C - Mixed Use Heavy Industrial/Commercial Buffer**



## Proposed Use Classifications

- |   |   |
|---|---|
| <span style="color: red;">■</span> Marine Commercial                            | <span style="color: blue;">■</span> Hospital                  |
| <span style="color: purple;">■</span> Heavy Industrial (I-1)                    | <span style="color: lightblue;">■</span> Public Institutional |
| <span style="color: pink;">■</span> Mixed-Use Heavy Industrial/Commercial (I-2) | <span style="color: green;">■</span> Open Space               |
| <span style="color: magenta;">■</span> Mixed-Use Light Industrial/Commercial    | <span style="color: yellow;">■</span> Residential             |
| <span style="color: lightpink;">■</span> Mixed-Use Artisan                      |   |
| <span style="color: peachpuff;">■</span> Neighborhood Business                  |   |





# East Bank Heavy Industrial: Land Use Considerations

## Current O&G Site

- Public preference is for public open space/recreation uses and uses that result in remediation and ecological restoration and a more continuous Harbor Loop trail.
- Low-visibility site that is not well connected to open space network or street network
- One of few sites with water-dependent industrial capacity - this could be a site worth considering for some type of water-dependent use restriction, but not for general industrial use - perhaps a new category for “marine industrial”



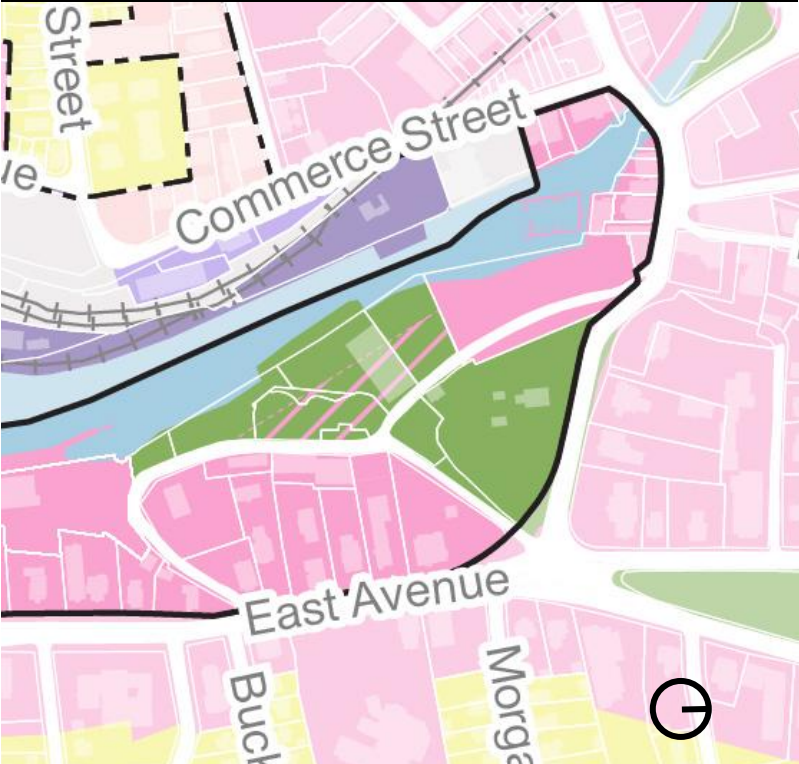
## Proposed Use Classifications

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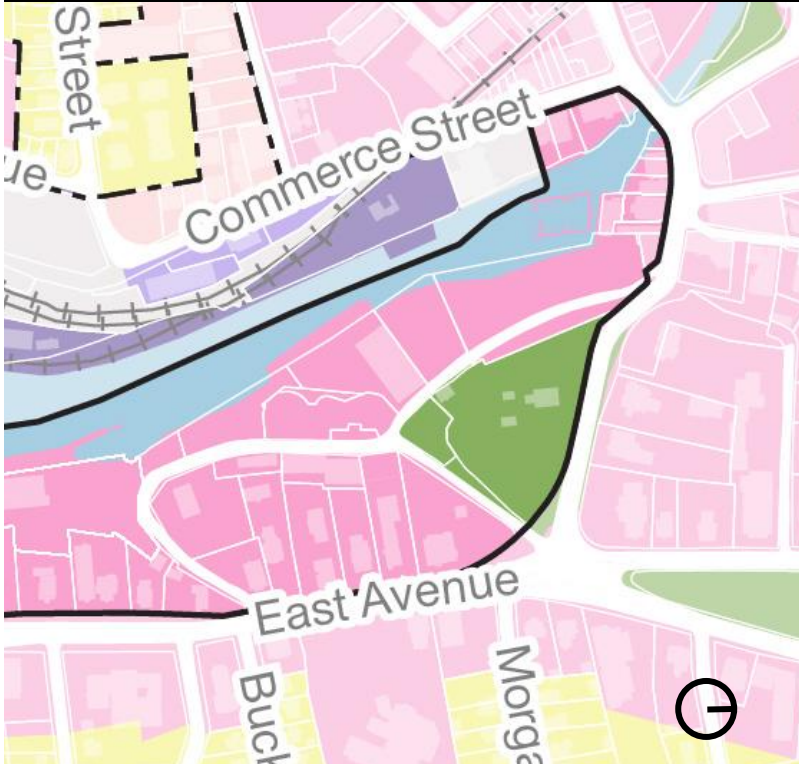


