

# Appendix A: Detailed Documentation of Community Engagement

# Appendix A-1: Stakeholders Interviewed

## ***Public Agencies, Utilities, Non-Profits & Institutional***

- CIRCA
- Norwalk Redevelopment Agency
- Harbor Watch (+ Dick Harris, Water Quality Consultant)
- Maritime Aquarium
- Yankee Gas / Eversource
- City of Norwalk Parks & Recreation Department
- City of Norwalk Water Pollution Control Authority (WPCA)
- City of Norwalk Public Works Department
- Norwalk Harbor Management Commission
- Shellfish Commission
- Mayor's Water Quality Committee
- East Norwalk Neighborhood Association (focus group presentation)
- Norwalk Housing Authority (focus group presentation)

## ***Inner Harbor Heavy Industrial Businesses***

- King Industries
- Devine Brothers
- O&G Industries

## ***Oystering & Marine Construction***

- Copps Island Oyster & Bloom Brothers Oysters and Clams
- Water Street Marine Construction (Gary Wetmore)

## ***Rowing Clubs***

- Fairfield University Rowing
- Maritime Rowing Club
- Norwalk River Rowing
- Connecticut Boat Club

## ***Marinas, Boat Clubs, Boat Dealers & Service***

- Total Marine
- Ischoda Yacht Club
- Pastimes Athletic Club
- South Norwalk Boat Club
- Oyster Bend Yacht Club & Marina
- Marine Max
- United Marine Boatyard
- Marine Magic
- Rex Marine

## ***Other Water Street Developers & Property Owners***

- Spinnaker Real Estate Partners
- Elliot Gersten (Property Owner)
- Joseph Najamy (Business and Property Owner)
- Bruce Beinfeld (Architect)
- David Waldman (Property Owner)
- Bethany Brierly (Property Owner representative)
- Gregg Nanny (Property Owner representative)
- Leonard Dinardo (Property Owner)
- Bill Gardella (Business and Property Owner)
- Second Taxing District Representative (David Westmoreland)

# Appendix A-2: Land Use & Public Benefit Survey Results

# A. Broader Marina District

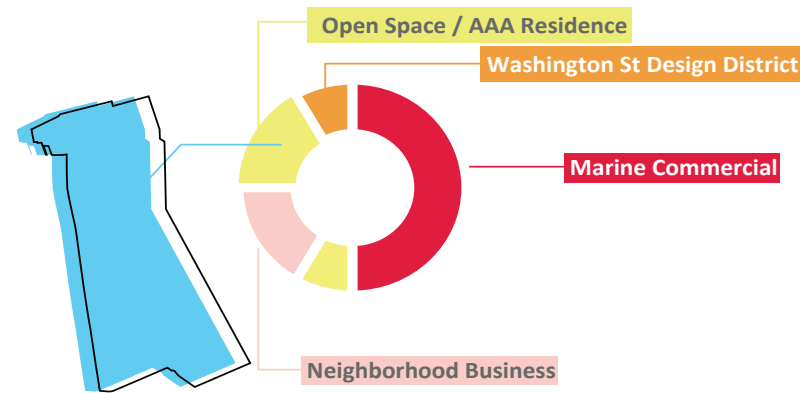


Aerial Map

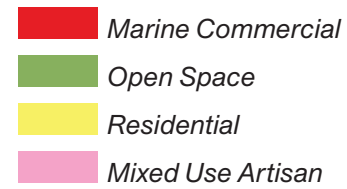
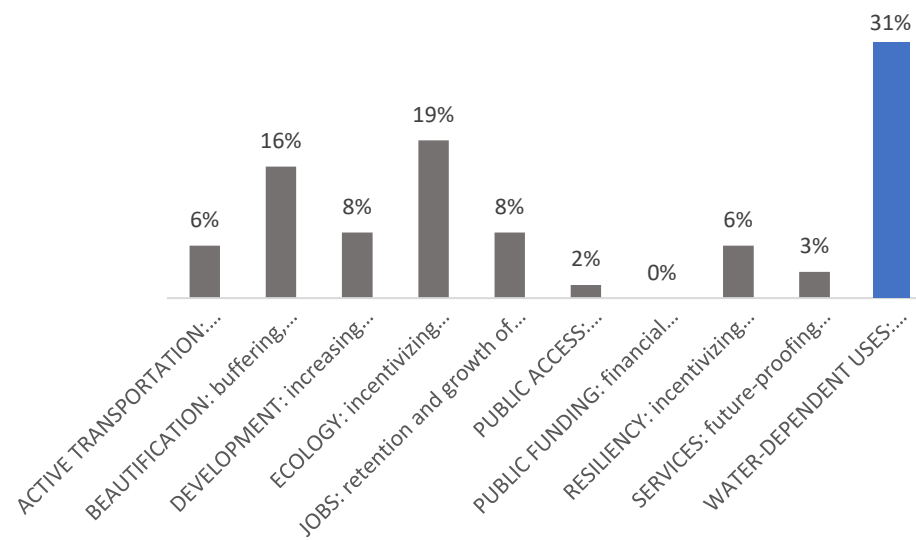
## Guiding Questions

- How can we use land use policy to create an amenity-rich experience that is greater than the sum of its parts
- How do we connect water-dependent commercial uses to the Washington Street corridor amenities?

## Existing Zoning



## Public Benefits Priorities



## Scenario Priorities

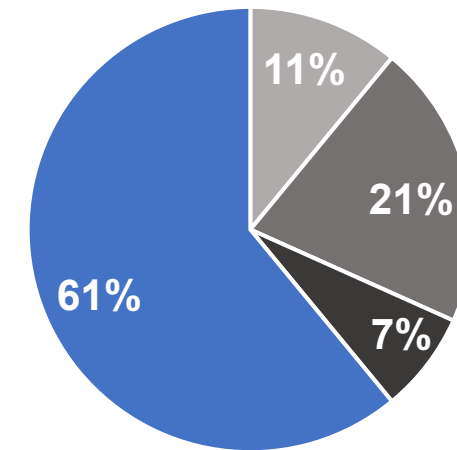


Figure 69. Engagement Summary of District A Polling

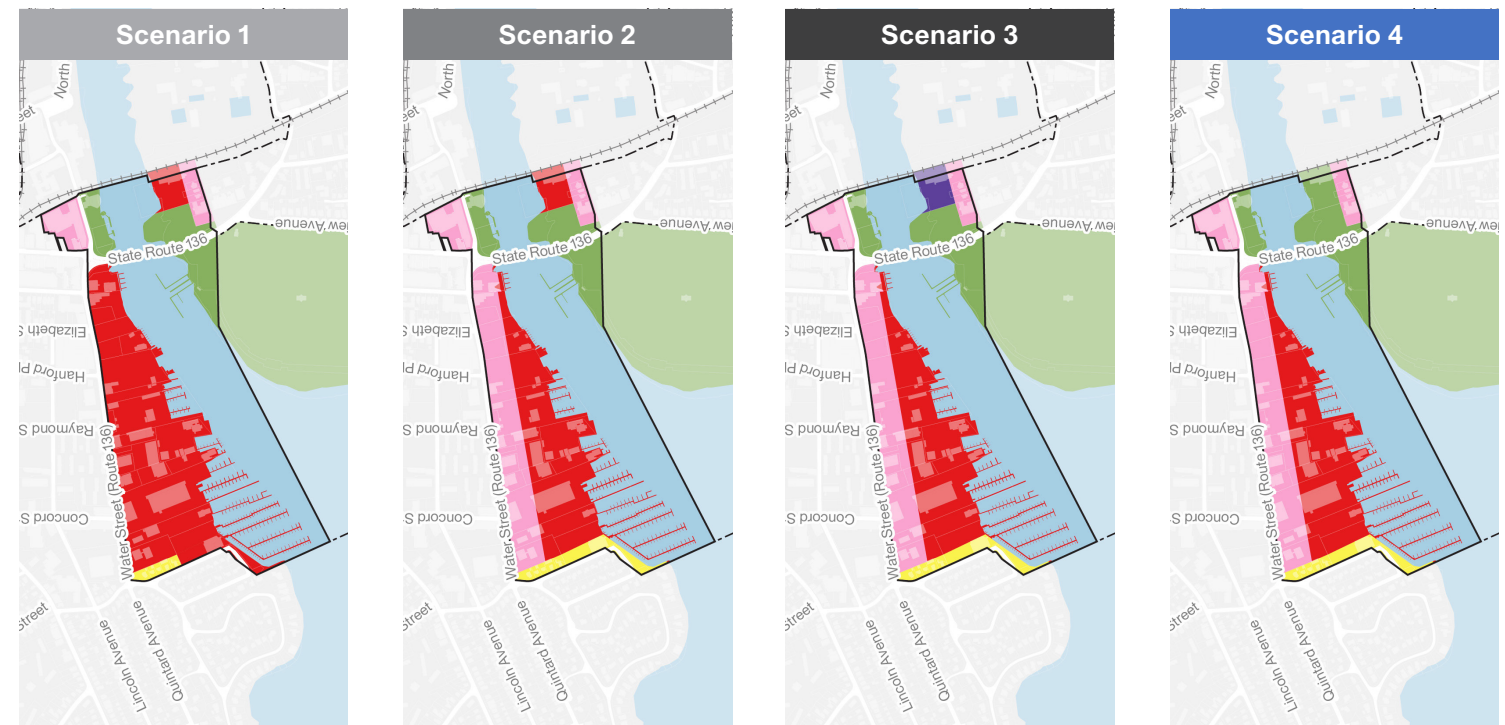


Figure 70. Land Use Scenario Maps



# B. Washington St / Oyster Shell Park District

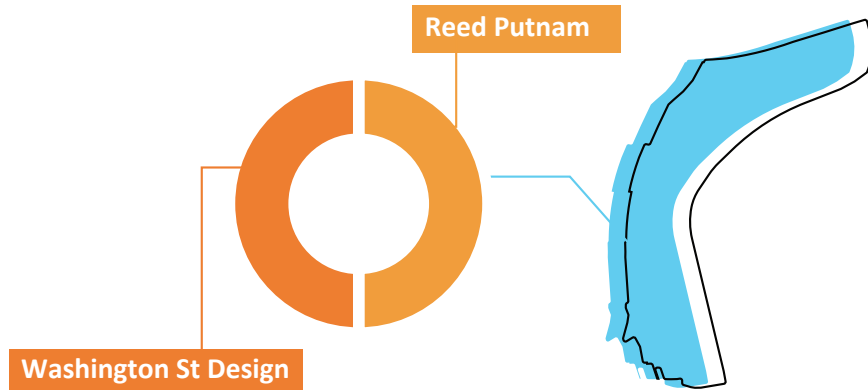


Aerial Map

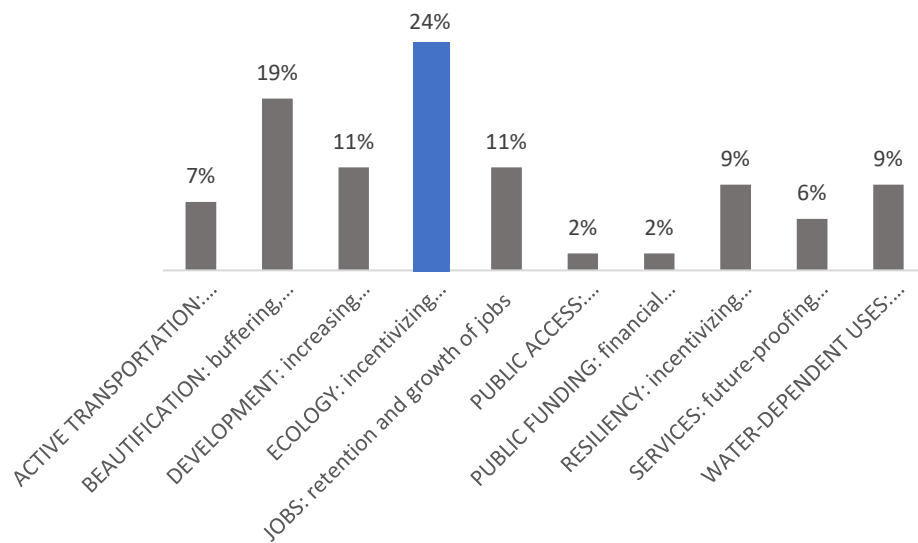
## Guiding Question

- How can we activate the ground floor spaces facing the water and create a more dynamic and cohesive public experience from Washington Street north along the water?

## Existing Zoning



## Public Benefits Priorities



## Scenario Priorities

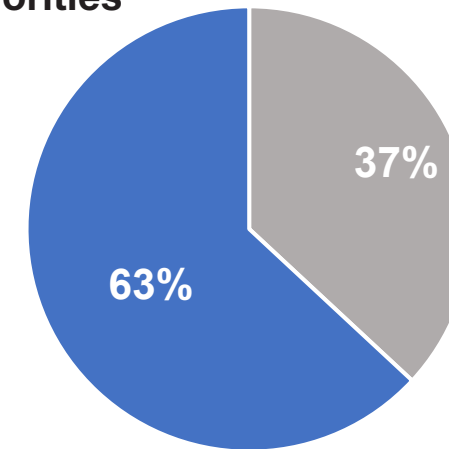


Figure 71. Engagement Summary of District B Polling

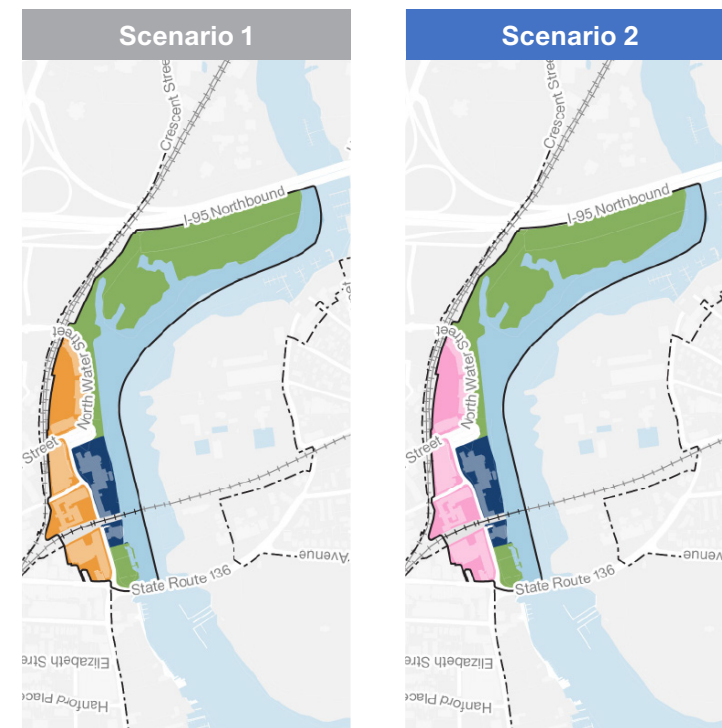
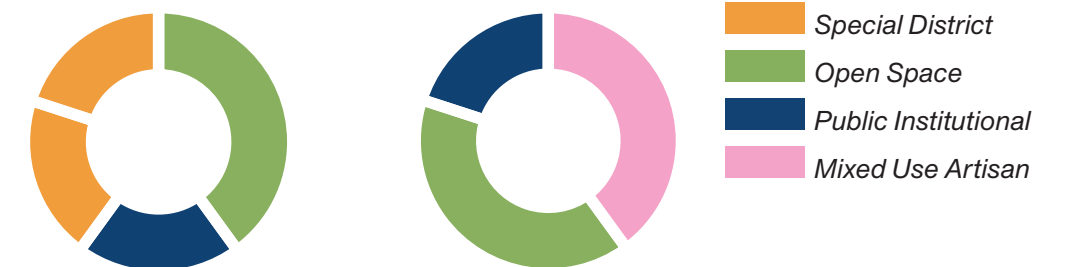
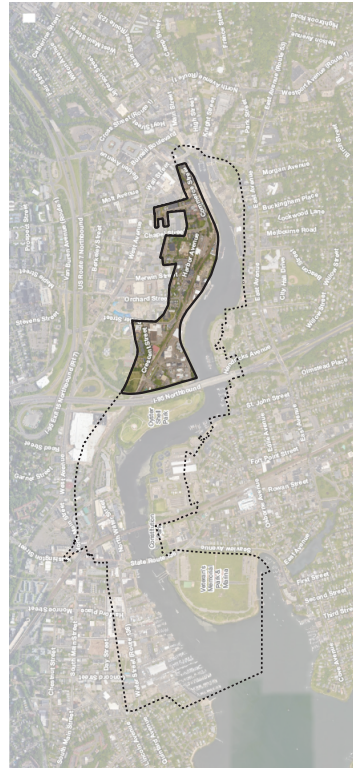


Figure 72. Land Use Scenario Maps



# C. Industrial-CBD Transition District

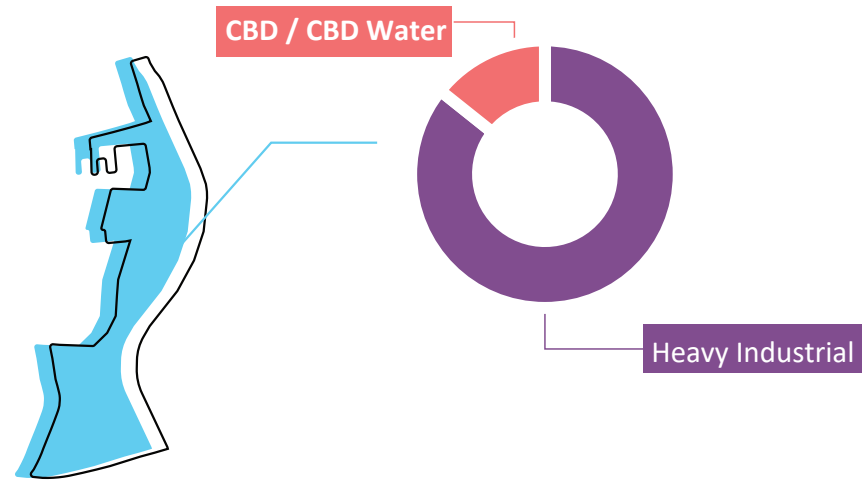


Aerial Map

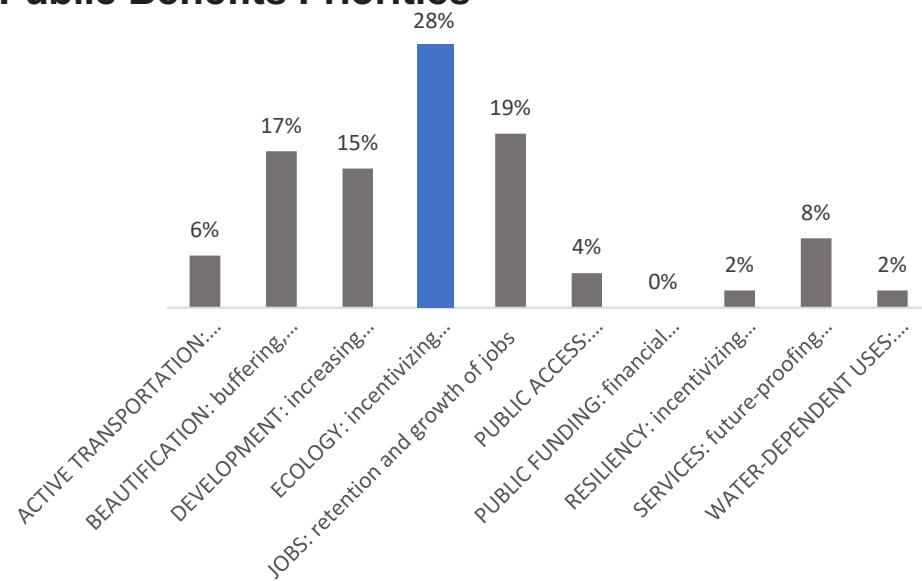
## Guiding Question

- How can we incentivize a more incremental, buffered transition from the heavy industrial west bank into the upland residential and open space uses?

## Existing Zoning



## Public Benefits Priorities



## Scenario Priorities

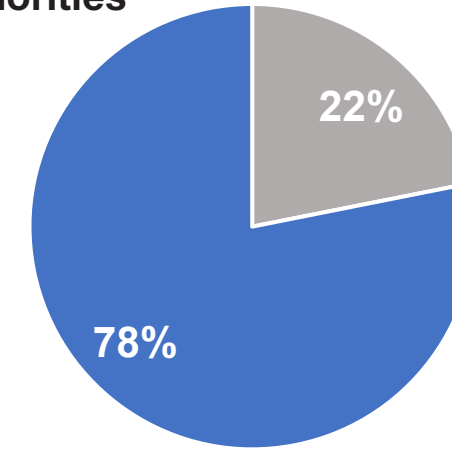


Figure 73. Engagement Summary of District C Polling

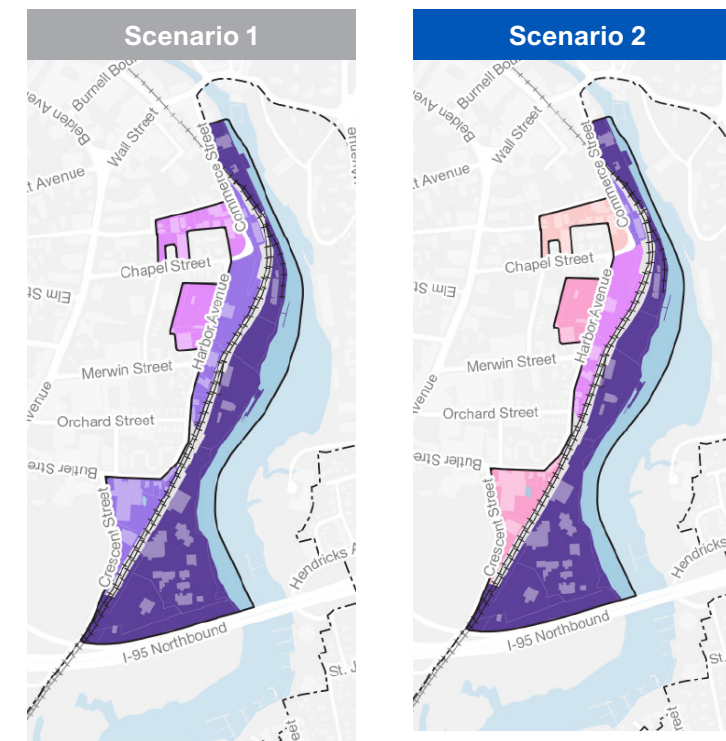
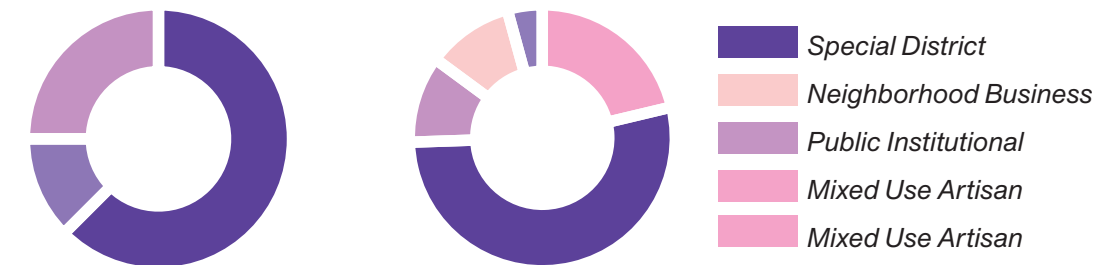
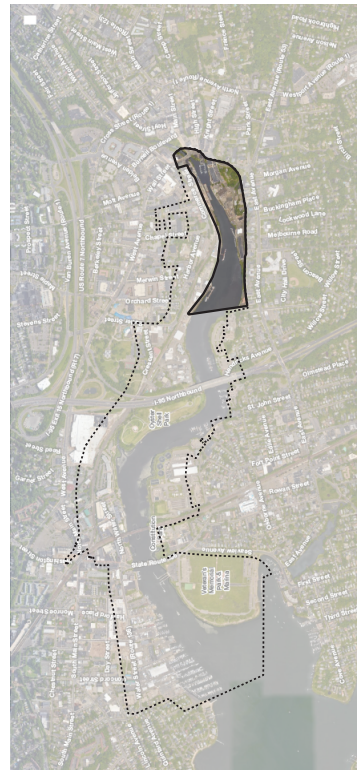


Figure 74. Land Use Scenario Maps



# D. East Bank Industrial-Mixed Use Transition

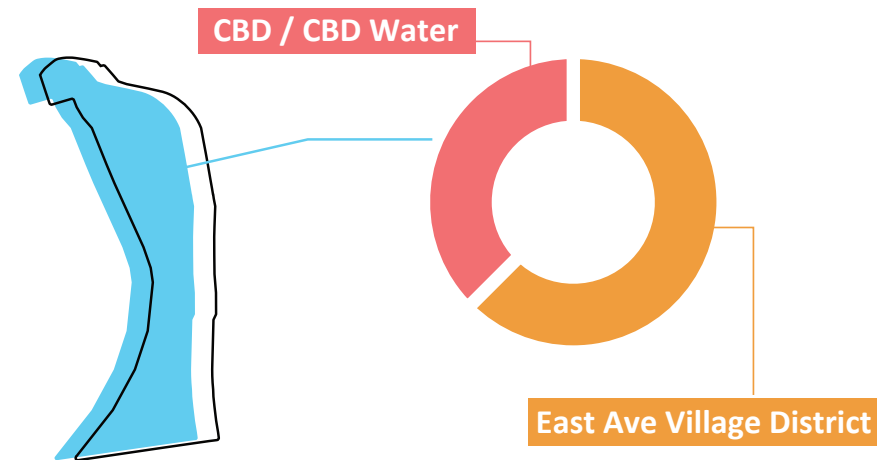


Aerial Map

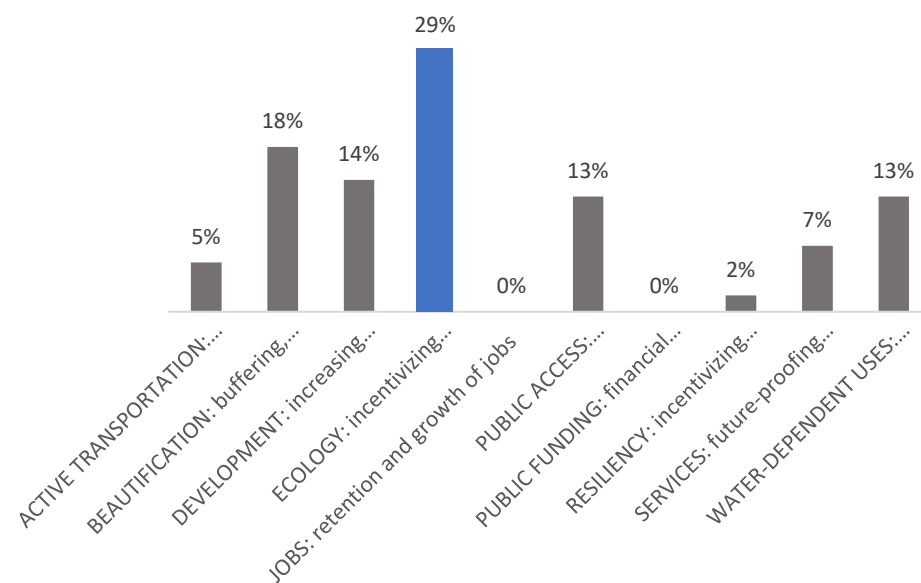
## Guiding Question

- How can we create a more cohesive and connected experience among the divergent land uses in this area so that East Ave feels more connected to the water?

## Existing Zoning



## Public Benefits Priorities



## Scenario Priorities

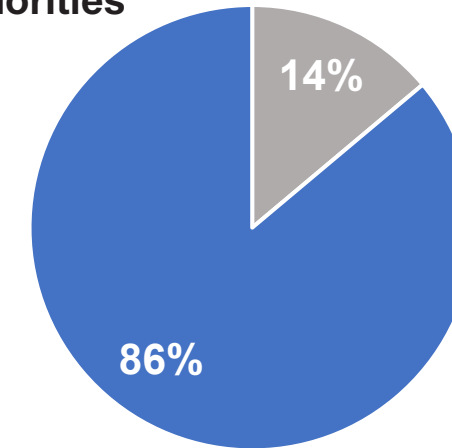


Figure 75. Engagement Summary of District D Polling

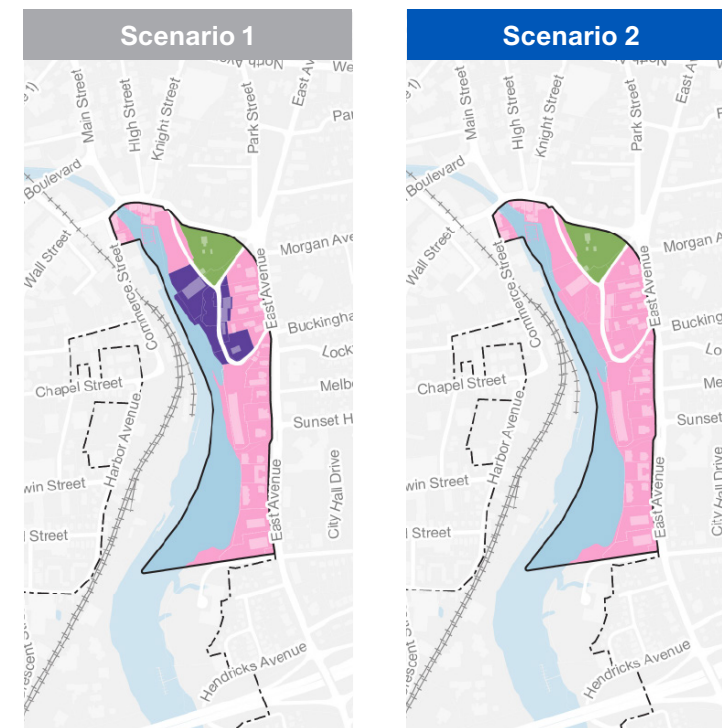
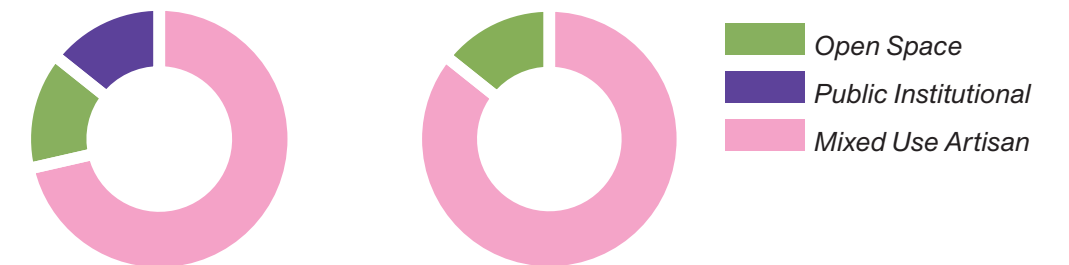
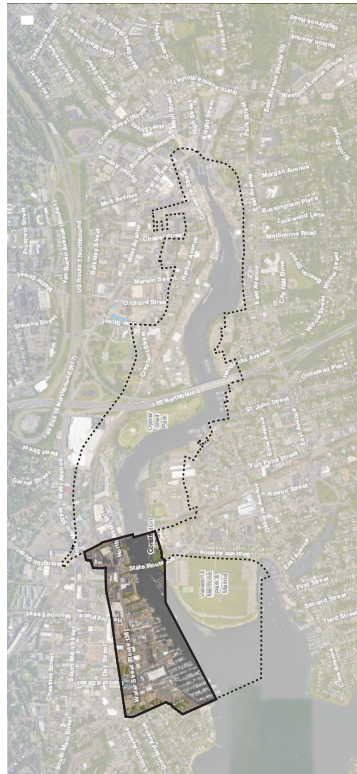


Figure 76. Land Use Scenario Maps



# E. Mini Industrial-Marina District

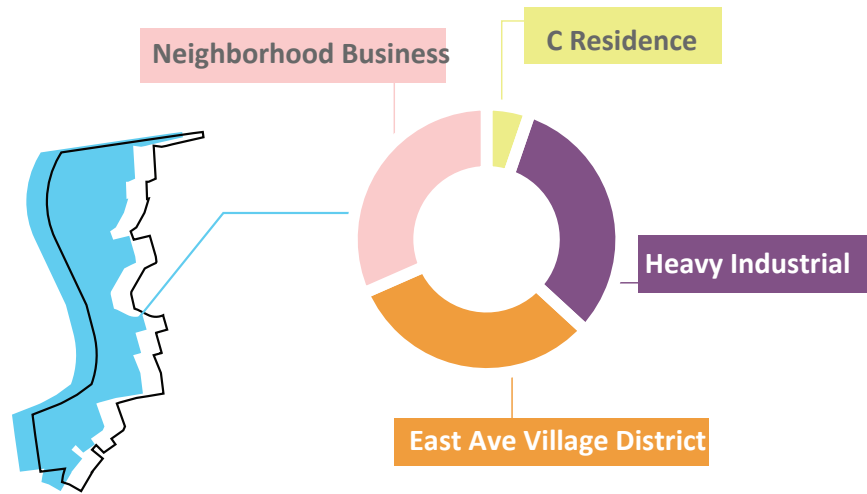


Aerial Map

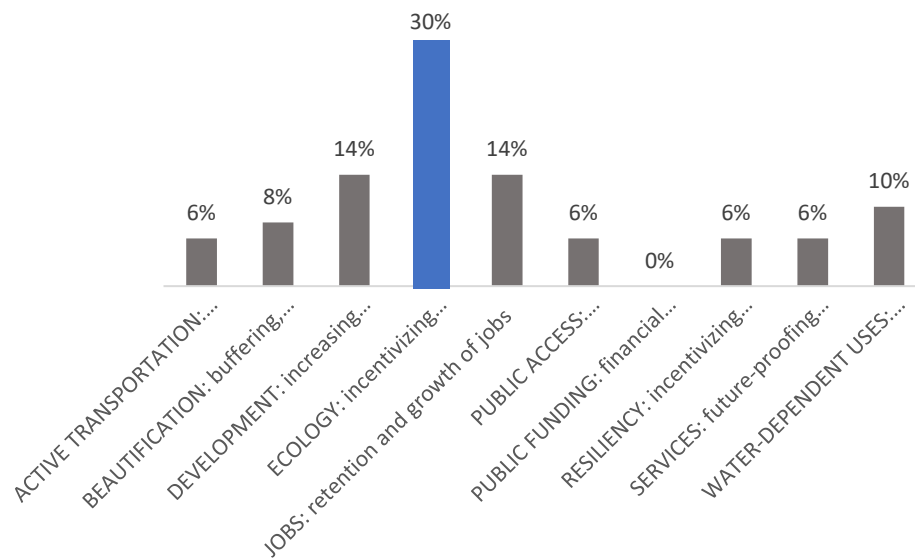
## Guiding Question

- How can we incentivize the continued development of a mutually beneficial mix of water-dependent commercial, light industrial, research and development, and healthcare facilities that respect and enhance the residential neighborhoods surrounding them?

## Existing Zoning



## Public Benefits Priorities



- Neighborhood Business
- Mixed Use Heavy Industrial / Commercial
- Mixed Use Light Industrial / Commercial

## Scenario Priorities

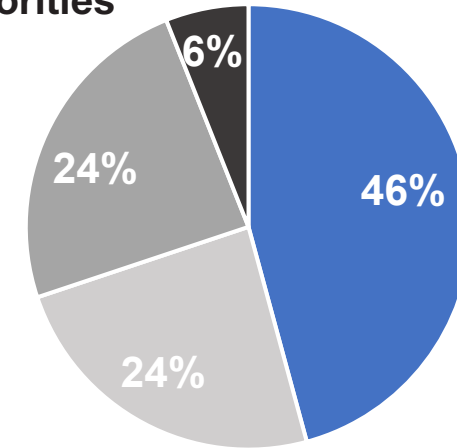
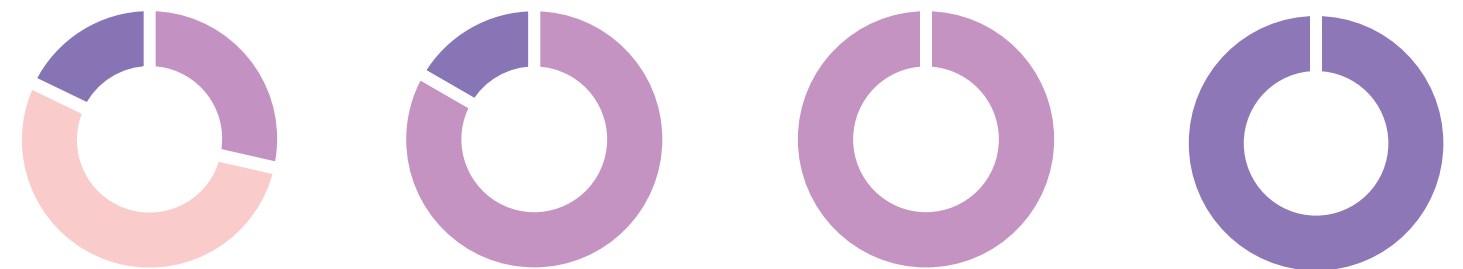
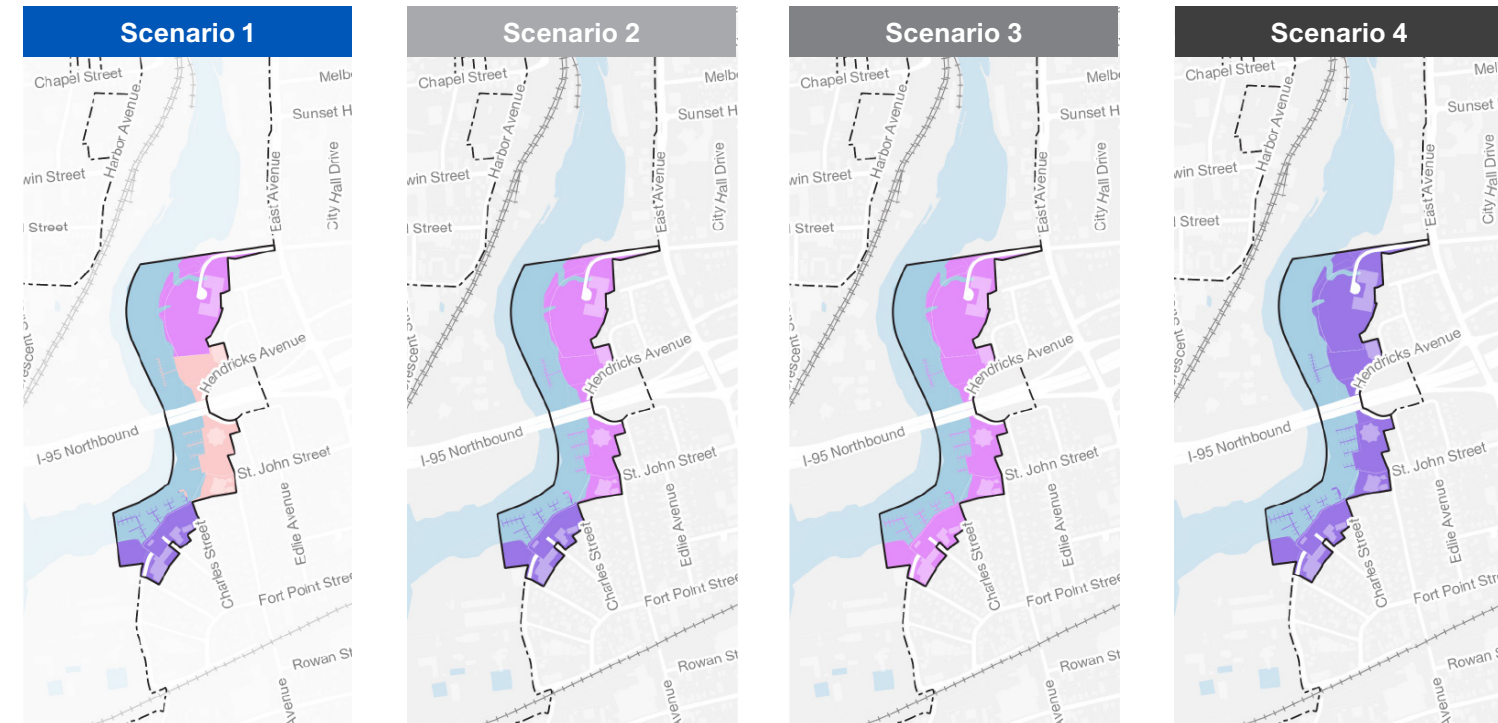