# East Bank Heavy Industrial: Acceptable Alternative Uses

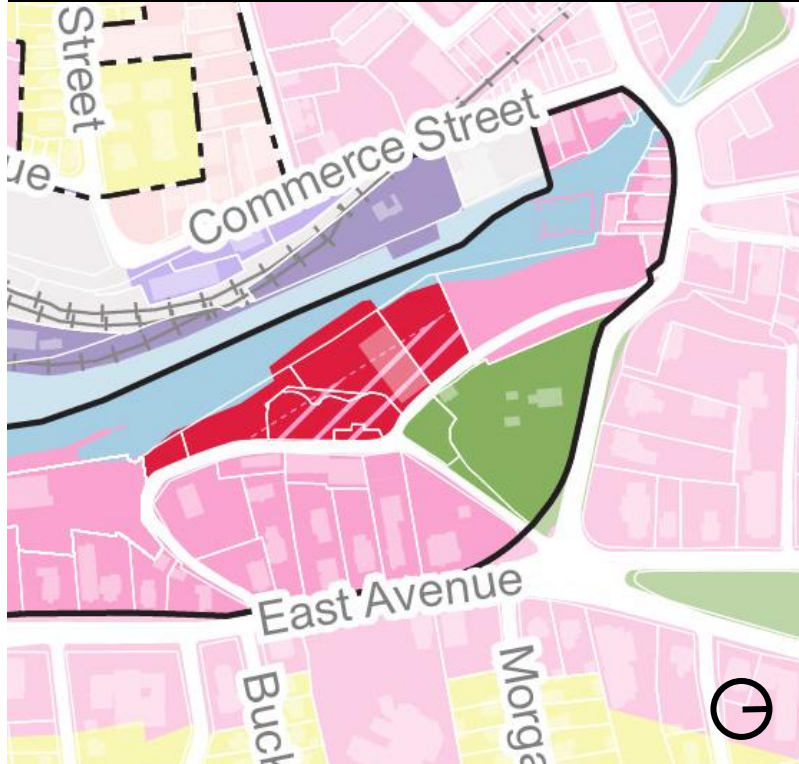
A - Open Space



B - Mixed Use Artisan



C - Marine Commercial



**Proposed Use Classifications**

- |  |   |   |
|--|---|---|
| <span style="color: red;">■</span> Marine Commercial                                   | <span style="color: purple;">■</span> Mixed-Use Light Industrial/Commercial | <span style="color: blue;">■</span> Hospital                  |
| <span style="color: darkblue;">■</span> Heavy Industrial (I-1)                         | <span style="color: pink;">■</span> Mixed-Use Artisan                       | <span style="color: lightblue;">■</span> Public Institutional |
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|  |   | <span style="color: yellow;">■</span> Residential             |



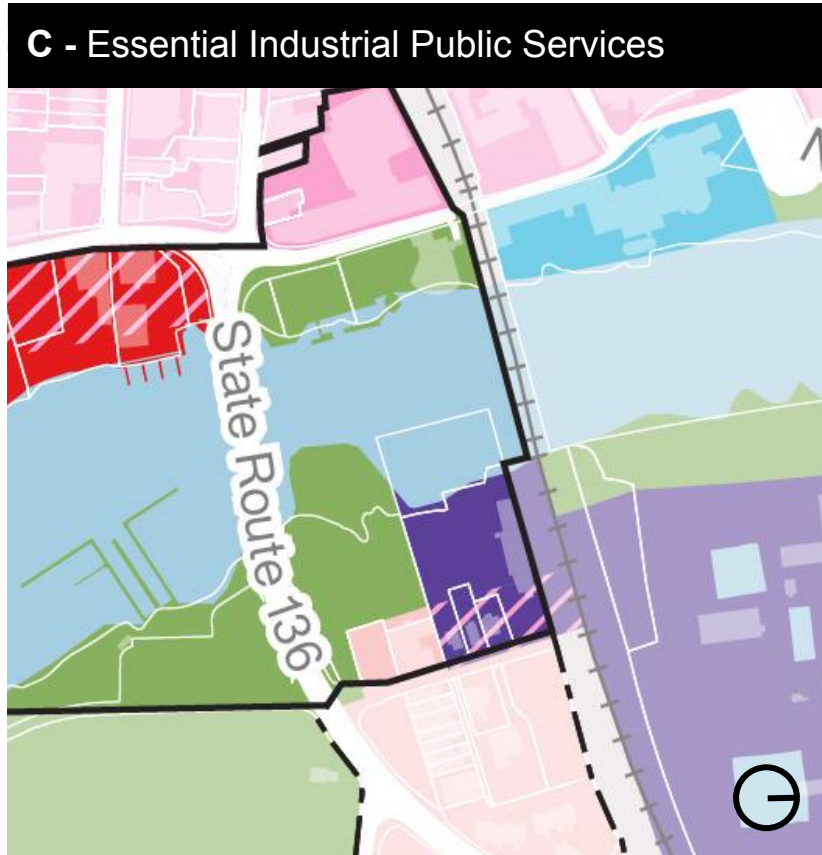
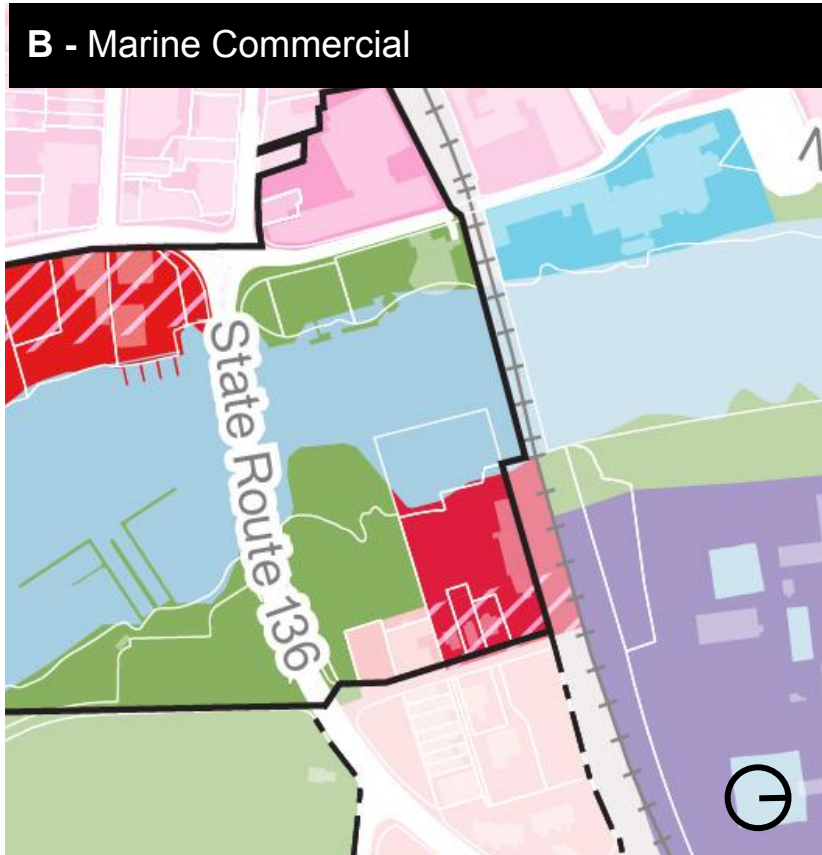
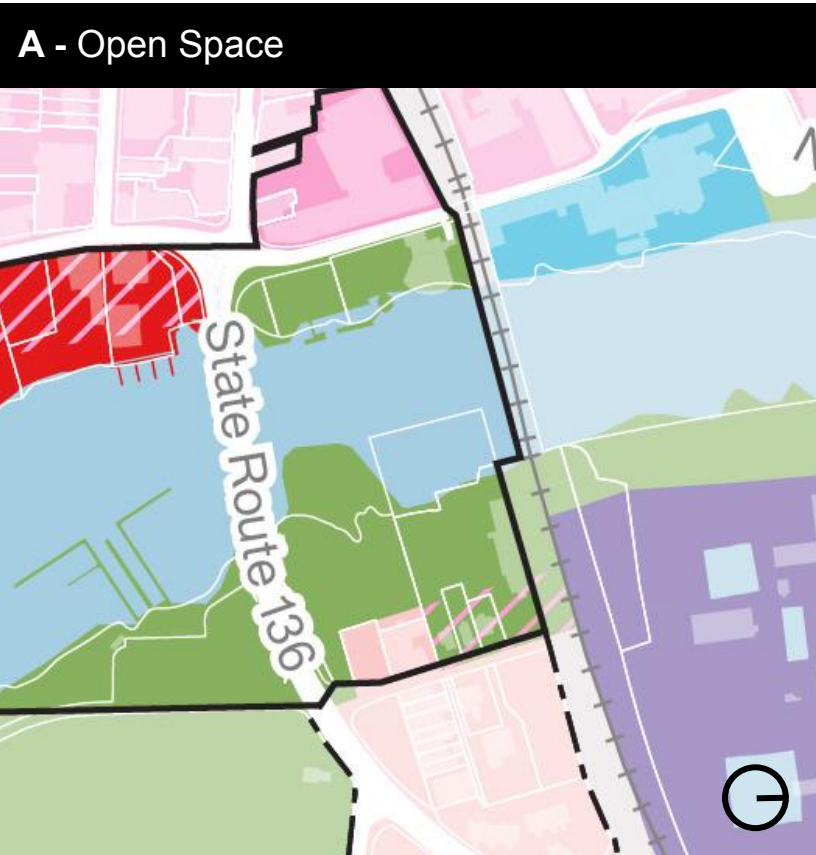
# Walk Bridge Staging Area: Land Use Considerations

## Walk Bridge Staging Area Future Use

- Public prefers open space
- Physically well-buffered from residential and neighborhood retail - would be an ideal location for expansion of marine commercial or essential industrial services (public works, waste transfer, wastewater treatment, marine construction, etc.)



# Walk Bridge Staging Area: Acceptable Alternative Uses



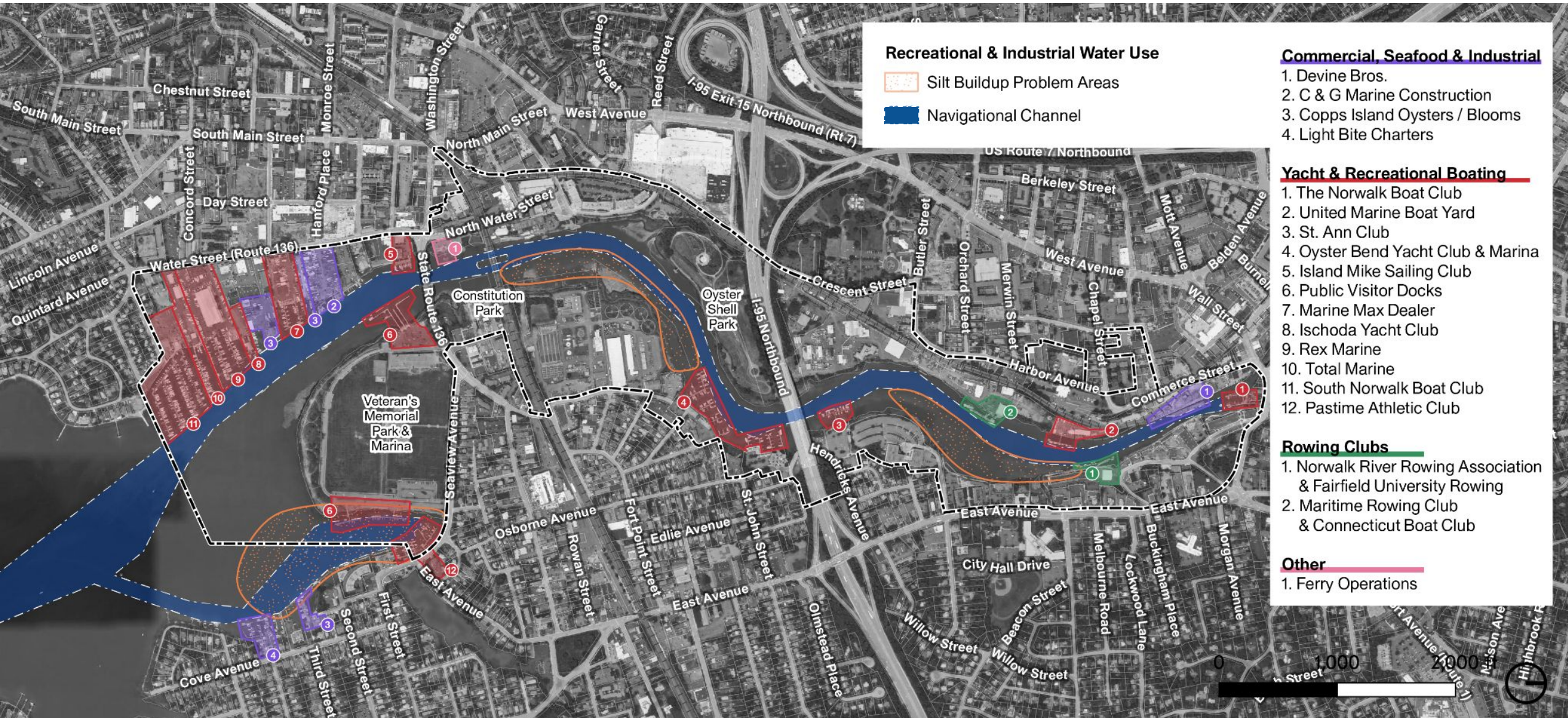
**Proposed Use Classifications**

- |   |                                       |                      |
|---|---------------------------------------|----------------------|
| Marine Commercial                           | Mixed-Use Light Industrial/Commercial | Hospital             |
| Heavy Industrial (I-1)                      | Mixed-Use Artisan                     | Public Institutional |
| Mixed-Use Heavy Industrial/Commercial (I-2) | Neighborhood Business                 | Open Space           |
|   |                                       | Residential          |

**Note:** the Heavy Industrial (I-1) option would only be considered if there was a demonstrated need for expanded waterfront space for essential industrial public services like waste management, public works, and wastewater treatment.