Figure 77. Engagement Summary of District E Polling

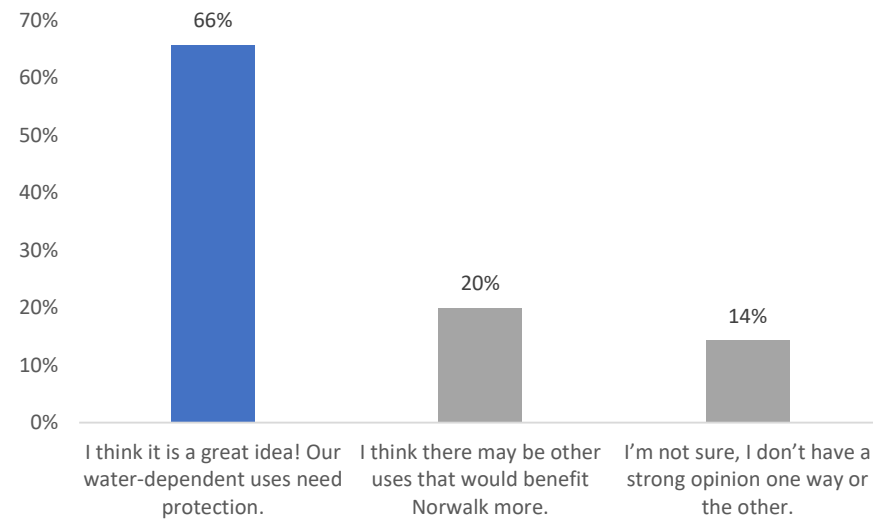




# Appendix A-3: Marine Commercial Survey Results

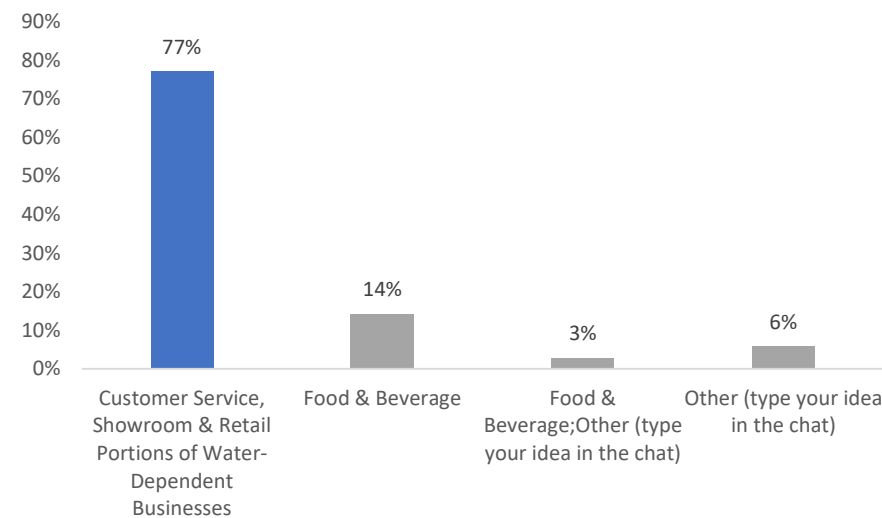
## 1. How do you feel about the idea of expanding protected Marine Commercial zones on the waterfront?

66% of participants think it is a great idea to expand protected marine commercial zones on the waterfront



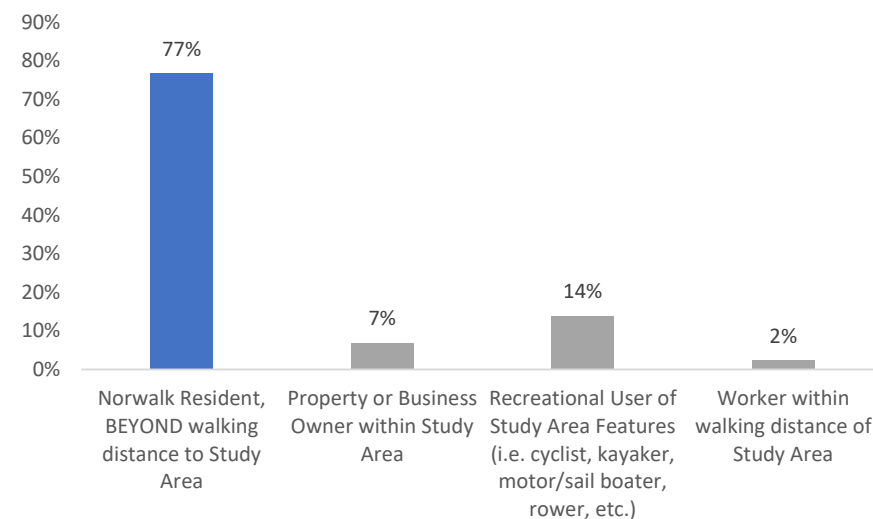
## 2. What ground floor uses do you want to see on Water Street? (check all that apply)

77% of participants want to see customer service, showroom & retail portions of water dependent businesses on Water St.



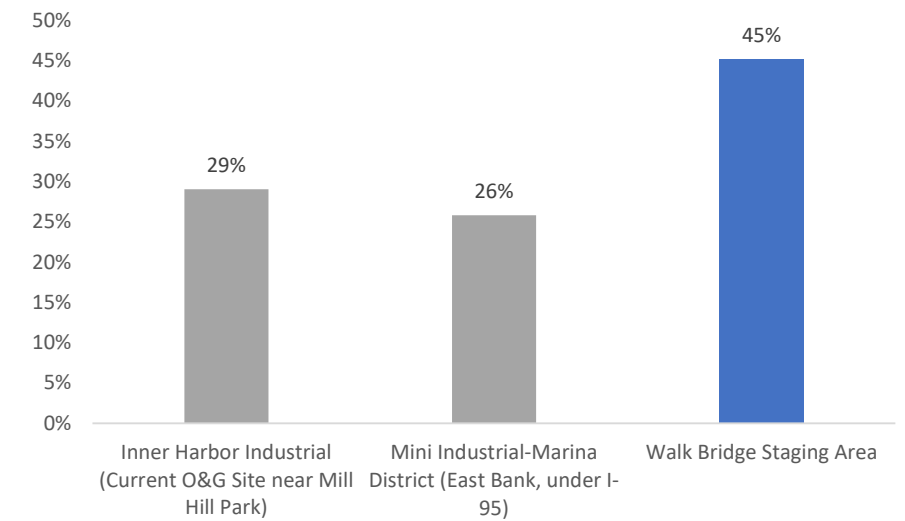
## 3. What is your relationship to the Study Area for this planning process? (check all that apply)

77% of participants identified as Norwalk Residents living beyond walking distance to the study area.



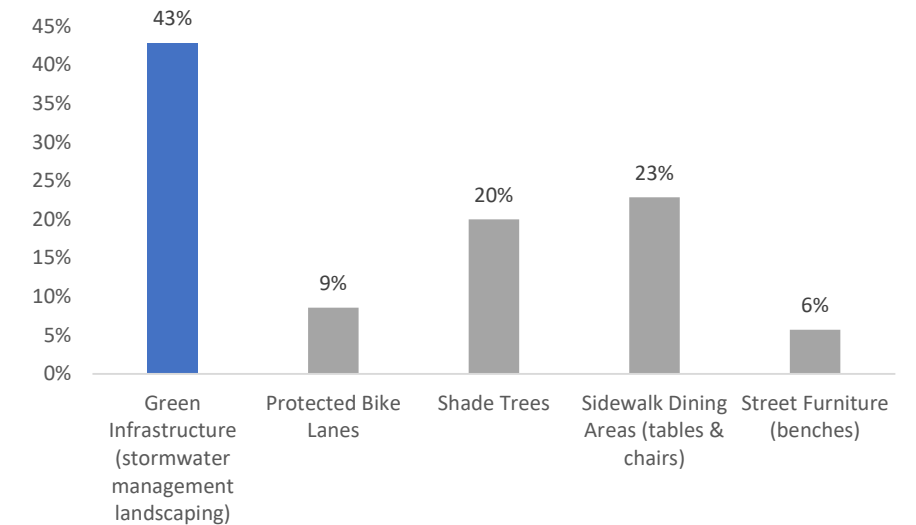
## 4. Which area do you think is most important to prioritize for Marine Commercial?

45% of participants think it is most important to prioritize the Walk Bridge Staging Area.



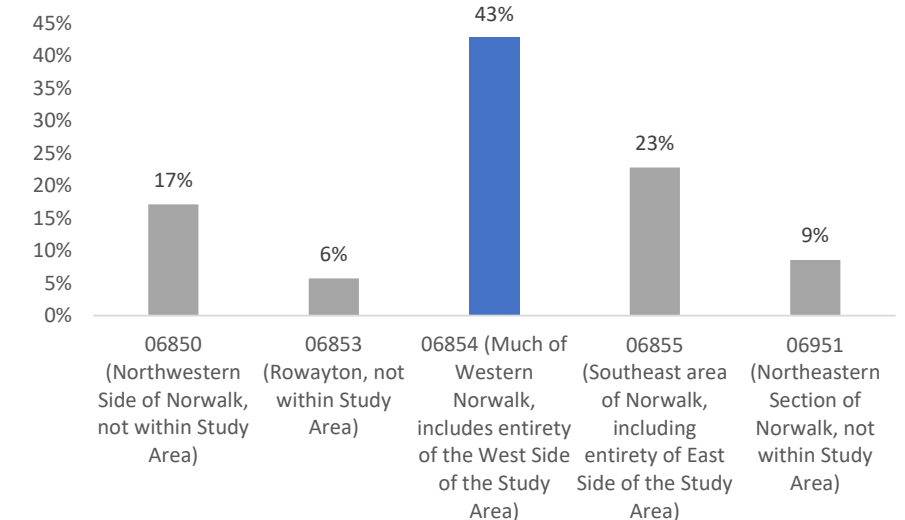
## 5. If there isn't enough space for all of these enhancements to the public realm along Water Street, which would you value most? (pick one)

43% of respondents value green infrastructure enhancements the most along Water St.



## 6. What is your zip code? This helps us understand who we are hearing from.

43% of participants responded that they are from zip code 06854, which includes much of Western Norwalk and the West Side of the Study Area.



# Appendix A-3: Draft Plan Framework Questions & Answers

Question	Answer
Can we please get a count of how many people are present at this Zoom Meeting.	60 people
Can we be please be seen on Zoom when we ask questions at the end?	Yes, you will be visible to the audience when you make comments and ask questions.
Why aren't we having live meetings to discuss possible rezoning of waterfront zones?	Everyone will be able to make comments or ask questions, either here or verbally at specific points during the presentation.
How many people are in attendance/registered to attend?	62 people
Tim, that's not an answer to the question about zoom versus live meetings.	live answered
Will it be possible to request a copy of the meeting recording?	As soon as the IT department posts the video to the City's YouTube channel it will be available.
How committed are political stakeholders in the City of Norwalk Governor Lamont's goal of doubling the populations of Connecticut's cities, and how will these studies help Lamont achieve this goal? <a href="https://www.usnews.com/news/cities/articles/2020-01-15/connecticut-gov-ned-lamont-hopes-to-double-the-states-city-population">https://www.usnews.com/news/cities/articles/2020-01-15/connecticut-gov-ned-lamont-hopes-to-double-the-states-city-population</a>	The issue of doubling, let alone increasing Norwalk's population, was never discussed as part of this study and is not included as a goal in the draft recommendations.
How was social pinpoint input collected on these issues incorporated into the report?	Social pinpoint is an online mapping platform that we used to survey residents in Norwalk regarding their preferences for the waterfront. We took that input and synthesized it into the graphics we presented today.
Back in the 80's deep made an agreement not to follow up on a lawsuit with Norwalk when the Marine industrial zone was formulated. What was that exact agreement.	live answered
We know that we have had multiple storms designated as 100 year storm in the past 10 years. In one year period of time we had 3. Why isn't that being considered in your mapping?	live answered
How much control does Norwalk really have if it seems like most of the waterfront land comes under either federal or state jurisdiction?	live answered
If buildings need to be elvecated to meet Fema, how is this going to affect the overall height of the proposed buildings	live answered
When we obtain the interpretaion of archaeological findings from the Native American Fort site from UCONN /State of CT DOT would like to see there be interpretive signage in that location of the findings of the thousands of objects which are sure to be very enlightening.	That's a great suggestion. We will reach out to folks with knowledge of this to see what is possible.
What additional engineering studies would be required in order to develop the waterfront without disturbing shellfish beds and vulnerable horseshoe crab habitats?	This plan has no recommendations which should pose a threat to the shellfish beds. There are recommendations related to improving water quality and protecting the marine industries.
Can you please explain to the audience the significance of Norwalk's Municipal Coastal Program approved by DEEP and also how the CT Coastal Management Act provides a significant framework for what you are doing? And why guiding the beneficial use and conservation of coastal resources is not an important part of your purpose?	live answered

Can you please explain to the audience the significance of Norwalk's Municipal Coastal Program approved by DEEP and also how the CT Coastal Management Act provides a significant framework for what you are doing? And why guiding the beneficial use and conservation of coastal resources is not an important part of your purpose?	As part of the overall research and understanding of the study area and what rules and planning documents govern this complex area, numerous documents were reviewed, including the relevant state legislation, the Harbor Management Plan, the Citywide Plan, etc. Within those documents and legislation, the paths available to the City are outlined. Our draft plan recommendations are consistent with those plans and regulations.
Are there any preliminary studies of the likely economic impacts of the different proposed approaches?	The Plan will provide an economic overview of the impacts of the various businesses within the study area, including the marine commercial areas. Completely capturing all the offshoot impacts from the related industries is difficult to wholly capture, but is significant and important to the City.
Over the past decade storms have dropped 4-10 inches of rain making storm water management critical. Did the consultants consider a Stormwater Authority given the "complexity" they have pointed out?	That is a recommendation within the Citywide Plan and an important conversation that the City needs to have.
Will this document be used at a future date by City to seek State and Federal funds for economic development opportunities and infrastructure improvements?	Yes; plans such as this are often the basis and justification for seeking grant funding.
Why wasn't Manresa include in a Master Plan for Norwalks waterfront? This area is a blank slate and has the potential to balance developement pressure in SONO.	There was a plan for Manresa that the City and neighbors participated in several years ago.
Our responsibility/due diligence should be prior to finish this project we should be aware of deeps position.	City staff has been actively discussing the study with DEEP and are confident that the recommendations of the plan will be consistent with City and State goals.
Please also be sure to post all the chat and Q&A dialogues.	Will do!
Who owns the property at the walk bridge staging area?	live answered
Rowayton, a village district on the water in Norwalk, isn't included in this study, but a new waterfront building recently went up, new condos, great for the developer, but not for residents. Is this what we can expect all around Norwalk with your re-zoning allowing increased residential, bigger buildings?	live answered
What additional discussion and analysis will happen around the 3 proposed uses for the construction site for Walk Bridge? Wastewater treatment would be the last thing we need in the middle of the mixed use artisan and recreational use surrounding it...	live answered
What additional discussion and analysis will happen around the 3 proposed uses for the construction site for Walk Bridge? Wastewater treatment would be the last thing we need in the middle of the mixed use artisan and recreational use surrounding it...	As Zoe indicated, the plan intends to provide viable options for several of the discussion areas; whereas, in other areas there was more concrete and specific recommendations. Ultimately, the City can modify any of the proposals upon final adoption.
can you take a moment again to define "marine commercial" and examples of uses	Section 505 in this link provides more detail: <a href="http://norwalkct.org">ARTICLE-50 (norwalkct.org)</a>
As a former resident of Riverway Condo, what happened to the residential and recreational use plan and the walkway going thru all Norwalk short up into Wilton? We seem to be going in a different direction.	You may be referring to the Norwalk River Valley Trail, the access along the existing parts of the harbor will remain. The Norwalk Redevelopment Agency is currently working on a plan to improve connections for the harbor loop trail.

Can you describe a little more what the Marine Commercial zone looks like? E.g., are we talking about marinas for recreational boats, docks for fishing boats, waterside dining, or something else? How well does this zone lend itself to pedestrian access?	Certain Marine Commercial uses are not conducive to public access. Consider O&G or an active boatyard. They often involve heavy machinery working right at the water, so there are locations where public safety needs to be considered a priority.
It sounds like this study will not permit residential development--six story apartment buildings--in the study area, based on a previous response. Is that a fair assessment of where you stand on rezoning?	That is correct. While the final zoning will be drafted after the plan is complete, initial discussions and considerations are that a) maintaining and enhancing water dependent uses is primary goal of the plan; 2) residential height and density at the levels seen near the train station are not appropriate here.
Currently happening is 50 feet of clear-cutting by Eversource through East and South Norwalk (25 feet on each side of the power lines/RR line) straight through these zones - would be nice to include space for the replanting of "real" trees. There are whole river banks of trees slated to be cut.	live answered
What's a sponge park?	live answered
To follow up on Manresa, so if Utile is deferring to the EIA from 2018 will the zoning of Manresa be add to the master re-zoning plan	As part of the comprehensive Norwalk rezoning, the entire City is being reviewed.
you have areas designated for marsh expansion. With rising sea levels the areas would need to be filled in to accomodate this.	live answered
Is the King Industries property going to be unused once King moves its HQ - will that property be in play for new use?	We spoke with representatives from King as part of this process. It's our understanding that the Norwalk site is important to their business.
TOD anywhere near along waterfront deserves its own discussion -	live answered
Interested in the future of Manresa??? Join us here <a href="https://www.manresaneighborhoodcoalition.org">https://www.manresaneighborhoodcoalition.org</a>	live answered
Please don't make Water Street a tunnel of high buildings!! We already have 4-6 story wall on one side.	live answered
What is innovative parking? Back-in spaces?	live answered
You do realize that Water Street floods regularly as more people are being crammed in the area?	This plan will provide the framework for future land uses in the area. How to prevent the area from flooding and how it is managed is a significant consideration of the plan.
On the WATER-side of water only?	Yes, the development recommendations of this study are only focused on the water side of water street
Dog park, dog area, dog-anything!	live answered
Based on this presentation, the city does want to change zoning in order to add density in fulfillment of Lamont's agenda. That's what all of this points to. Mixed use. TOD. Adding extra stories on Water Street despite poor infrastructure planning in the past with respect to Soundview Landing and Harbourside Sono. How will building out Water Street benefit Norwalk residents, especially those of us who live in single and two-family home neighborhoods adjacent to Water Street?	A common misunderstanding is that these areas already do allow for residential uses. As stated, one of the primary plan recommendations is to ensure the viability of waterfront uses, while also allowing property owners to monetize their properties. The plan will not recommend development at the scale that is allowed on the other side of Water Street.
Similar question on the O&G plant - there's absolutly no way they are ever going to reactivate that plant. The city needs to be more assertive with them or none of the recommendations for that area will ever proceed!	live answered

During storm Sandy, it wasn't just the flood waters that created problems, it was also boats that washed up onto water street. Structures need to be able to handle vessels often weighing several tons slamming into them.	live answered
Water street is a speedway of people cutting over to Rowayton and new residents walking dogs with no real dog space, and new families cutting across street between trucks/cars to get to a party place and squash courts/birthday party spaces.	live answered
there are several apartment buildings along Water street, and I think the only commercial use is a recently opened bar. Where's the culture, galleries? Anything that's not an eatery. Maybe developers should be encouraging/subsidizing these enterprises.	That's an interesting concept, which we have considered in other areas.
In one example it states 21 units per acre present allowable (whic I doubt due to deep regulations. In this proposal how many units per acre	live answered
Don't we need a sponge park near Water St? If ever an area needed one, that would be it.	live answered
n addition to building height (each floor seems to get higher and higher per floor) there is the simple aesthetic of building design -	live answered
Are there any estimates for how many units of housing could be added through using these methods along Water Street?	live answered
How will building out Water Street help local residents living in residential B and C zoned neighborhoods?	live answered
by aesthetic I was referring to current buildings' designs... trendy and not exactly design for the ages...many comments from visitors that we are beginning to look like Stamford (not a good thing)	live answered
Does the 245' deep mixed zone extend all the way to Washington St? North of Hanford Pl that will be most of these lots in Marine Commercail.	live answered
Has a traffic study on Water Street been done on the hours/flow of traffic and the effect when the bridge is open?	live answered
Would be it fair to say that only if the City rezones the plan areas can the people have what they want--for example less flooding on Water Street?	Private investment on the waterside properties is an important part of the answer, but public investment will play a role too.

# Appendix B: Character Areas Sub-Area Analysis



# 1. Veterans Memorial Park & Marina



This is a large public park on filled land that offers sweeping views of the harbor and is an important site for programming and athletic fields as well as waterfront access for the visitor boats and residents. Visual access and bike/pedestrian access from Seaview Ave could be improved.

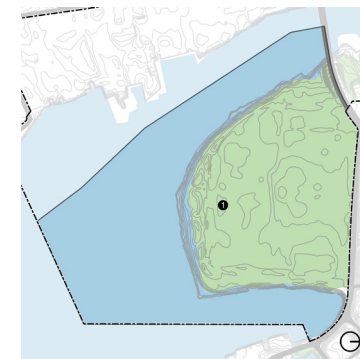
**Current Zoning:**  
AAA Residence

**Issues:**

- Entire area is in the floodplain
- Bike and pedestrian accommodations are not as strong as vehicular accommodations
- Visual access

**Opportunities:**

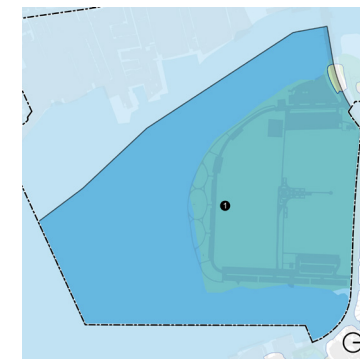
- Strengthen cross-water connection to West Bank amenities
- Improve multimodal accessibility along Seaview Ave
- Enhance stormwater retention and flood resilience measures



**Barrier Analysis**

*Topography, Infrastructure & Road Network*

- Entirely public park, very open with minimal topographic change
- Seaview Ave is a critical multimodal link



**Hydrology Analysis**

*Flood Risk & Impervious Surfaces*

- Entirely in the floodplain
- Minimal impervious surfaces
- Potential to protect road and residential



**Water Use Analysis**

*Public Ownership & Access*

- Entire area is open to the public, but has minimal bike and pedestrian accommodations
- Visitor docks and paid parking



**Development Analysis**

*Current Land Use, Zoning & Parcel/Building Types*

- Only pavilion-type structures
- Currently zoned residential despite open space land use

## 2. East Side Inter-Bridge Area



Sandwiched between the Walk Bridge and Washington Street Bridge, this pocket is home to Constitution Park and the recently taken staging area just south of the Walk Bridge. Once the Walk Bridge restoration work is complete, it will be important to have a vision for the future of that staging area land.

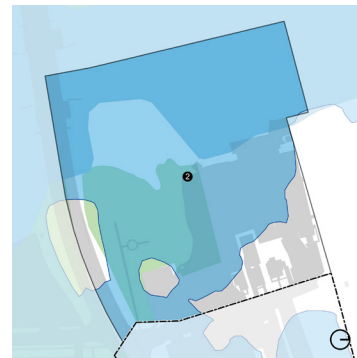
**Current Zoning:**  
Neighborhood Business + AAA Residence

- Issues:**
- Significant flood risk
  - Isolated by infrastructure and street network fragmentation
  - Uncertainty and disruption in near future (Walk Bridge work)

- Opportunities:**
- Provide a public access link between Veterans Memorial Park and the existing trail link along the water side of the public services to the north
  - Explore different mixes of retail, industrial, residential and open space in this area.



- Barrier Analysis**  
*Topography, Infrastructure & Road Network*
- This area is surrounded by infrastructure and is generally isolated both physically and visually



- Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*
- Almost entirely within the floodplain
  - Staging area is currently mostly impervious



- Water Use Analysis**  
*Public Ownership & Access*
- High public ownership
  - Former rowing program site



- Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*
- Remnants of mixed-use retail fabric
  - Mix of retail and industrial building types

## 3. East Bank Public Services



This area is entirely publicly owned and densely used for public services - yard waste drop-off, wastewater treatment, and public works. As filled land this area is vulnerable to flooding and may require protection to avoid future interruption to critical services.

**Current Zoning:**  
Industrial No. 1

- Issues:**
- Wayfinding and connectivity of public access pathway
  - Flood risk, especially for public works portion of site
  - Abrupt transition from residential to industrial services with minimal buffering

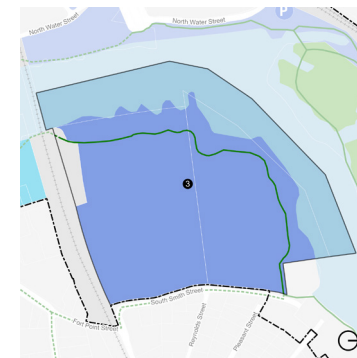
- Opportunities:**
- Improve continuity, visibility and wayfinding for public access
  - Integrated beautification & flood protection berming at edges
  - Explore alternative configurations of public services to maximize use of available land



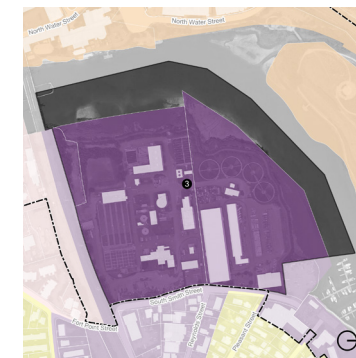
- Barrier Analysis**  
*Topography, Infrastructure & Road Network*
- Site is largely flat with most of the elevation increase consolidated into a berm at the water's edge
  - Smith St connects under the rail line to Fort Point St



- Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*
- Significant area within floodplain, mostly in the public works portion of the site
  - Site survived Hurricane Sandy without inundation



- Water Use Analysis**  
*Public Ownership & Access*
- Existing waterfront trail in place but it leads to nowhere and has poor signage so it is not well used
  - Entirely publicly owned except rail ROW



- Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*
- Current Industrial No. 1 allows a full range of industrial public services to locate here
  - Ad-hoc industrial buildings are placed throughout the sites in response to operational needs

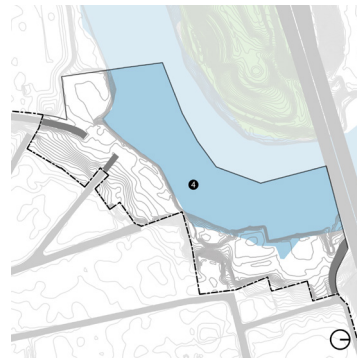
# 4. East Bank Marina Pocket



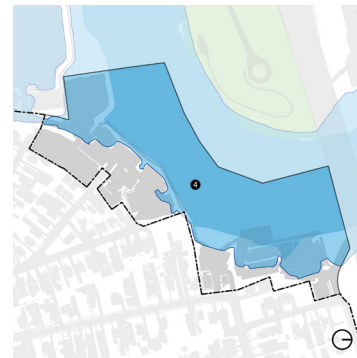
This small bend in the river is mostly home to boat club, marina and office uses. It is characterized by low-density residential streets with water views that dead-end into commercial and industrial uses.

**Current Zoning:**  
Neighborhood Business + Industrial No. 1

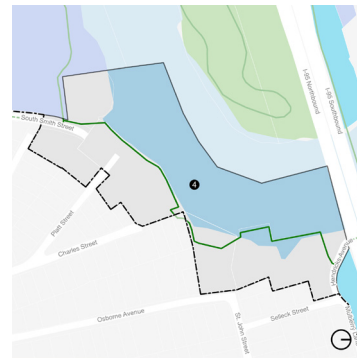
- Issues:**
- Small but important missing links in trail network
  - Abrupt land use transition residential to commercial/ industrial
- Opportunities:**
- Emphasize/frame water views
  - Increase visibility and continuity of public access (wayfinding)
  - Explore public parking opportunities
  - Create a more flexible and uniform district
  - Explore densification and residential mixed use



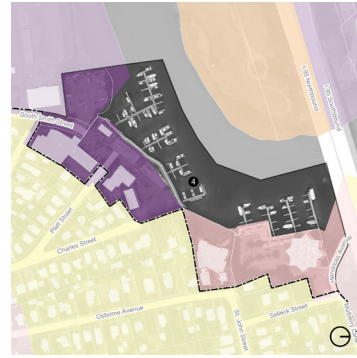
- Barrier Analysis**  
*Topography, Infrastructure & Road Network*
- Residential streets dead end into commercial uses
  - Topography reinforces land use transition



- Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*
- Some flood risk
  - Impervious surface could be reduced



- Water Use Analysis**  
*Public Ownership & Access*
- Trail is nearly complete through this section, with a small gap between CT Boat Club and St. John St
  - All private ownership, no public parking



- Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*
- Despite having similar land uses and building typologies, this area is covered by two different zoning districts
  - Abrupt residential to commercial land use transition

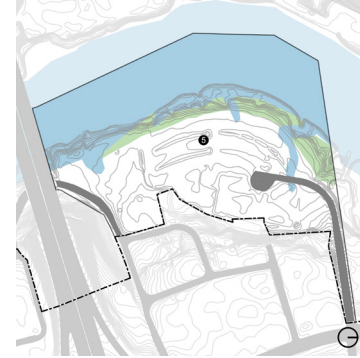
# 5. East Bank Office Park



This tucked-away area is publicly accessible from East Avenue and Hendricks Avenue but generally has a private feel due to the topography and sightlines. Current uses are predominantly commercial health office/lab and boat clubs.

**Current Zoning:**  
East Avenue Village District

- Issues:**
- Almost entirely within floodplain
  - Inconsistent and illegible public access & poor pedestrian connectivity and no bike accommodations on public roads
  - Abrupt transition from low-density residential side streets to commercial office and boat club uses
- Opportunities:**
- Integrated flood resiliency & public access initiatives
  - Explore trade offs between stormwater retention & development intensity



- Barrier Analysis**  
*Topography, Infrastructure & Road Network*
- Narrow, sloped approach from East Ave
  - Flat lowlands are largely invisible from public roads



- Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*
- Almost entirely within floodplain
  - Significant paved parking lot within flood zone



- Water Use Analysis**  
*Public Ownership & Access*
- Missing link in trail network
  - Has privatized feeling, poor wayfinding/sightlines
  - Inconsistent/minimal sidewalks, no bike connection



- Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*
- Highway ROW is zoned residential
  - Buildings are tucked against hillside leading to flat expanse leading to the water



# 6. East Ave High/Low Mixed Use

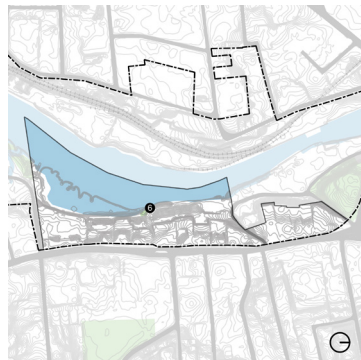


This area is characterized by dramatic topographic transitions that generally occur within one to two parcels that span between East Ave and the water. East Ave is generally lined with large historic residential buildings that are now being used for office/commercial purposes, whereas the river is generally treated as “back of house” and is lined with narrow bar buildings and parking lots.

**Current Zoning:**  
CBD + East Avenue Village District

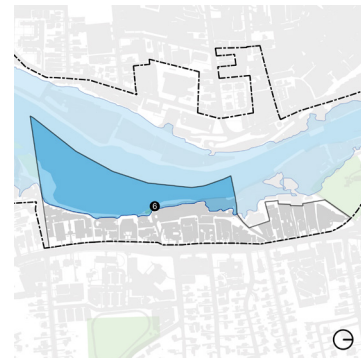
**Issues:**  
Dramatic topography  
Fragmented street network & lack of multimodal network  
Stormwater runoff risk: steep slope and impervious surfaces

**Opportunities:**  
Explore trade offs between development intensification (commercial/office/health lab) and view corridors to water  
Explore stormwater retention strategies to reduce runoff  
Explore improved bike/pedestrian network opportunities



**Barrier Analysis**  
*Topography, Infrastructure & Road Network*

- Dramatic elevation change from East Ave to Smith St and the water
- Poor visibility to water & fragmented road network



**Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*

- Topography protects most structures from flood risk
- Impervious surfaces & steep hills contribute to high likelihood of stormwater runoff directly into the river



**Water Use Analysis**  
*Public Ownership & Access*

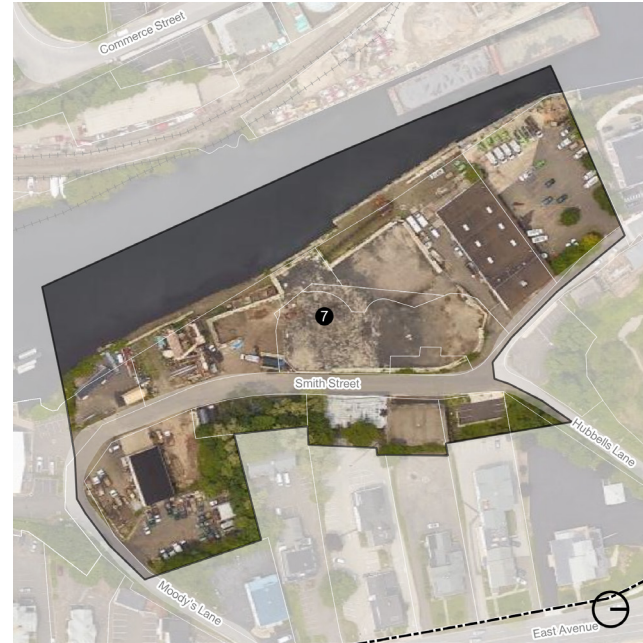
- Esplanade is largely complete but has poor visibility to the street and few/weak connections to public roads making it potentially feel unsafe to use



**Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*

- Mix of residential, office and commercial/industrial uses respond to the street network
- Large and consistent setback from East Ave minimizes developable land

# 7. East Bank Lowland Industrial

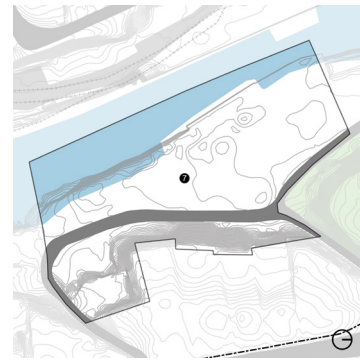


This area represents the only remaining pocket of industrial land uses on the East Bank of the inner harbor. It is tucked away in the lowlands behind Mill Hill Park and only accessible by Smith Street and Moody’s Lane. It is sandwiched between residential and recreational uses on either side.

**Current Zoning:**  
CBD

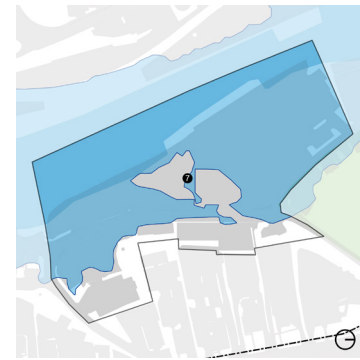
**Issues:**  
Undefined public right-of-way creates unsafe conditions for bike and pedestrian uses  
Significant flood risk  
Abrupt transition from industrial to residential, recreational & open space uses

**Opportunities:**  
Explore feasibility of integrating lower impact industrial uses  
Create more defined use zones along Smith St (truck travel, loading, parking, sidewalk, bikes, stormwater management)



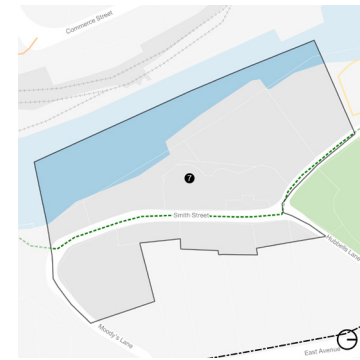
**Barrier Analysis**  
*Topography, Infrastructure & Road Network*

- Sheltered from public view by dramatic topography change to East Ave
- Lack of sightlines and visual queues make public roads appear private



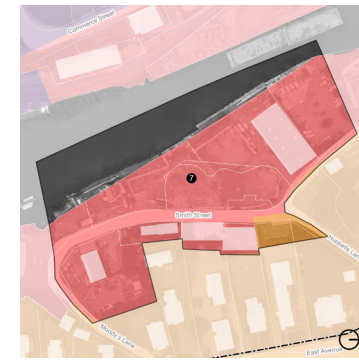
**Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*

- Majority of area is both impervious and in floodplain
- Floodplain follows topography, meaning lowland structures should design to likely flood depths



**Water Use Analysis**  
*Public Ownership & Access*

- Proposed public access along Smith St is unresolved and potentially unsafe without extensive changes to the design of the street.



**Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*

- Current CBD zoning covers predominantly heavy industrial uses (aggregates, contractor yards & contractor offices)

# 8. Mill Hill Park



This area is a largely historic open space resource to the city built on a scenic overlook. The Mill Hill property is owned by the City and is home to multiple civic historic resources such as the old Town House, Governor’s law office, downtown district schoolhouse, the Mill Hill Burying Ground, and in the lowlands along Smith Street, the old city jail house and barn.