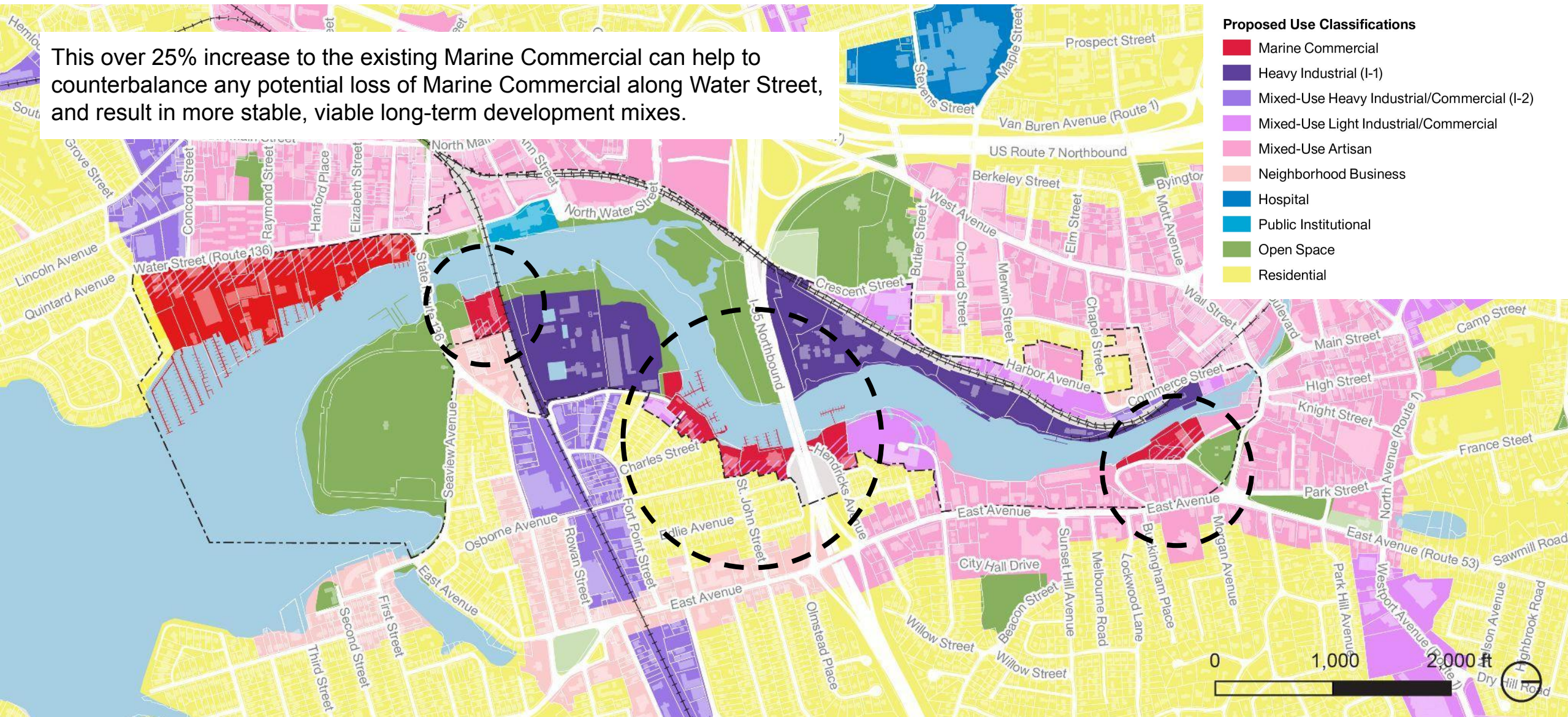
# Waterfront Land Use Vision: Existing Water-Dependent Use





# Waterfront Land Use Vision: Potential New Marine Commercial

This over 25% increase to the existing Marine Commercial can help to counterbalance any potential loss of Marine Commercial along Water Street, and result in more stable, viable long-term development mixes.



# Potential New Marine Commercial

1. How do you feel about the idea of expanding protected Marine Commercial zones on the waterfront?
2. Which area do you think is most important to prioritize for Marine Commercial?