**Current Zoning:**

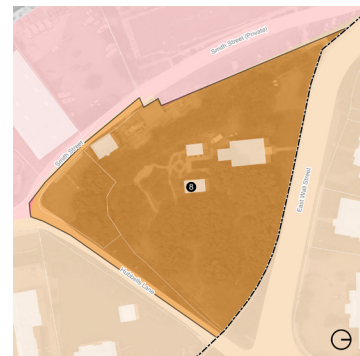
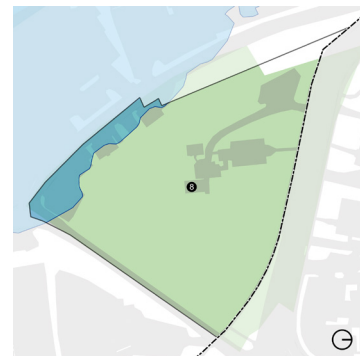
East Avenue Village District

**Issues:**

Disconnect between park and surrounding streets  
Dramatic topography creates a split-level quality to the space

**Opportunities:**

Improved wayfinding, signage and streetscape design along important edges, entrances and nodes  
Reinforcing visual and physical links from the scenic overlook to lowlands/water  
Maximize stormwater retention/treatment



**Barrier Analysis**  
*Topography, Infrastructure & Road Network*

- Generally level with East Wall St / East Ave
- Steep drop-off towards water
- Road network is confusing, appears private

**Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*

- Areas in floodplain could see high flood depths due to the steep topography containing flood waters
- Opportunity to maximize stormwater retention

**Water Use Analysis**  
*Public Ownership & Access*

- Weak physical links to lowlands and water
- Park overlook provides sweeping view of water, but there is no intuitive physical link

**Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*

- Contains a collection of historic civic structures and landscapes
- Despite being exclusively open space, this area is currently part of the East Avenue Village District

# 9. Wall Street Mixed-Use



This area is an iconic moment along the river that allows for long views down the Norwalk River out into the harbor, framed by historic zero-lot-line masonry buildings with ground floor retail.

**Current Zoning:**

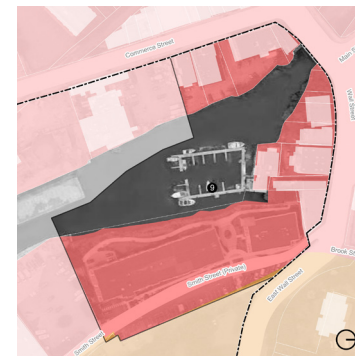
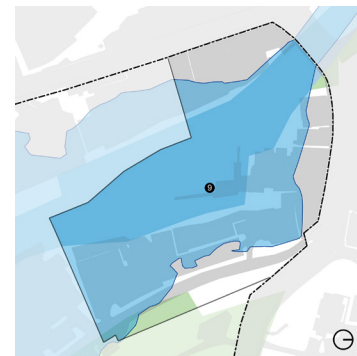
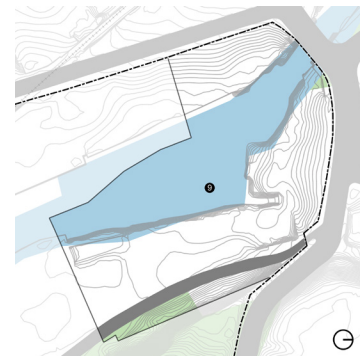
CBD + CBD-W

**Issues:**

Disconnect between visual and physical access to the water  
Unclear pedestrian and bike circulation  
Potential for high-pressure flooding due to narrow point at convergence of coastal and riverine flood paths

**Opportunities:**

Improve wayfinding and streetscapes to provide clarity on water access for all users  
Explore “back of house” flood resiliency strategies



**Barrier Analysis**  
*Topography, Infrastructure & Road Network*

- Continuous historic masonry street wall frames dramatic view

**Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*

- Flooding concentrated in residential and industrial areas - minimal Wall St commercial impacts
- Potential for high pressure due to harbor/river mix

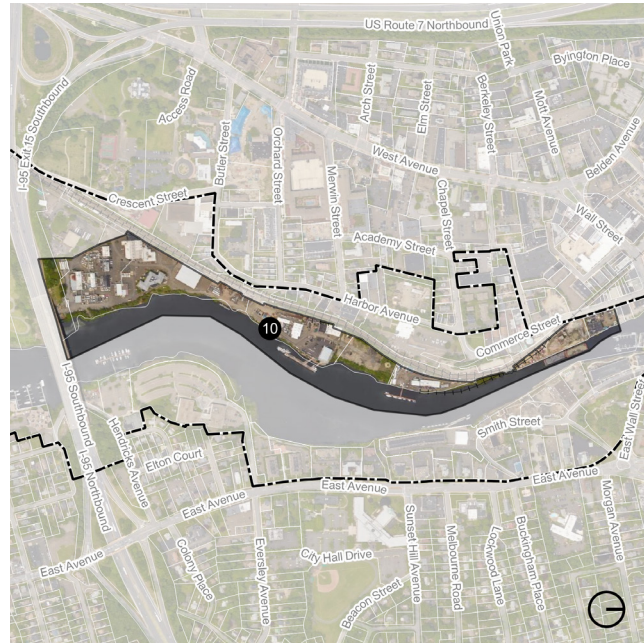
**Water Use Analysis**  
*Public Ownership & Access*

- Continuous historic masonry street wall frames dramatic view
- Disconnect between visual and physical access

**Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*

- Historic masonry zero-lot-line retail ground floor typology + modern long residential bar buildings
- River is generally treated as back-of-house

# 10. West Bank Lowland Industrial



This thin strip of industrial lowlands is home to several thriving, long-term heavy industrial businesses with pockets of recreational boating uses. Topography, rail infrastructure and land use transitions compound to make the water feel farther away than it actually is.

**Current Zoning:**  
Industrial No. 1

**Issues:**  
Significant flood risk  
Occasional non-vehicular use of recreational boating access roads (Jennings PI & Railroad PI) is unsafe  
Topography inconsistent with parcel lines (Waste Transfer Station)

**Opportunities:**  
Clarify shared vision for public access and bike/pedestrian safety  
Explore flood resiliency strategies



**Barrier Analysis**  
*Topography, Infrastructure & Road Network*

- Dramatic topographic shift coincides with rail line that runs the length of this district
- Road network curves towards/away from the water



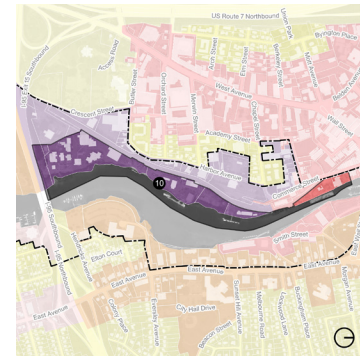
**Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*

- Entirely within floodplain, coinciding with topographic shift
- Industrial operations necessitate impervious surfaces



**Water Use Analysis**  
*Public Ownership & Access*

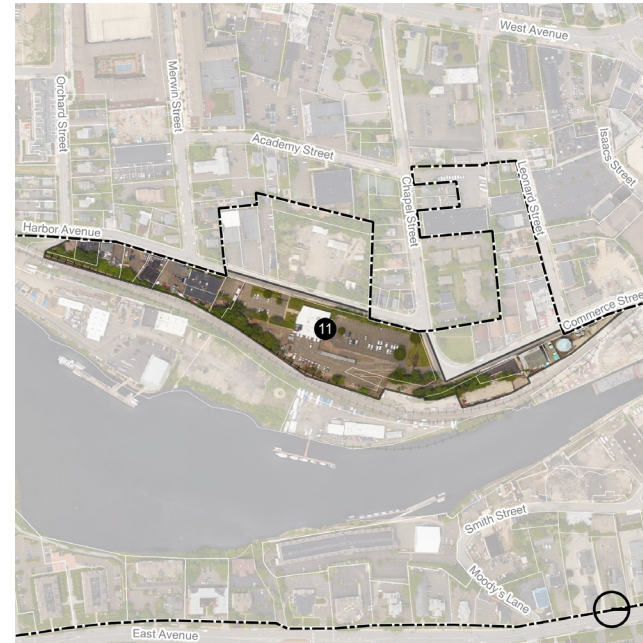
- There is no public access along this portion
- Vehicular access for recreational boating: Railroad PI @ Commerce/Chapel, Jennings PI (Orchard St)



**Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*

- Mix of fully enclosed and partially enclosed industrial outbuildings, offices, operations yards and storage tanks

# 11. Commerce Street Industrial

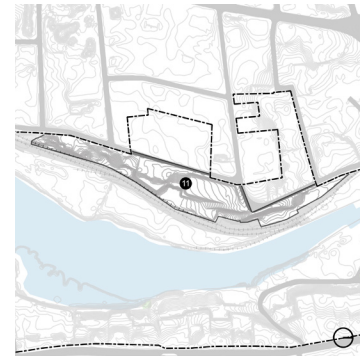


This thin area represents remainder land between the rail line and the Commerce Street / Harbor Ave upland roads servicing these industrial uses.

**Current Zoning:**  
Industrial No. 1

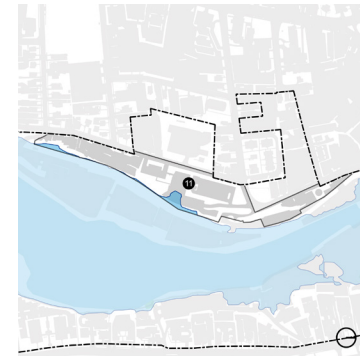
**Issues:**  
Convoluted traffic pattern for truck circulation  
Lack of buffer between residential and industrial uses

**Opportunities:**  
Explore applicability of enhanced screening/buffering standards at industrial-residential edge  
Explore stormwater and water quality enhancement opportunities in remainder edges  
Explore range of industrial/commercial use mixes & densities



**Barrier Analysis**  
*Topography, Infrastructure & Road Network*

- Dramatic topographic change in a very narrow strip
- Convoluted truck circulation
- Rail bisects industrial operations



**Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*

- Topography largely protects this area from flooding
- Impervious surface probably underestimated due to soil compaction from industrial use



**Water Use Analysis**  
*Public Ownership & Access*

- There is no public access along this portion
- Vehicular access for recreational boating: Railroad PI @ Commerce/Chapel, Jennings PI (Orchard St)



**Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*

- Predominantly light industrial uses with significant surface parking
- Majority 1-2 story shed-style industrial buildings

# 12. CBD Industrial-Residential

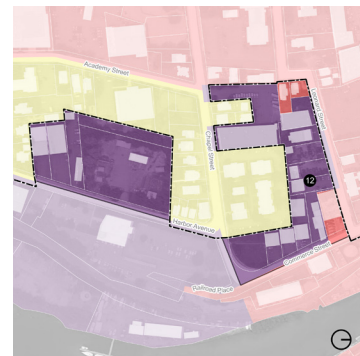


This predominantly industrial area weaves its way around an otherwise residential neighborhood fabric along Leonard St and Chapel St as they approach Commerce St and Harbor Ave. This area is a complex mix at the edge of the CBD that requires careful consideration to ensure residential quality of life and continuation of essential industrial services.

**Current Zoning:**  
Industrial No. 1 + D Residence + CBD/CBD-W

**Issues:**  
Mixing of so many different zones within the same block does not allow for land use transitions to protect all users  
Residential parcel size/configuration with industrial uses creates operational inefficiencies and convoluted vehicular circulation (many curb cuts)

**Opportunities:**  
Explore strategies to manage industrial-residential use mix or transition over time to a less extreme use mix  
Align with preferred future for surrounding D Residence zone



**Barrier Analysis**  
*Topography, Infrastructure & Road Network*

- Significant topographic shift
- Harbor Ave and Commerce St reinforce land use transition and compound topographic boundary

**Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*

- No flood risk due to topography
- High impervious surfaces except contractor yards which likely have high soil compaction

**Water Use Analysis**  
*Public Ownership & Access*

- No public access
- Poor bike/pedestrian connectivity especially for rowing club youth at Orchard St / Harbor Ave

**Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*

- Residential parcel fabric being used for predominantly industrial operations has negative impacts on circulation
- Tree cover and parking being used as buffers now

# 13. Crescent Street Industrial

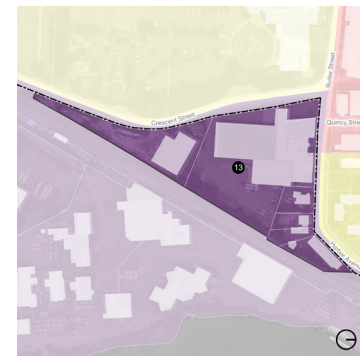
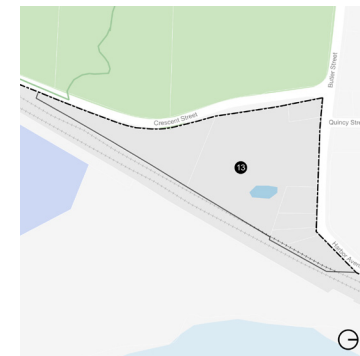
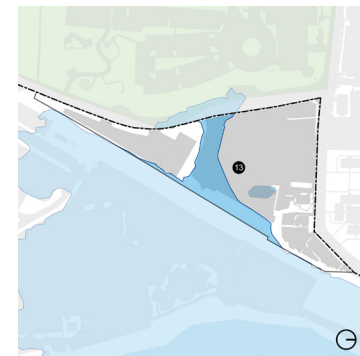


This triangle of land sandwiched between Crescent Street, Butler Street and the rail line is home to a food import and distribution company, a waste management contractor yard and a few residential properties. With open space, educational and cultural uses located just across the street and a critical connection to Oyster Shell Park, this is a complex puzzle of uses.

**Current Zoning:**  
Industrial No. 1

**Issues:**  
Unresolved relationship between industrial, residential and Matthews Park (open space, educational, cultural)

**Opportunities:**  
Explore different scenarios for industrial use mix  
Explore development intensity alternatives  
Explore how to improve buffering between industrial and residential uses



**Barrier Analysis**  
*Topography, Infrastructure & Road Network*

- Largely flat with a small dip along the parcel line

**Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*

- Potential flooding along parcel line
- Almost entirely impervious surfaces

**Water Use Analysis**  
*Public Ownership & Access*

- N/A - no public use or access, not along water

**Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*

- Current zoning does not capture full range of land uses, including residential, warehousing/distribution and waste management
- High-bay industrial shed and 2-story residential

# 14. Waste Transfer Station

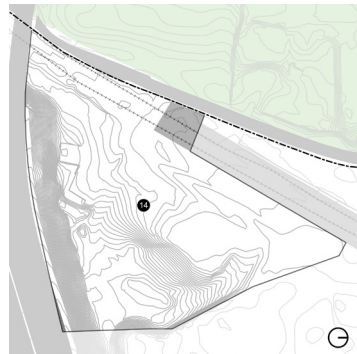


This is a predominantly single-use site for municipal waste transfer, but because of limited rail crossings, it must also handle recreational walk/bike traffic to Oyster Shell Park and vehicular access to the lowland industrial sites.

**Current Zoning:**  
Industrial No. 1

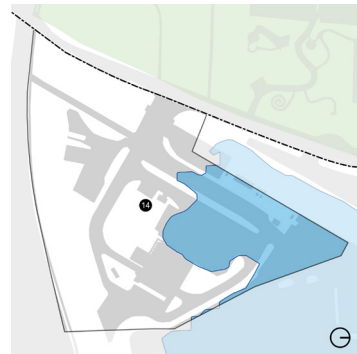
**Issues:**  
Waste Transfer facility is operating at capacity and needs to explore expansion/reconfiguration options  
This at-grade rail crossing and pathway along the rail line provides bike and pedestrian access to Oyster Shell Park from the CBD, but does not have adequate safety provisions

**Opportunities:**  
Conduct an operational planning exercise to collaboratively assess ways to improve shared circulation and waste transfer operations in a way that increases capacity



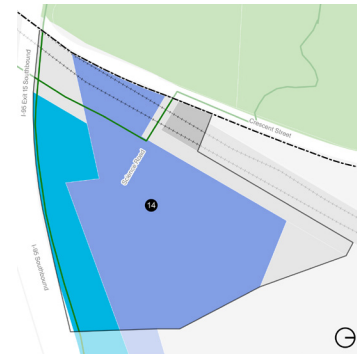
**Barrier Analysis**  
*Topography, Infrastructure & Road Network*

- Significant elevation change along rail line
- Limited rail crossings create a trucking pinch-point for King Industries and Waste Transfer Station



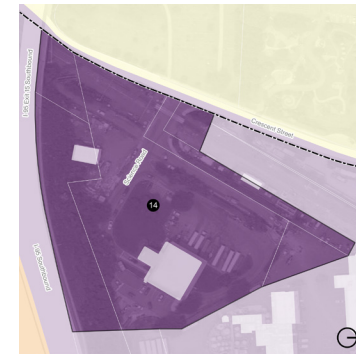
**Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*

- Limited flooding at northern edge needs to be studied to understand operational impacts
- Low impervious surfaces despite industrial use



**Water Use Analysis**  
*Public Ownership & Access*

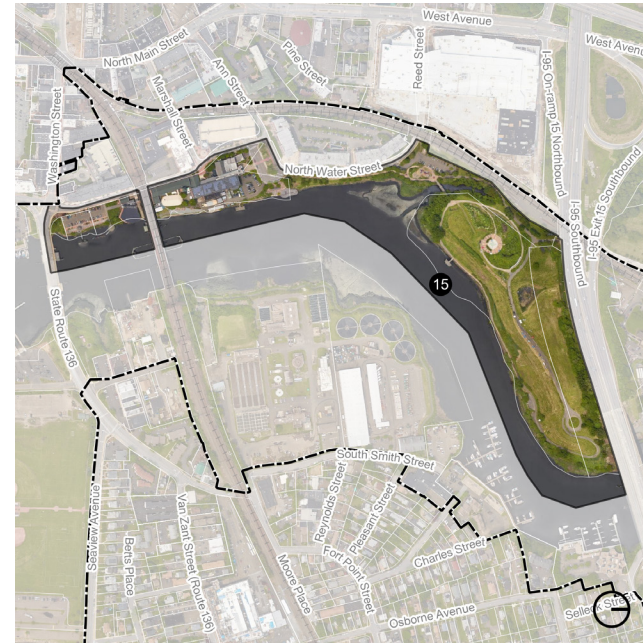
- Important trail link from Matthews Park and Crescent Street under I-95 to Oyster Shell Park.
- Blurred parcel boundary use state vs. city vs. private



**Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*

- Highly specialized building for waste management
- Simple industrial shed outbuildings
- Waste Transfer Station is operating at capacity and needs to explore expansion/reconfiguration options

# 15. West Bank Public Waterfront



This area functions as a largely continuous public waterfront access area with institutional and open space uses and a public parking lot.

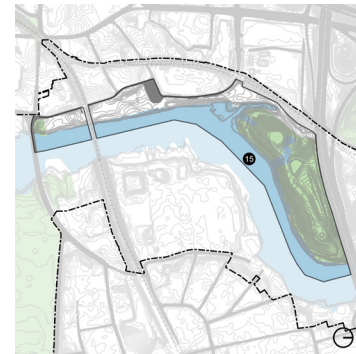
**Current Zoning:**  
Reed Putnam Design District

**Issues:**

- Missing trail link at water side of Aquarium
- Lack of bike accommodations
- Weak links to Oyster Shell Park from nearby residential, commercial and cultural/educational areas

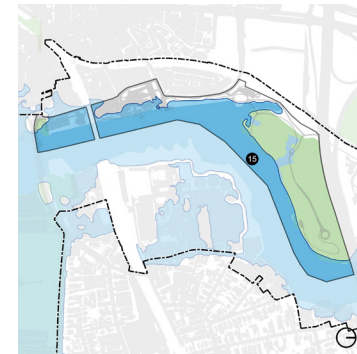
**Opportunities:**

- Explore multi-modal access improvement opportunities in particular for pedestrians and cyclists.



**Barrier Analysis**  
*Topography, Infrastructure & Road Network*

- Significant topography of Oyster Shell Park and water inlet isolates the park
- Rail line and highway further isolate this area



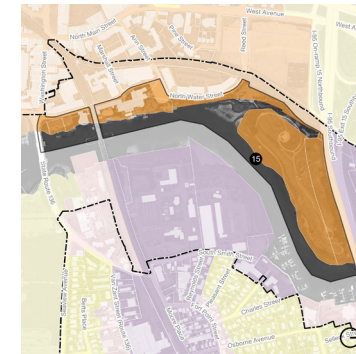
**Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*

- Predictable flood risk is mostly at water's edge on pervious surfaces
- The pocket between the bridges is more flood-prone



**Water Use Analysis**  
*Public Ownership & Access*

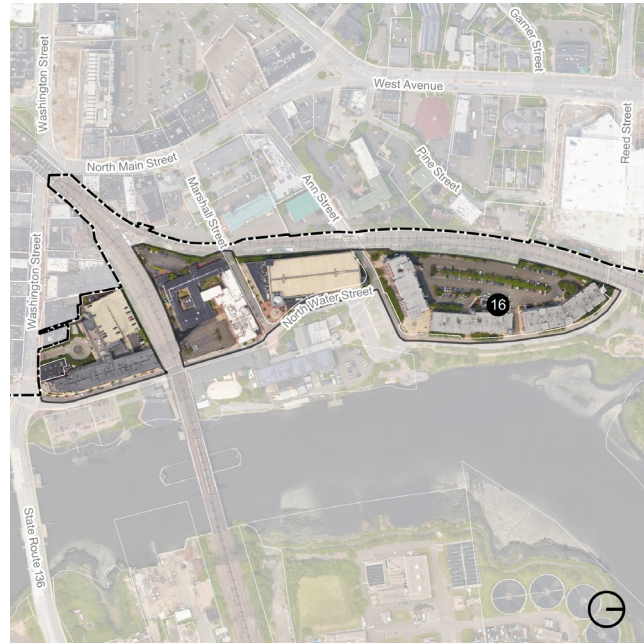
- Almost entirely publicly owned at the City level
- Oyster Shell park boundaries with State land unclear



**Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*

- Current land use is exclusively public open space, public-facing institutional (aquarium) and parking to support those uses.

# 16. West Bank Mixed Use



Classic 3-5 story mixed use residential and retail, some historic and some more recent. This area has a strong orientation towards the water and serves as a gateway to the Washington Street strip of historic South Norwalk.

**Current Zoning:**  
Reed Putnam Design District

**Issues:**

- Lack of safe/protected bike connections
- High impervious surfaces

**Opportunities:**

- Explore green infrastructure opportunities (e.g. green roofs incentives)
- Create a more robust bike and pedestrian connectivity plan to improve safety and comfort through this district



**Barrier Analysis**  
*Topography, Infrastructure & Road Network*

- Rail interrupts the flow but North Water Street and Washington Street provide important through-connections

**Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*

- Minimal flood risk
- High impervious surfaces

**Water Use Analysis**  
*Public Ownership & Access*

- Publicly owned parking garage serves waterfront public uses
- Lack of safe/protected bike connections

**Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*

- Classic 3-5 story masonry mixed use residential and retail, some historic and some more recent.

# 17. Northern Water Street Commercial



This is the city's iconic marina district with many private clubs, marinas, boat service and repair operations, and other supporting and complementary industrial and commercial uses. The area floods frequently and requires occasional dredging to ensure the continued viability of recreational boating in the harbor.

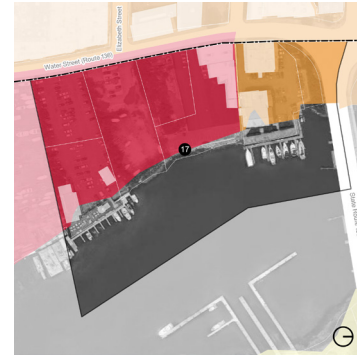
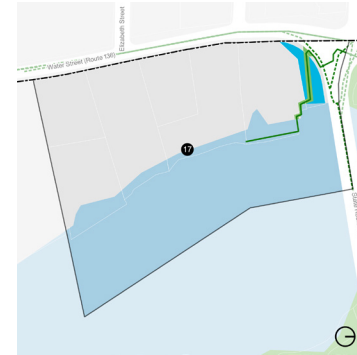
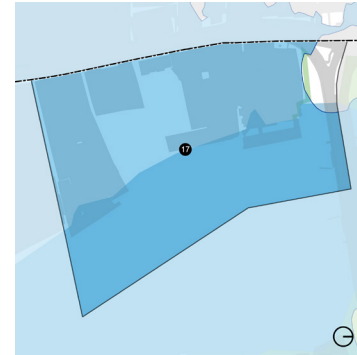
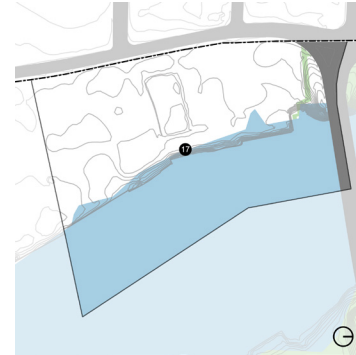
**Current Zoning:**  
Marine Commercial

**Issues:**

- Underutilized land, unmet development potential
- Lack of public access, safe/protected bike accommodations

**Opportunities:**

- Explore commercial/industrial land use mixes that might help incentivize return of productive water-dependent use
- Explore higher-value cross-subsidy opportunities (e.g. residential)
- Explore flood protection strategies along Water Street edge



**Barrier Analysis**  
*Topography, Infrastructure & Road Network*

- Largely flat
- Deep parcels span from Water St to the water

**Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*

- Entirely within floodplain, high impervious surfaces
- Stakeholders have shared that this area has frequent flooding and that storms carry debris inland

**Water Use Analysis**  
*Public Ownership & Access*

- Public access from Washington Street to docks dead ends after first parcel
- Intermittent visual access to water from Water Street

**Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*

- Current development picks up on development momentum of Washington Street mixed use
- Underutilization and lack of development within the Marine Commercial area north of Hanford PI

# 18. Southern Water Street Commercial



Residential lining with rear yards facing the Marine Commercial uses along Water Street. This area aligns with current zoning and serves as a buffer between the commercial marinas and the residential neighborhood to the south.

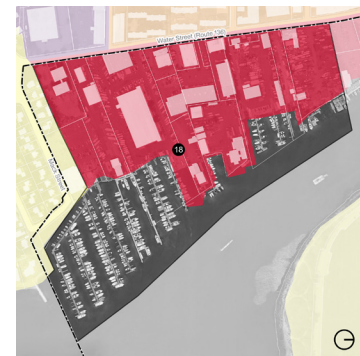
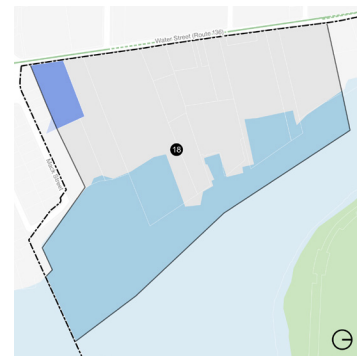
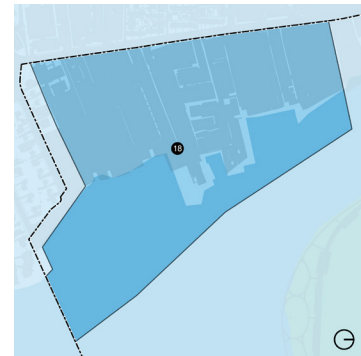
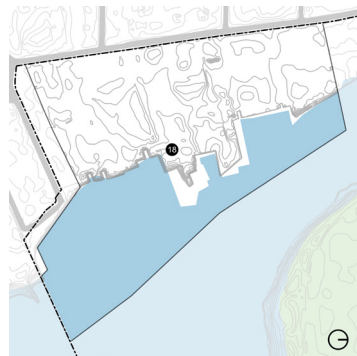
**Current Zoning:**  
C Residence

**Issues:**

- Frequent nuisance high-tide flooding, storms carry debris inland meaning there is a high risk of damage to life/property
- Auto-oriented character and lack of amenities along Water Street does not encourage local spending

**Opportunities:**

- Explore development scenarios along Water Street that would enhance public realm, improve flood resiliency and/or create cross-subsidy and amenities to further support primary water-dependent industrial uses



**Barrier Analysis**  
*Topography, Infrastructure & Road Network*

- Largely flat
- Deep parcels span from Water St to the water

**Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*

- Entirely within floodplain, high impervious surfaces
- Stakeholders have shared that this area has frequent flooding and that storms carry debris inland

**Water Use Analysis**  
*Public Ownership & Access*

- All privately owned except taxing district property
- No public water access
- Intermittent visual access to water from Water Street

**Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*

- Strong water-dependent commercial and industrial typologies with large areas devoted to boat storage
- Majority of parcels have both road and water access, but some have been sub-divided

# 19. SoNo Residential Pocket



Residential lining with rear yards facing the Marine Commercial uses along Water Street. This area aligns with current zoning and serves as a buffer between the commercial marinas and the residential neighborhood to the south.

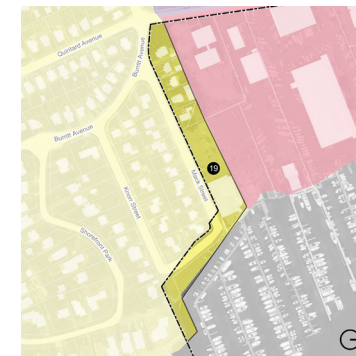
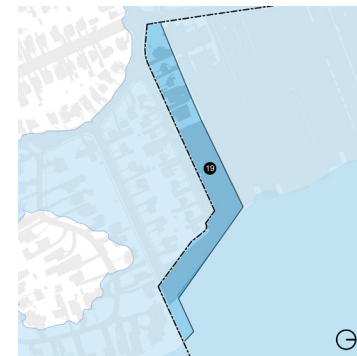
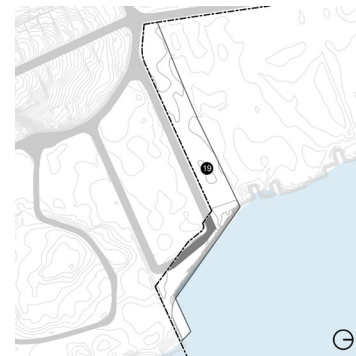
**Current Zoning:**  
C Residence

**Issues:**

Need for adequate buffering - despite current residential zoning, some part is currently marine commercial use  
High flood risk, with potential contaminants and debris carried due to prior contact with Marine Commercial district

**Opportunities:**

- Explore flood prevention strategies
- Explore screening and buffering strategies



**Barrier Analysis**  
*Topography, Infrastructure & Road Network*

- Largely flat
- Cul-de-sac road network

**Hydrology Analysis**  
*Flood Risk & Impervious Surfaces*

- High flood risk, with potential contaminants and debris carried due to prior contact with Marine Commercial district

**Water Use Analysis**  
*Public Ownership & Access*

- All private use of waterfront, an extension of a private club within the Marine Commercial district

**Development Analysis**  
*Current Land Use, Zoning & Parcel/Building Types*

- Partially residential, partially used as an extension of the Marine Commercial

# Appendix C: Detailed Development Test-Fits



# Appendix C-1: Industrial-CBD Transition District Test-Fits

## Industrial-CBD Transition District: Regulations

The following scenarios test the feasibility of adding multifamily residential development to the area. The studies suggest reducing the parking ratio and setback requirements to attract development and walkable urban realm.



Figure 78. Aerial Basemap - Industrial-CBD District

REGULATIONS	EXISTING ZONING	TEST FITS
Max Stories	6 stories	3 stories
Max Height	72'	32'
Max FAR	2.0	0.75 - 1.0
Max Building Area	None for multifamily and mixed use	None
Multifamily Parking Ratio	1.3 spaces / unit	1 space / unit
Front Setback	35'	10'
Side Setback	10' per story or 20'	10'
Rear Setback	10' per story or 20'	10'

Note: Red indicates existing dimensional regulations that are exceeded in test fits

# Industrial-CBD Transition District: Site A Existing

# Industrial-CBD Transition District: Site A Test Fit

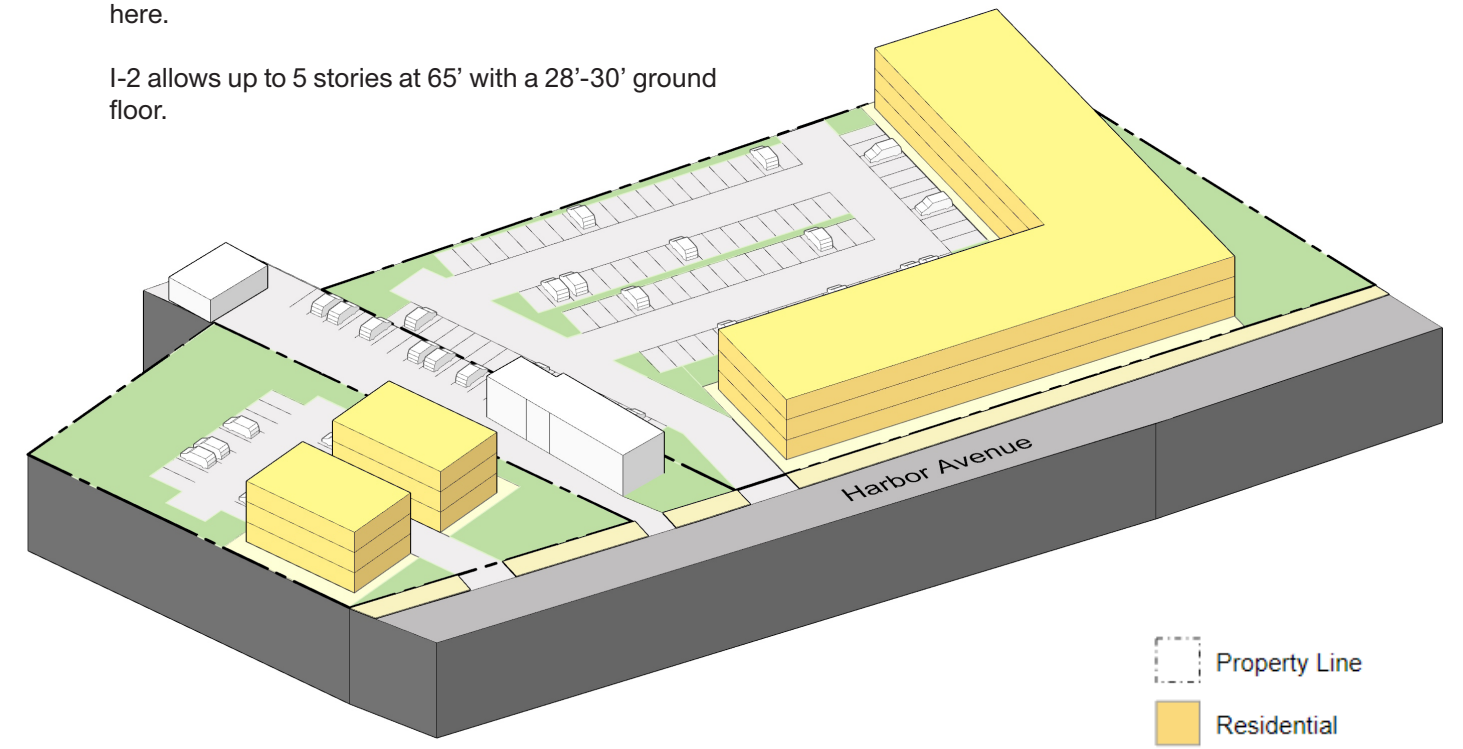
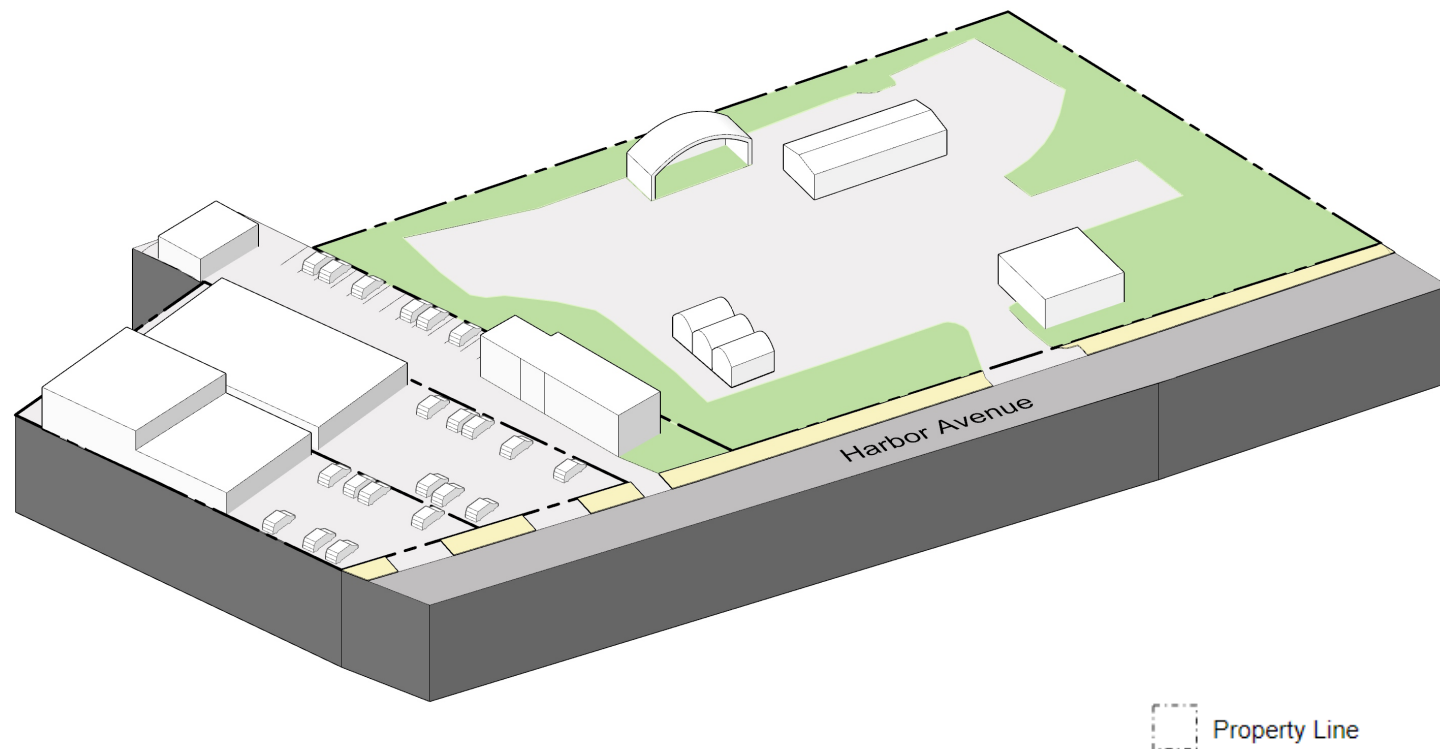


Existing	Count
Industrial	20,000 gsf
Parking	50
Height	1 - 2 stories
FAR	0.20
Building Area	17% for buildings 67% for buildings and parking

Existing	Count
Residential	80,300 gsf
Parking	81
Height	3 stories; 32'
Total Parking Spaces	112
FAR	0.81
Building Area	27% for buildings 66% for buildings and parking

Note: the Mixed Use Heavy Industrial / Commercial (I-2) land use classification created through the Norwalk Industrial Zones Study might be worth testing here.

I-2 allows up to 5 stories at 65' with a 28'-30' ground floor.