# Q&A Pause

**Topic: Land Use Vision**

# Draft Recommendations

## 1. Land Use Vision

## 2. Capital Investment for Public Benefits

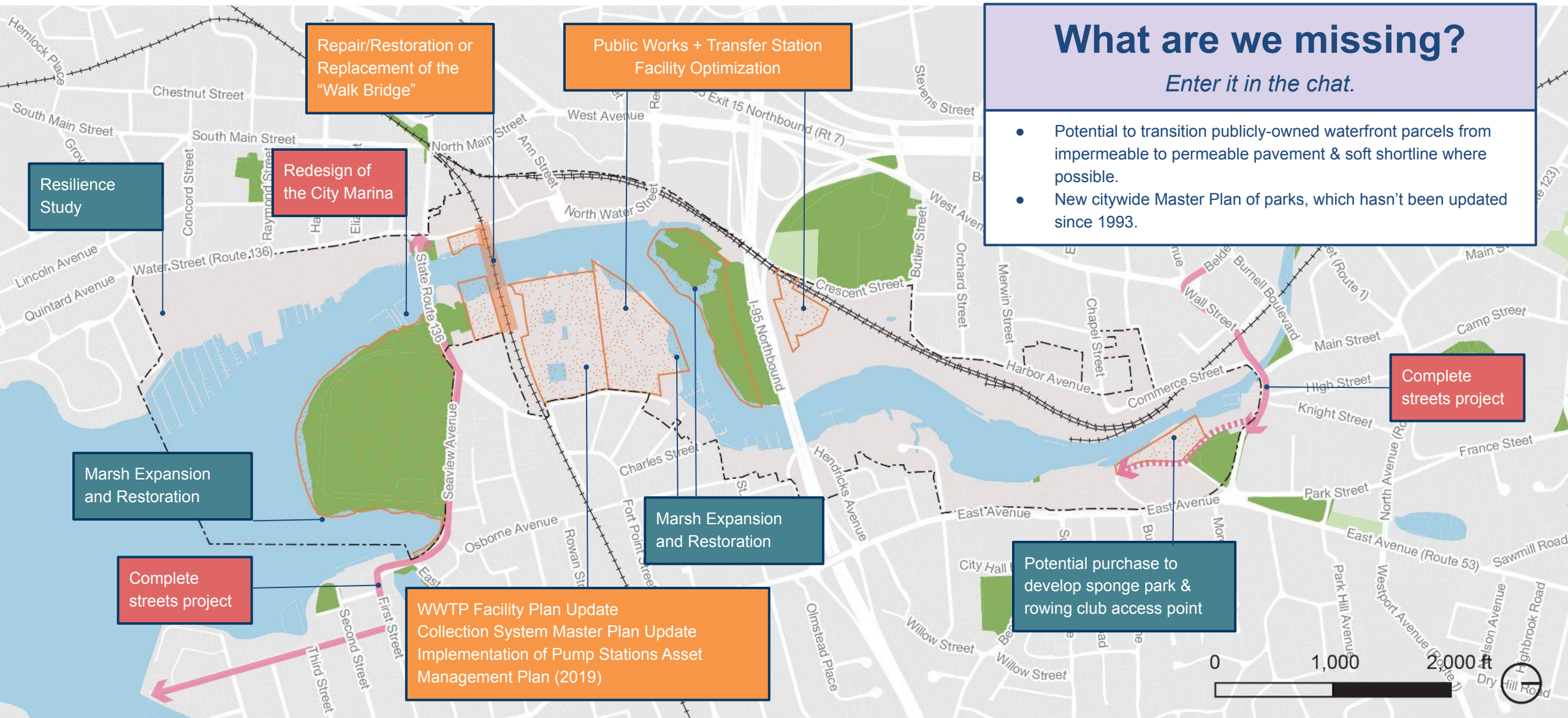
## 3. Policy Linking Development to Public Benefits

- *Retention, Protection & Reinvestment in Water-Dependent Businesses*
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- *Public Access & Resilience Enhancements*
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# Potential & Planned Capital Projects



# Q&A Pause

**Topic: Capital Investment for Public Benefits**



# Draft Recommendations

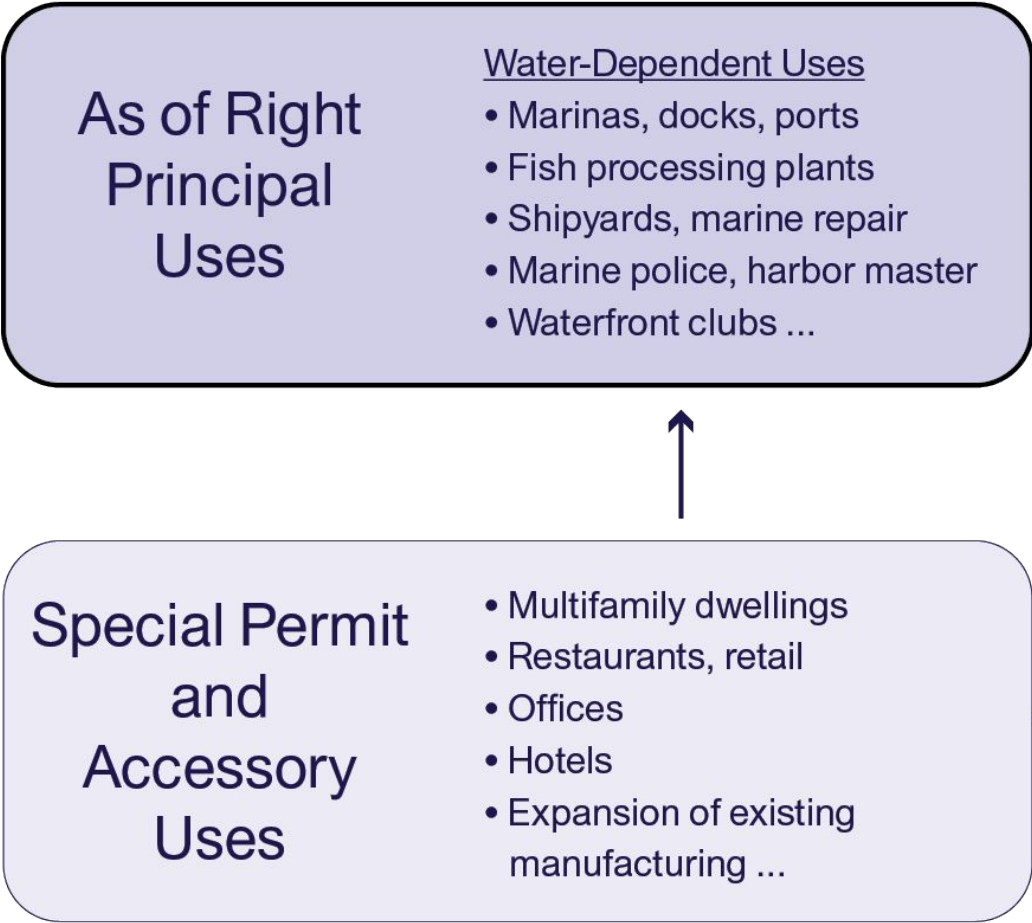
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# Marine Commercial - Existing Zoning Analysis



Regulations	Existing Zoning
Height (max)	4.5 stories and 52'
FAR (max)	1.0
Recreation Area (min)	150 sf per dwelling unit
Residential Density (max)	21.8 dwelling units per acre
Yards	
Agg. Side	20% of lot width, 20' max
Rear	30' from MHWL except lots that don't abut water, min 15'
Building Area (max)	35% for buildings 80% for buildings and parking