Property Line  
Residential

Figure 79. Industrial-CBD District - Site A - Existing

Figure 80. Industrial-CBD District - Site A - Test Fit

# Industrial-CBD Transition District: Site B Existing

# Industrial-CBD Transition District: Site B Test Fit



Existing Site B	Count
Industrial	10,900 gsf
Parking	23
Height	1 story
FAR	0.29
Building Area	29% for buildings 94% for buildings and parking

Site B Test Fit	Count
Residential	27,400 gsf
Parking	28
Height	3 stories; 32'
Total Parking Spaces	30
FAR	0.74
Building Area	22% for buildings 58% for buildings and parking

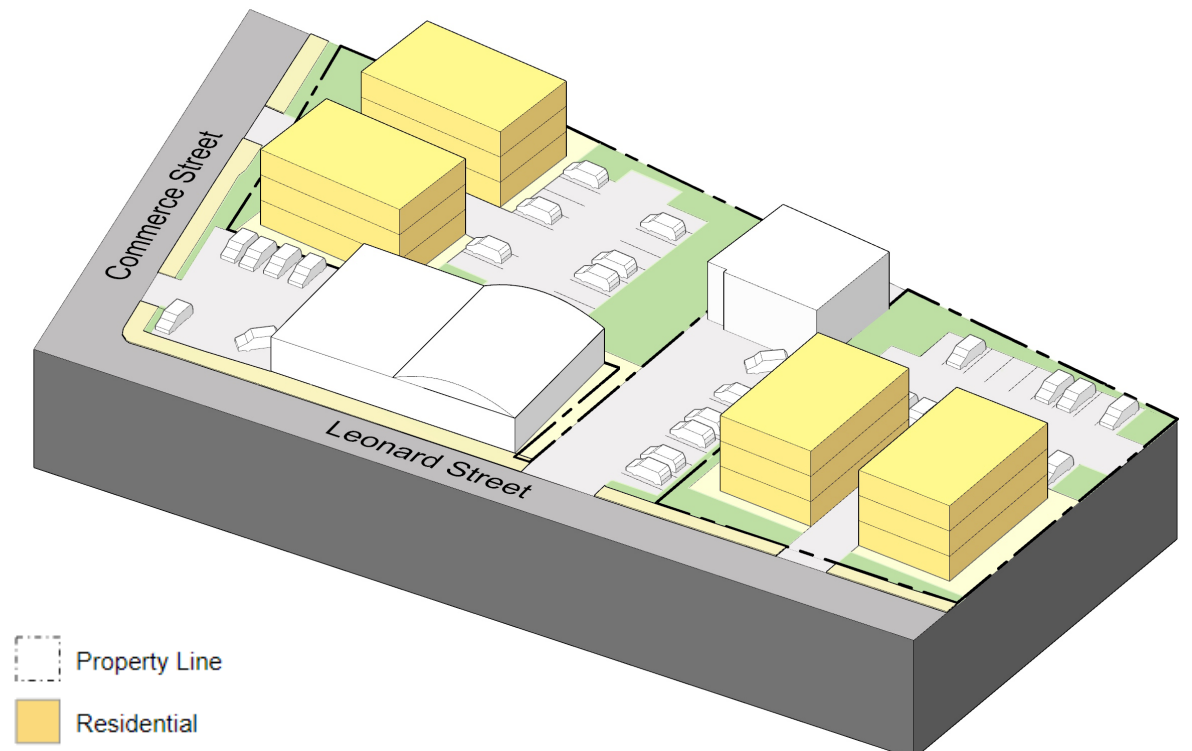
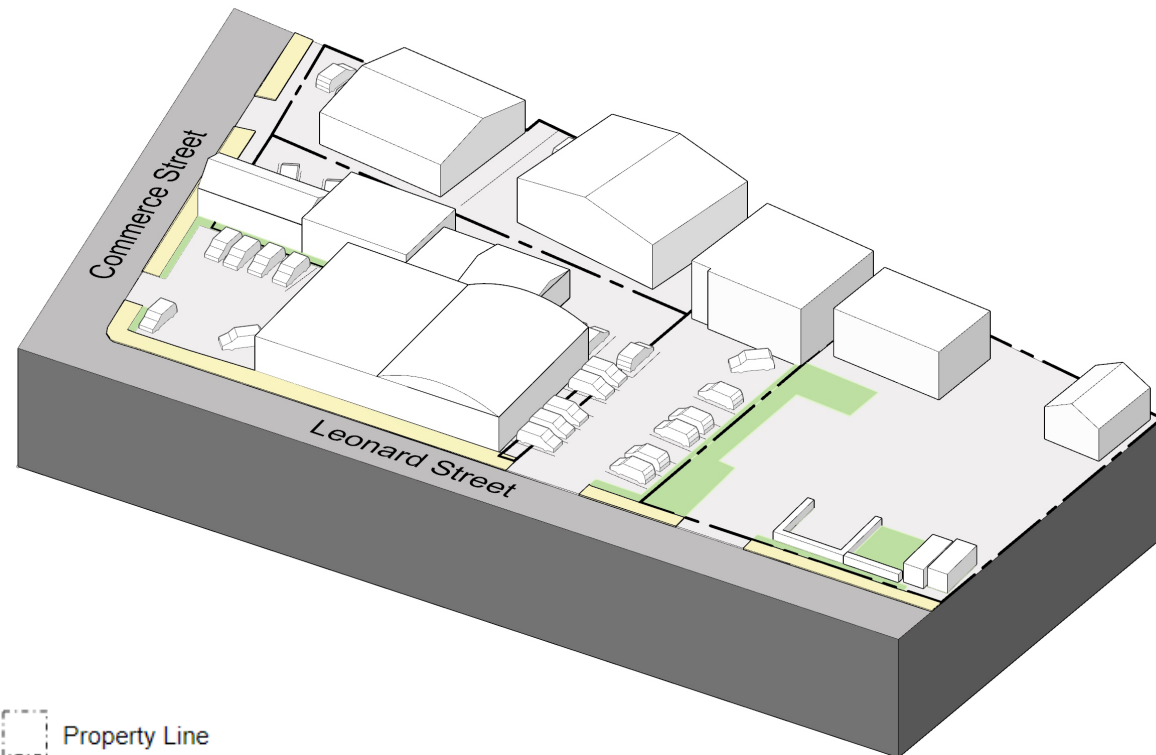


Figure 81. Industrial-CBD District - Site B - Existing

Figure 82. Industrial-CBD District - Site B - Test Fit

# Appendix C-2: Marine Commercial District Test- Fits & Detailed Recommendations

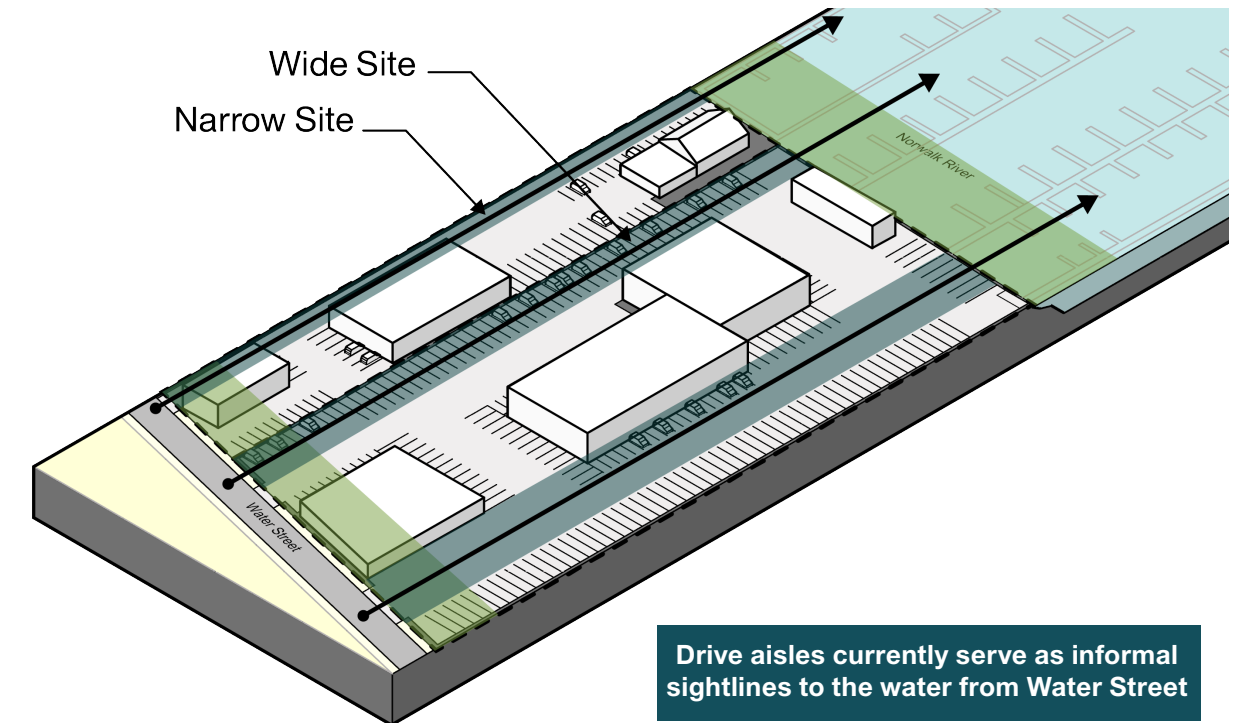
# Marine Commercial Zone Goals & Approach

The current Marine Commercial District is a highly desirable portion of the study area with many people wanting to see many different uses in a small area. Considerations for this area include a variety of factors prioritized differently by different stakeholders and community members:

- **Resident Quality of Life & Public Access:** Those living in South Norwalk expressed a desire to have more access to the waterfront closest to their homes, and see changes that benefited flood resilience in the area.
- **Flood Resilience:** Flooding in South Norwalk has become an issue on a daily tidal basis as well as during large storms that can majorly impact commercial operations and quality of life for residents.
- **Improved Bike and Pedestrian Experience:** Others were eager to see multi-modal transportation encouraged in the area, whether through bike or foot paths connecting the area to Washington St. and Wall St. and beautification in the Water St. area to encourage pedestrian traffic and tourism.
- **Intensification of Current Marine Commercial Uses:** Certain property owners in the area and members of the Harbor Commission have suggested that they want to see an expansion of the current marine commercial uses, such as privately held marinas, boat clubs, and marine business, such as marine construction and aquaculture.
- **Attracting and Retaining Visitors for Recreation:** Other property owners expressed interest in transforming their properties to allow for more accessible and resilient uses that can attract boat and foot tourists, as well as those who do not have the privilege of accessing private boat clubs and marina slips.

In order to encourage investment while supporting such varied goals, the Marine Commercial zoning should be re-envisioned to use the new Marine Mixed Use Typology (shown on the following pages) as a “carrot” to incentivize the kind of investment stakeholders and community members would like to see in this area to advance public benefit priorities. The suggested structure for this is to allow the new Marine Mixed Use Typology with an accelerated path to approval ONLY if the proposed development meets all of the following criteria for eligibility. The development must:

1. Have parcel characteristics such that the parcel being redeveloped touches both the water and Water Street, has a minimum frontage on Water Street of 100 feet, and maintains a 26 foot drive aisle that provides vehicular access to the water from Water Street;
2. Limit the Marine Mixed Use Typology to be exclusively within 245' of Water Street leaving the remainder of the parcel for a water-dependent primary use;
3. Retain and invest in the expansion or improvement of a water dependent primary use;
4. Invest in improved Water Street streetscape and public realm, retain a view corridor to water, and provide public access to the waterfront where operations allow;
5. Make resiliency and stormwater management improvements (such as but not limited to wet and dry floodproofing, protective berming and riparian buffer restoration at the water's edge, and installation of stormwater retention and treatment infrastructure);
6. Have floodable industrial or commercial ground floor use with dry access to upper floors;
7. Maintain ground floor heights of at least 20 feet to ensure flexibility for a range of light industrial and commercial uses; and
8. Contribute financially, materially or operationally to shared parking and transportation demand management solutions for the Water Street Marine Commercial district.
9. Contributes financially or materially to shared parking and transportation demand management solutions for the Water Street Marine Commercial district.



**Figure 83.** North Marine Commercial District - Composite Site - Existing Conditions - Sightlines

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. Enhancements to improve inland flood protection, increase stormwater retention, and reduce heat island effect for the surrounding area
  - 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.

# Public Benefits Components

## Transect of All Components

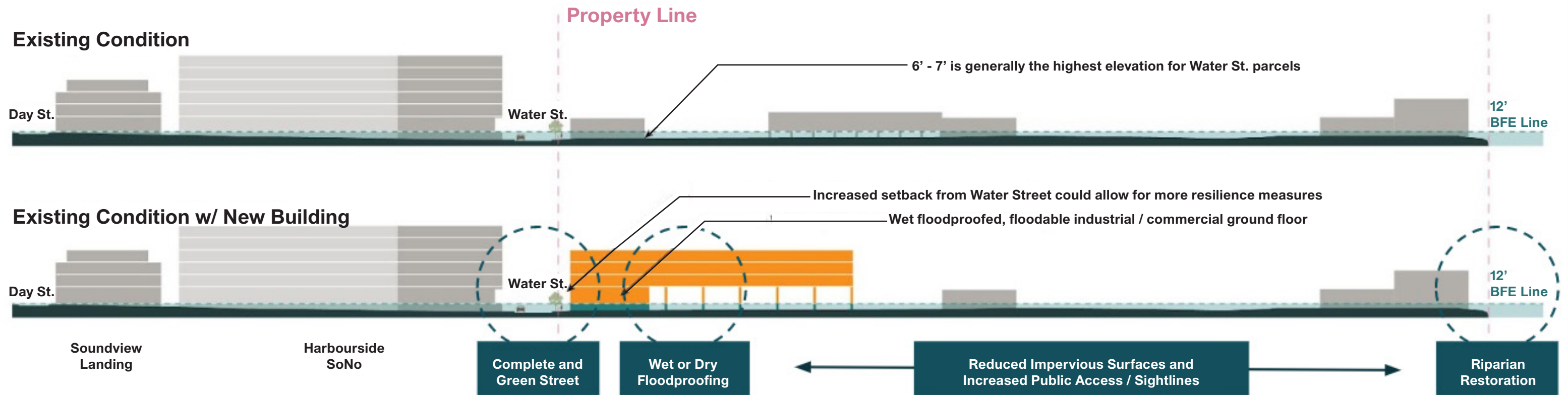


Figure 84. North Marine Commercial District - Environmental Sections

# Public Benefits Components

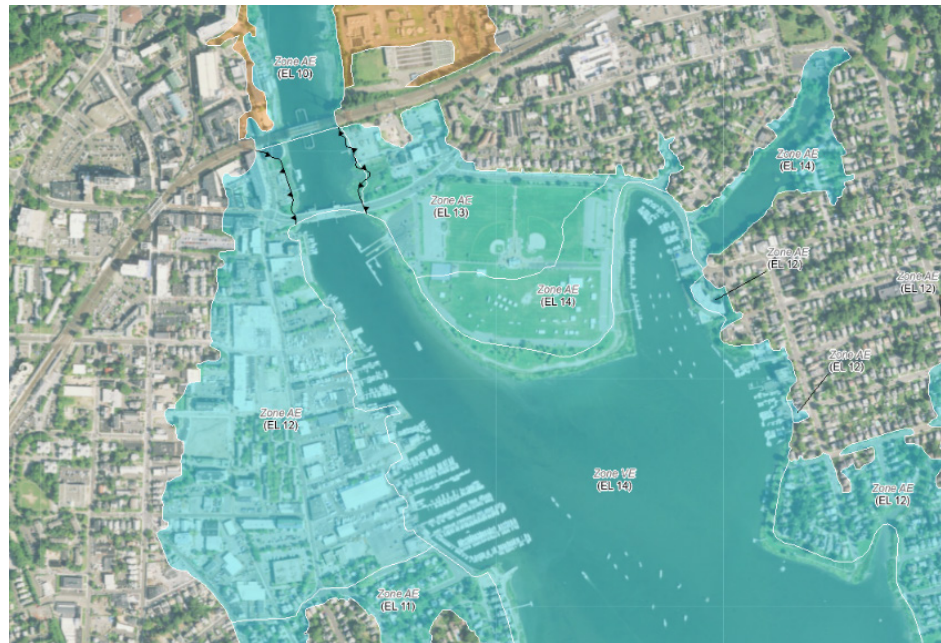
## Flood Resilience

### Environmental Refinements: Flood Risk

The Water Street area has a Static Base Flood Elevation (BFE) of 12 feet for a 100-year (1%) storm, even without sea level rise.

However, City of Norwalk GIS contour data indicates that much of Water Street is at 6'-7' meaning that there is up to a 6' differential between the ground and flood elevations. An elevation change this extreme is difficult to solve with landscape strategies alone.

- Flood Hazard Zones
- 1% Annual Chance Flood Hazard
  - Regulatory Floodway
  - Special Floodway
  - Area of Undetermined Flood Hazard
  - 0.2% Annual Chance Flood Hazard
  - Future Conditions 1% Annual Chance Flood Hazard
  - Area with Reduced Risk Due to Levee
  - Area with Risk Due to Levee



**Figure 85.** FEMA Flood Hazard Map  
Source: FEMA's National Flood Hazard Layer Viewer

### Dry Floodproofing

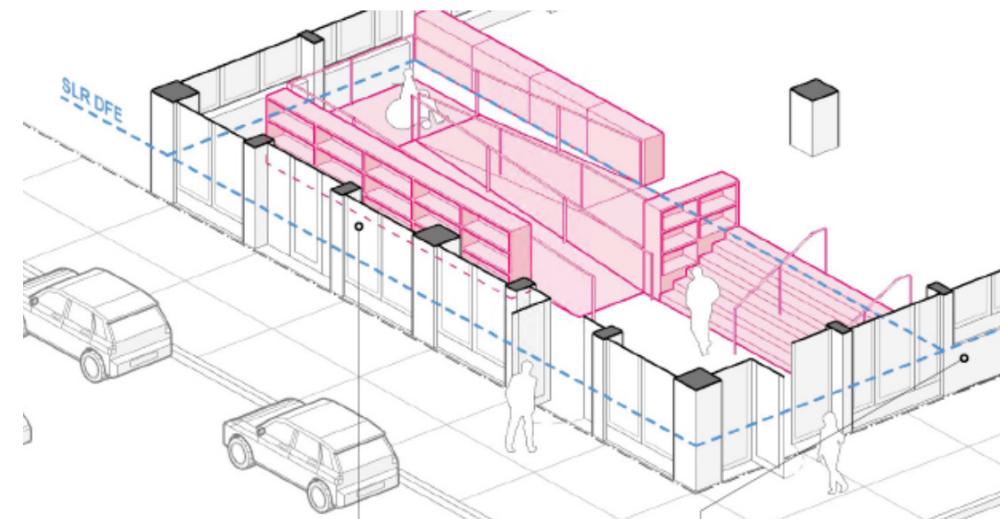
e.g. Elevated/Ramped Plaza to Elevated Ground Floor Retail



**Figure 86.** Flood Zoning Design Guidelines - Dry Floodproofing  
Source: Boston Flood Zoning Design Guidelines, Utile

### Wet Floodproofing

e.g. Floodable Entryway to Elevated Residential Lobby, Mezzanine Storage



**Figure 87.** Flood Zoning Design Guidelines - Wet Floodproofing  
Source: Boston Flood Zoning Design Guidelines, Utile

# Public Benefits Components

## Complete Street on Water Street

Water Street would benefit from the integration of stormwater management infrastructure and protected bike lanes as well as an expanded sidewalk zone to be more supportive of a vibrant ground floor retail environment.

In order to do this we would need to increase the ROW of Water Street.



Figure 88. Western Ave. Streetscape, Cambridge, MA, Halverson Design

# Public Benefits Components

## Ecological Restoration at the Water's Edge

Introducing a “soft shoreline” and restored riparian habitat along the water’s edge would improve flood resilience, water quality and habitat and could be done while retaining marina functions through use of floating dock infrastructure with a flexible connection to the shore.