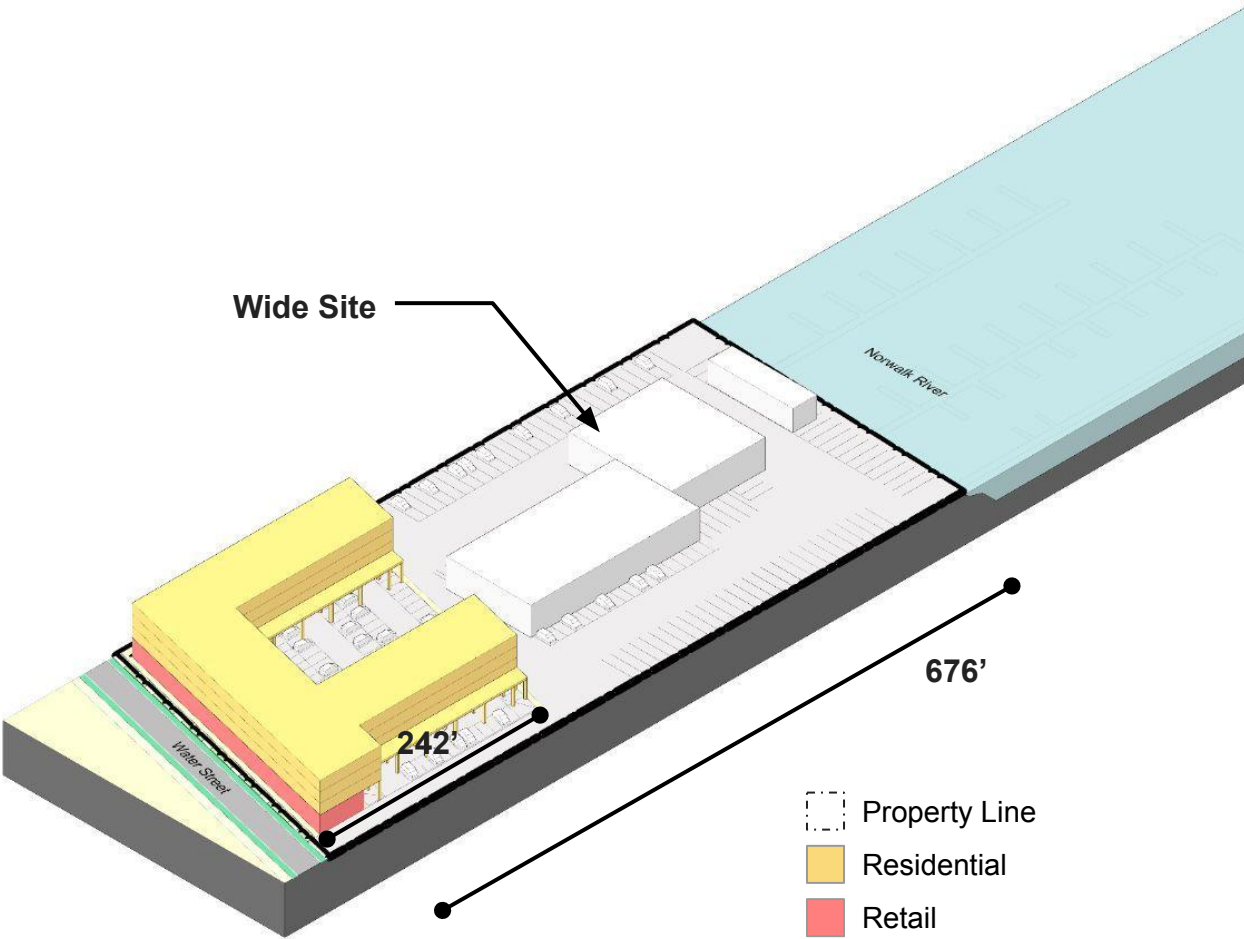
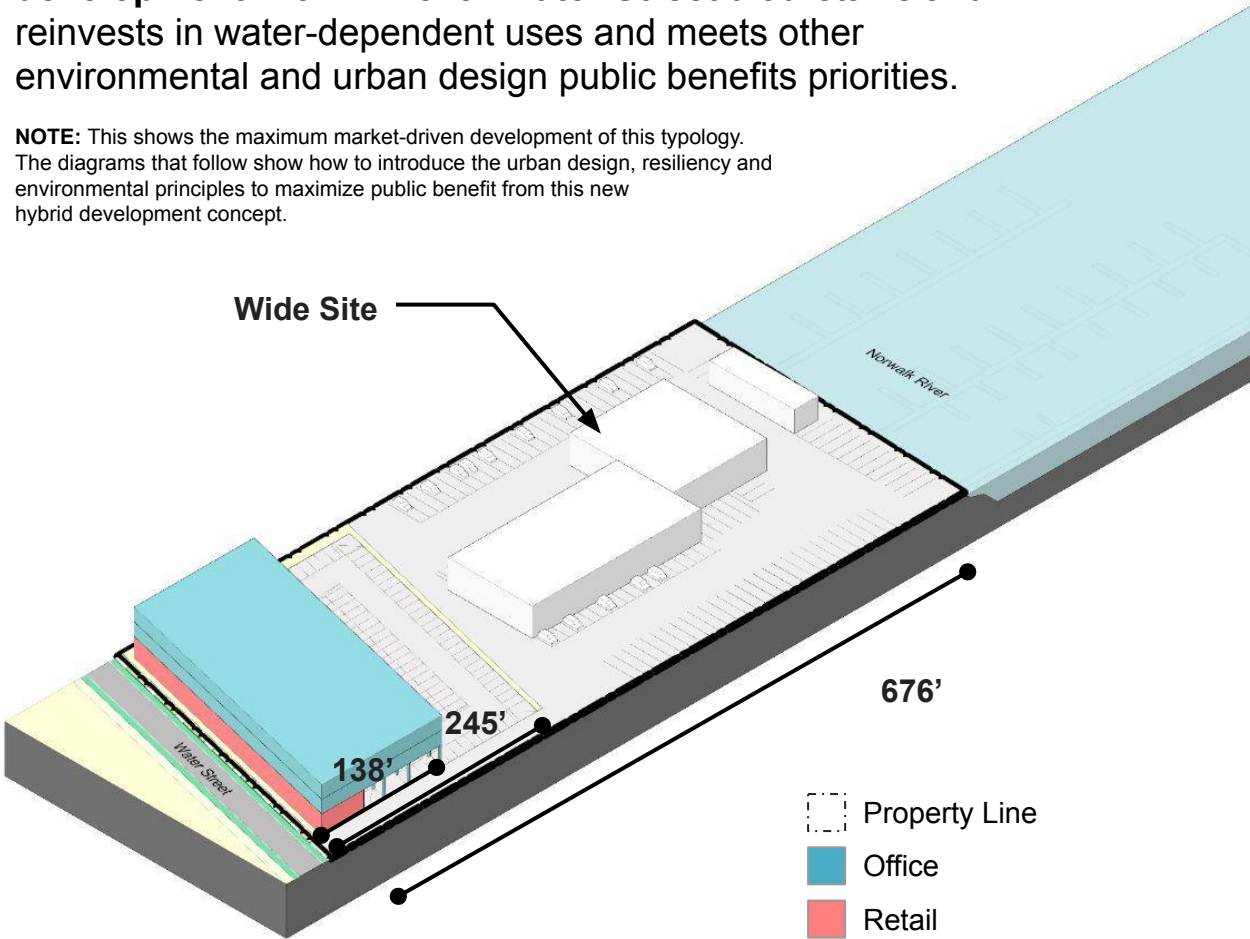
**Note:** Special Permits require a public hearing and approval by the commission.



# Marine Commercial Mixed-Use Concept

Create a streamlined path to approval for mixed-use development within 245' of Water Street that retains and reinvests in water-dependent uses and meets other environmental and urban design public benefits priorities.

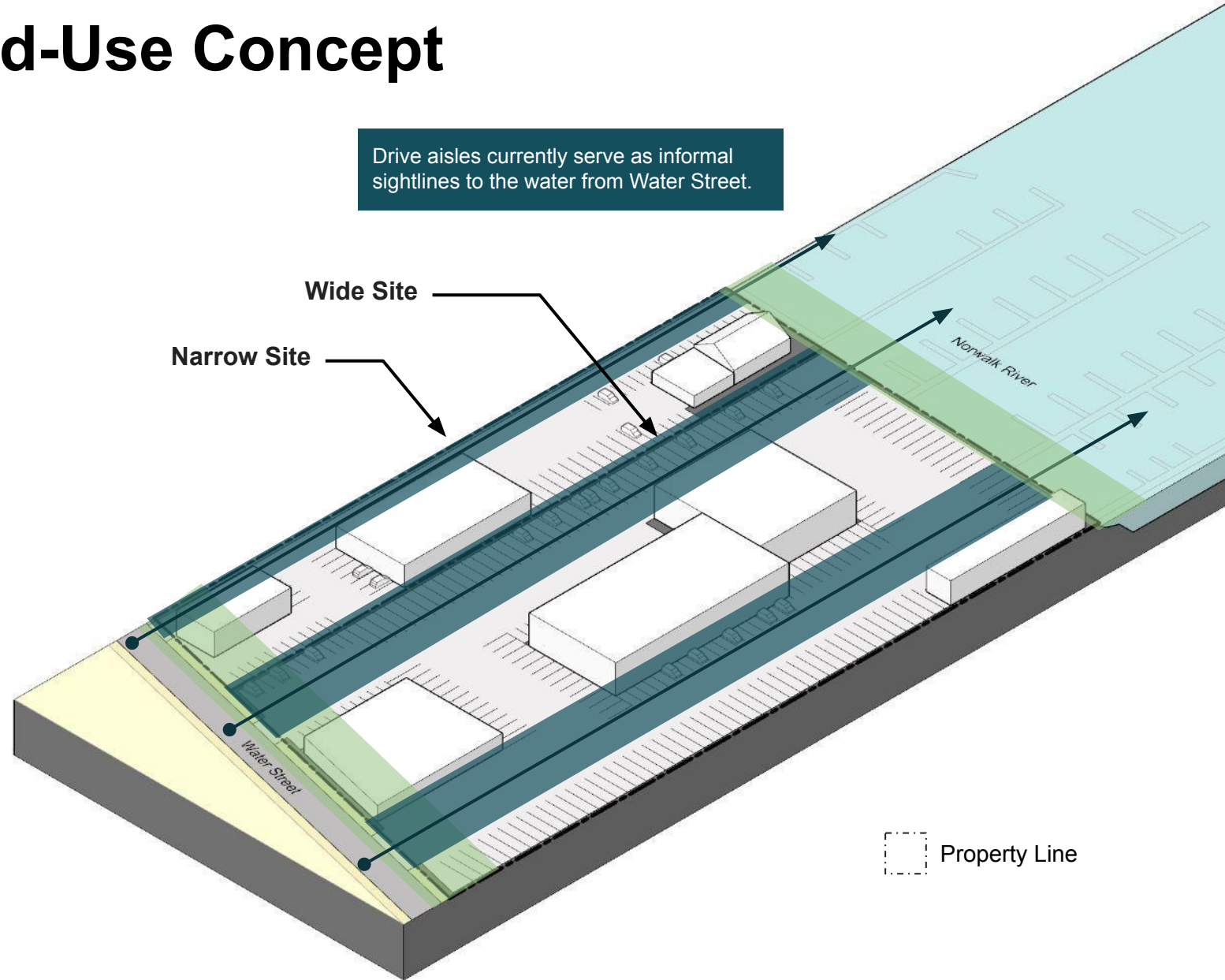
**NOTE:** This shows the maximum market-driven development of this typology. The diagrams that follow show how to introduce the urban design, resiliency and environmental principles to maximize public benefit from this new hybrid development concept.



# Marine Commercial Mixed-Use Concept

Urban design, resiliency & environmental opportunities:

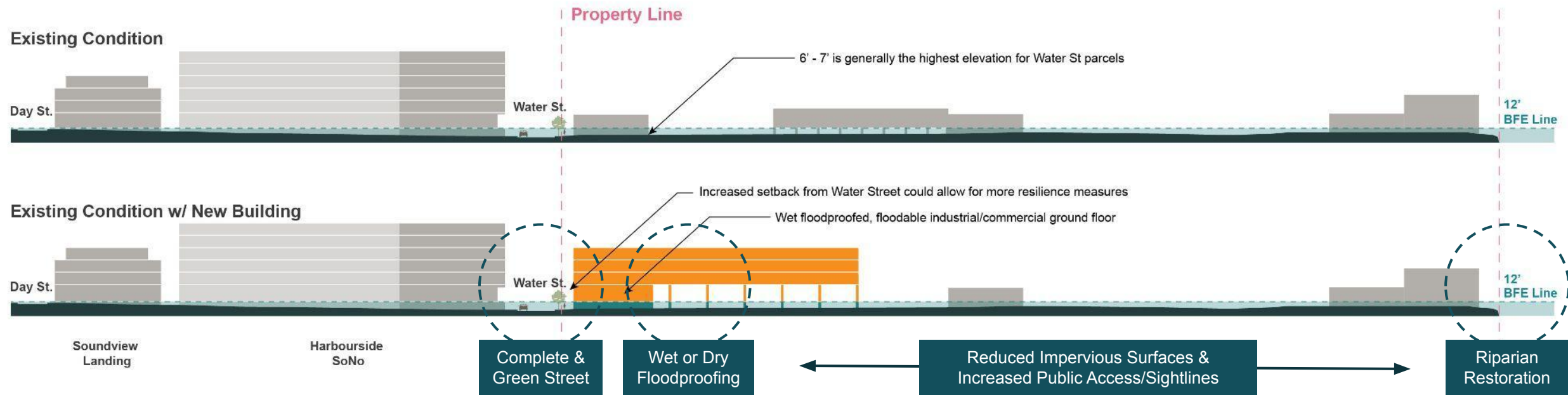
1. **Sightlines** from Water St and from streets that dead end into Water Street
2. **Limited Public Access** using the approach used for marinas with an esplanade on the East Bank.
3. **Water Street “Complete Street” Right-of-Way Expansion**
  - a. Resiliency Infrastructure “Greenway” Enhancements to improve inland flood protection, increase stormwater retention and reduce heat island effect
  - b. Bike & Pedestrian Infrastructure safe and comfortable dedicated paths for people cycling, walking or running along Water St.
  - c. Retail Public Realm to support more vibrant customer experience
4. **Improved Water Quality Incentives**  
reduce impervious surfaces and increase runoff water treatment standards, introduce “soft shoreline” with separate boating access



Property Line



# Marine Commercial Mixed-Use Concept



	Existing Zoning	Test Fits
Max Stories	4 ½	4
Max Height	52'	50'
Max FAR	1.0	0.5 - 0.65
Ground Floor Height	n/a	18'
Upper Story Height	n/a	10'8" residential 13'6" office

# Policy Linking Development to Public Benefits

In order to take advantage of new development typology within 245' of Water Street, the development must demonstrate that it is resulting in:

1. Retention, Protection & Reinvestment in Water-Dependent Businesses
2. Transit-Oriented-Development, Multi-Modal Connectivity & Innovative Parking
3. Urban Design Standards for Public Realm, Beautification & View Corridors
4. Public Access & Resilience Enhancements
5. Brownfield Remediation, Ecological Restoration & Water Quality Design Guidelines



# Water Street Marine Commercial Ground Floors & Public Realm

1. What ground floor uses do you want to see on Water Street?
2. If there isn't enough space for all of these enhancements to the public realm along Water Street, which would you value most?

# Q&A Pause

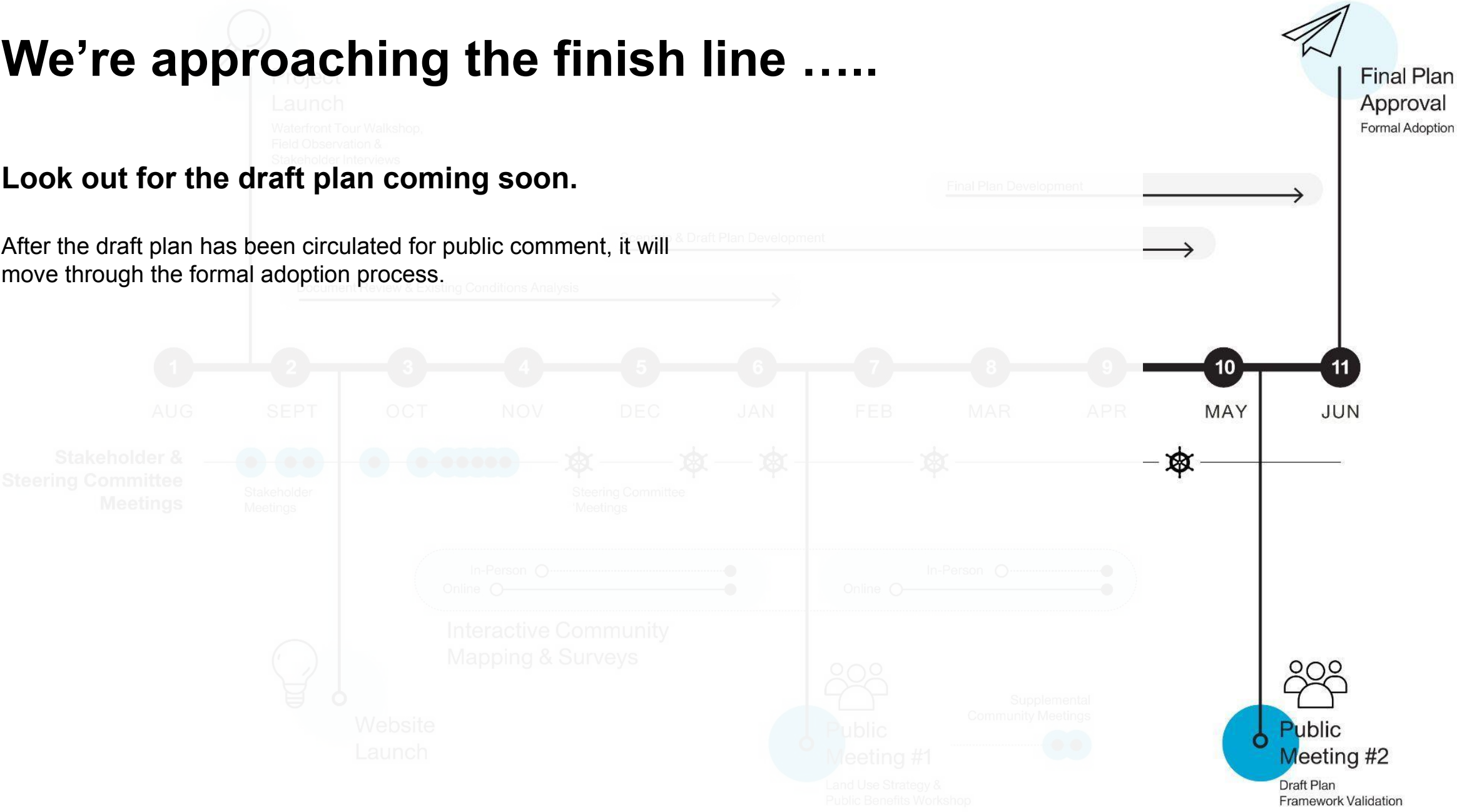
**Topic: Policy Linking Development to Public Benefits**



# We're approaching the finish line .....

Look out for the draft plan coming soon.

After the draft plan has been circulated for public comment, it will move through the formal adoption process.



# Additional Questions and Comments?

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- **Michelle Andrzejewski** - [MAndrzejewski@norwalkct.org](mailto:MAndrzejewski@norwalkct.org)

**- end -**