This example is from the Riverwalk Project within the Riverfront District in the City of St. Helens, Oregon which is a collection of infrastructure investments designed to “create opportunities for regional employment, recreation, tourism, mixed-use brownfield redevelopment, and riparian habitat restoration.”

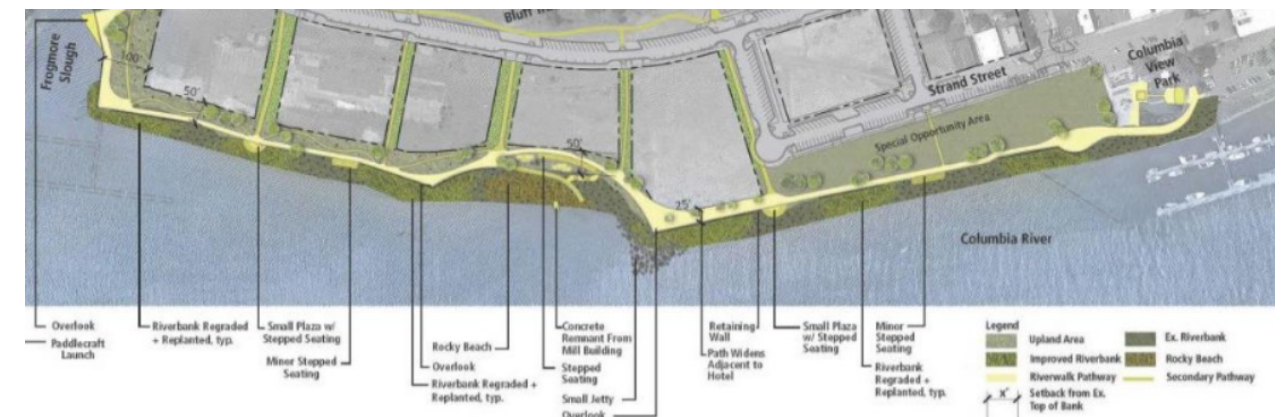


Figure 91. Riverwalk, St. Helens, Oregon - Site Plan



Figure 89. Riverwalk, St. Helens, Oregon - Perspective



Figure 90. Riverwalk, St. Helens, Oregon - Aerial View



# Existing Zoning Analysis

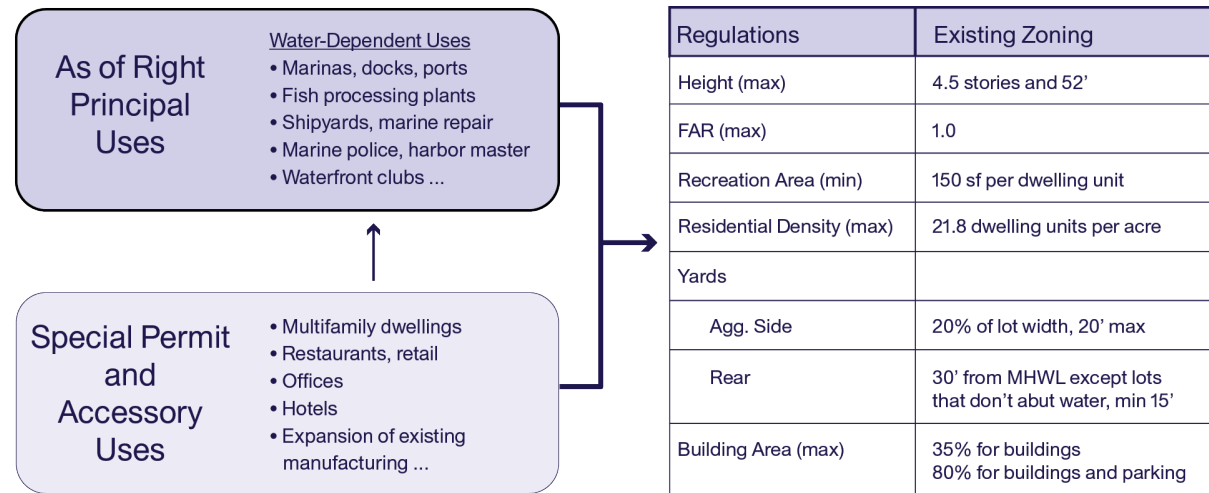


Figure 92. Marine Commercial District - Zoning Analysis Diagram

Table 2. Existing Parking Analysis

Parking Requirements by Land Use	Ratio Requirements
Multifamily	1.3 spaces / unit
Retail	1 space / 200 sf
Marina	1 space / slip or mooring 1 space / 3 boat rack spaces
Mixed Use Reductions	25% reduction for Residential and Retail SP option to reduce by an additional 10%
Marine Commercial District Mixed Use Reductions	- 20% of parking for residential/recreational boating uses may be met by parking for nonresidential uses - SP option for 50% of parking for residential/recreational boating uses to be met by parking for nonresidential uses if other use is predominantly weekday and daytime hours (e.g. offices) - Within 30' of MHW: no parking, except where required for access by a water-dependent use - Within 50' of front property line: no unenclosed surface parking - Unenclosed surface parking shall provide a landscaped buffer strip to ensure an appropriate transition between public access areas and parking facilities

Note: In addition to the uncertainty associated with retail and residential requiring a special permit, the complexity of the current parking requirements could be deterring new development.

# Test Fit Assumptions

The following scenarios study adding mixed use residential development along Water Street, while maintaining waterfront uses along the harbor. Our goal with these is to explore if this combination is compatible - is there a win-win that preserves marine industrial, adds more revenue and creates better streetscape and public access?

The studies suggest that mutually beneficial development is possible if we:

- Reduce and simplify the parking ratios
- Increase allowable lot coverage for buildings
- Create a streamlined permitting pathway for desired special permit development types

Regulations	Existing Zoning	Test Fits
Max Stories	4.5 stories	4
Max Height	52'	50'
Max FAR	1	0.5 - 0.65
Max Lot Coverage Area	35% for buildings 80% for buildings and parking	<b>50% for buildings</b> <b>95% for buildings and parking</b>
Multifamily Parking Ratio	1.3 spaces / unit	<b>1 space / unit</b>
Retail Parking Ratio	1 space / 200 sf	<b>1 space / 1000 sf</b>
Mixed Use Parking Ratio	25% reduction for Residential and Retail plus SP option to reduce by an additional 10%	NA - see assumed reduction in retail parking ratio above
Ground Floor Height	n/a	18'
Upper Story Height	n/a	10'-8" residential 13'-6" office
Front Setback	None	<b>5'</b>
Side Setback	Agg. site	<b>10'</b>
Rear Setback	30' from MHWL except lots which do not abut water need only 15'	30' from MHWL except lots which do not abut water need only 15'

Note: Red indicates existing dimensional regulations that are exceeded in test fits

# Southern Marine Commercial Existing

# Southern Marine Commercial Residential Test Fit, Multi Parcel

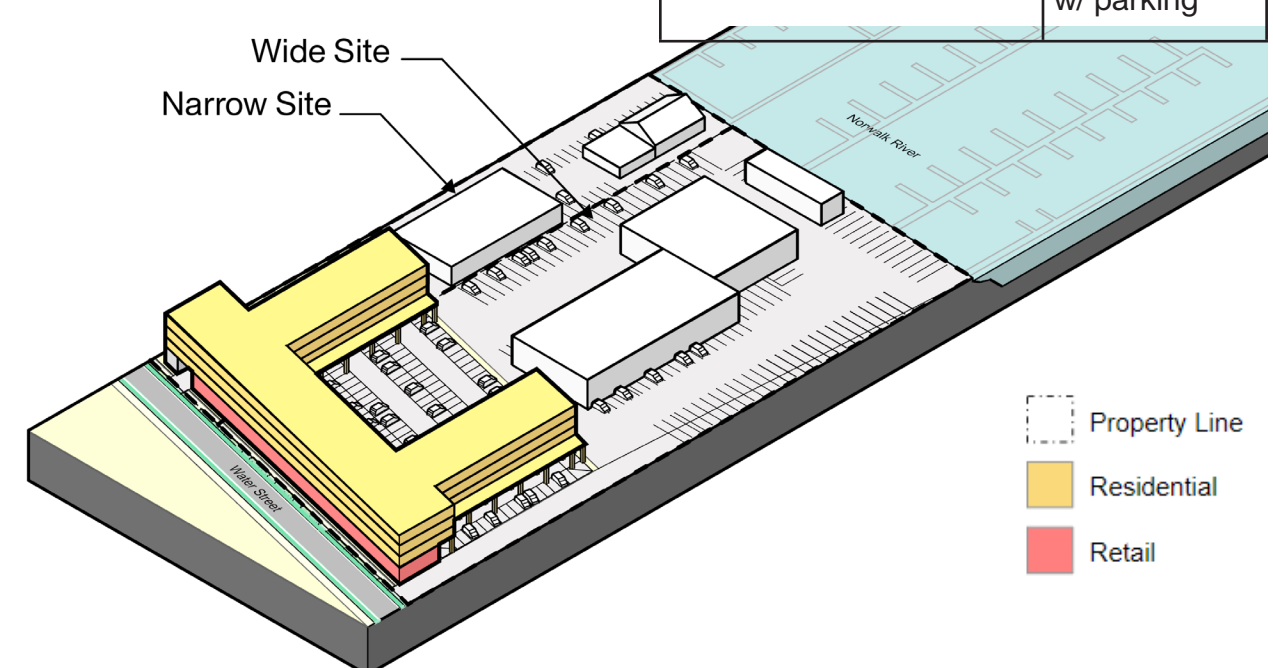
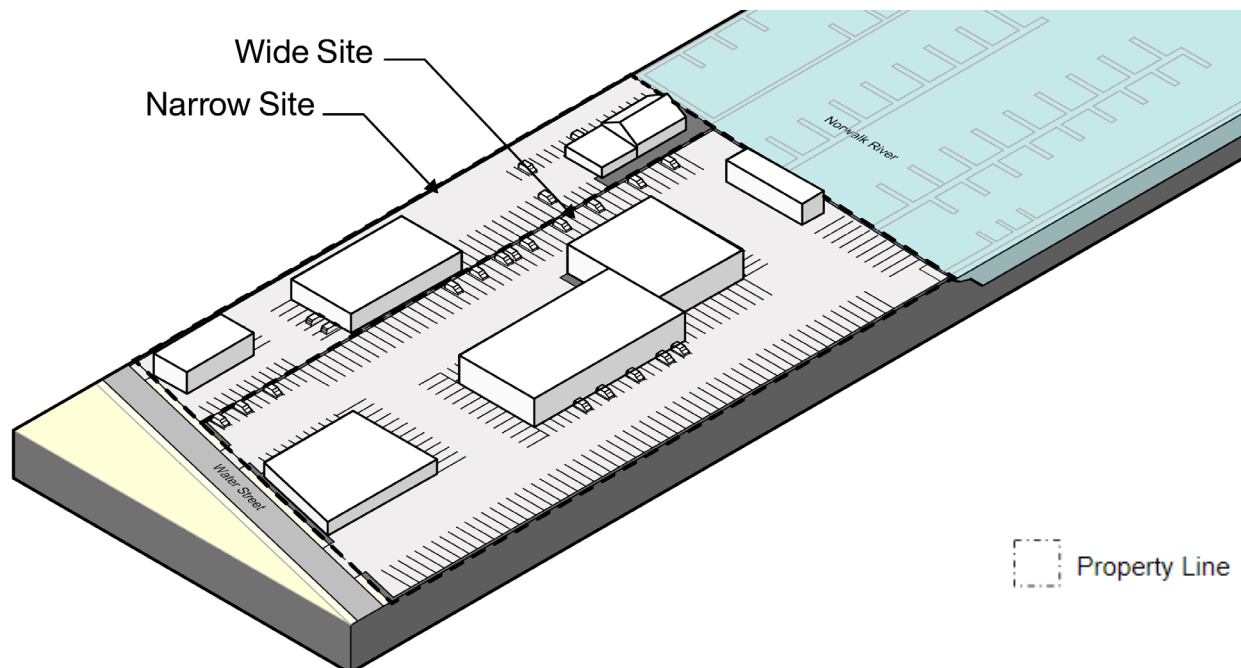


Generic Composite Site - Existing	Count
Industrial	56,000 gsf
Parking Required	112
Boat Slips	99
Parking Required	99
Height	1 story
Total Required Parking	211
Total Parking Spaces	275
FAR	0.29
Building Area	22% buildings 99% buildings w/ parking



Generic Composite Site	Count
Residential	134,000 gsf
Parking Required	134
Retail	17,000 gsf
Parking Required	17
Boat Slips	99
Parking Required	99
Height	4 stories, 50'
Total Gross Floor Area	151,000 gsf
Total Required Parking	250
Total Parking Spaces	349
FAR	0.59
Building Area	49% buildings 90% buildings w/ parking

Note: This shows the maximum market-driven development of this typology. Future development test-fits will explore how to introduce the urban design, resiliency and environmental principles to maximize public benefit from this new hybrid development concept.



# Southern Marine Commercial Residential Test Fit, Wide Parcel

# Southern Marine Commercial Residential Test Fit, Narrow Parcel



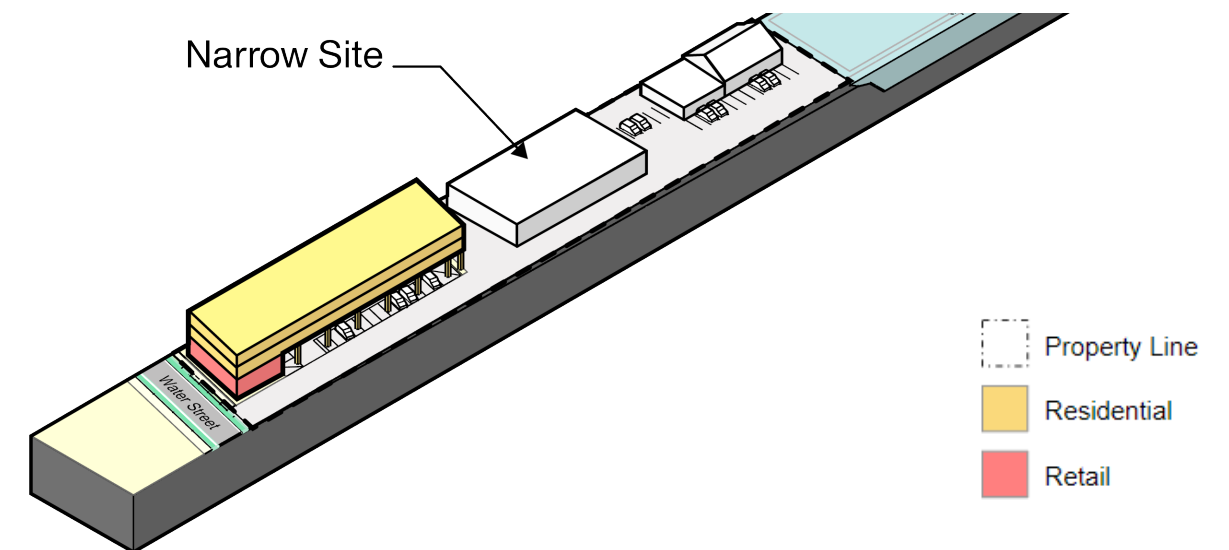
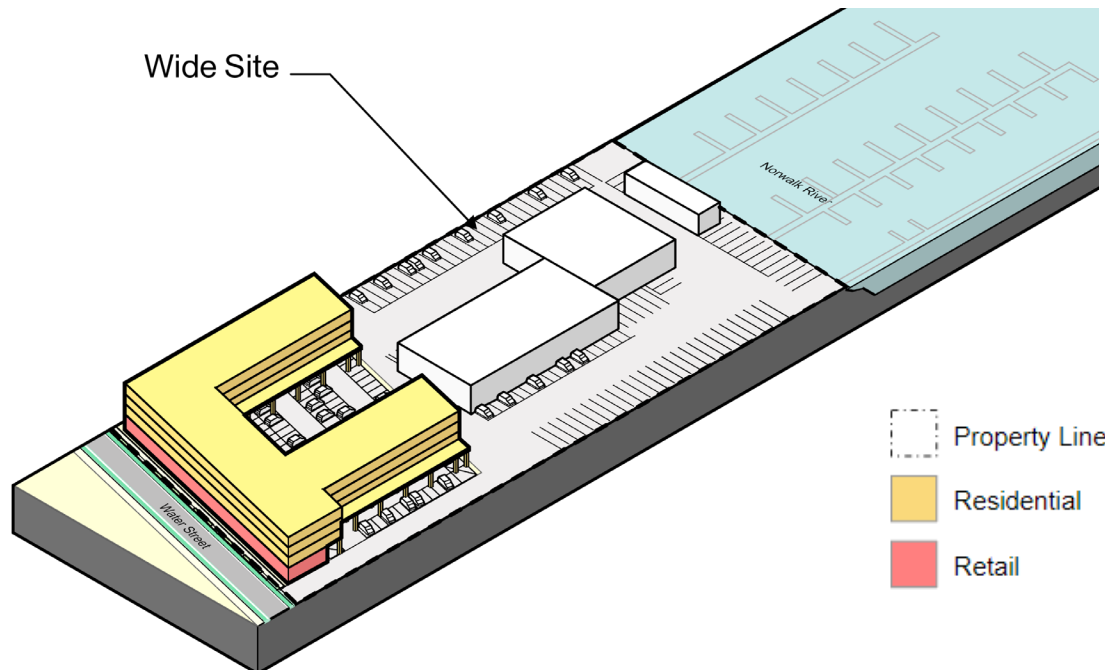
Generic Site - Wide	Count
Residential	113,000 gsf
Parking Required	113
Retail	12,000 gsf
Parking Required	12
Boat Slips	76
Parking Required	76
Height	4 stories, 50'
Total Gross Floor Area	125,000 gsf
Total Required Parking	201
Total Parking Spaces	258
FAR	0.65
Building Area	45% buildings 90% buildings w/ parking



Generic Site - Narrow	Count
Residential	29,000 gsf
Parking Required	29
Retail	3,000 gsf
Parking Required	3
Boat Slips	23
Parking Required	23
Height	3 stories, 39'
Total Gross Floor Area	32,000 gsf
Total Required Parking	55
Total Parking Spaces	63
FAR	0.5
Building Area	44% buildings 90% buildings w/ parking

Note: This shows the maximum market-driven development of this typology. Future development test-fits will explore how to introduce the urban design, resiliency and environmental principles to maximize public benefit from this new hybrid development concept.

Note: This shows the maximum market-driven development of this typology. Future development test-fits will explore how to introduce the urban design, resiliency and environmental principles to maximize public benefit from this new hybrid development concept.



# Southern Marine Commercial Commercial Test Fit, Wide Parcel

# Southern Marine Commercial Commercial Test Fit, Narrow Parcel



Generic Site - Wide	Count
Office	68,000 gsf
Parking Required	136
Retail	12,000 gsf
Parking Required	12
Boat Slips	76
Parking Required	76
Height	3 stories, 47'
Total Gross Floor Area	80,000 gsf
Total Required Parking	224
Total Parking Spaces	228
FAR	0.41
Building Area	90%



Generic Site - Narrow	Count
Office	16,000 gsf
Parking Required	32
Retail	3,000 gsf
Parking Required	3
Boat Slips	23
Parking Required	23
Height	3 stories, 47'
Total Gross Floor Area	19,000 gsf
Total Required Parking	58
Total Parking Spaces	58
FAR	0.3
Building Area	90%

Note: This shows the maximum market-driven development of this typology. Future development test-fits will explore how to introduce the urban design, resiliency and environmental principles to maximize public benefit from this new hybrid development concept.

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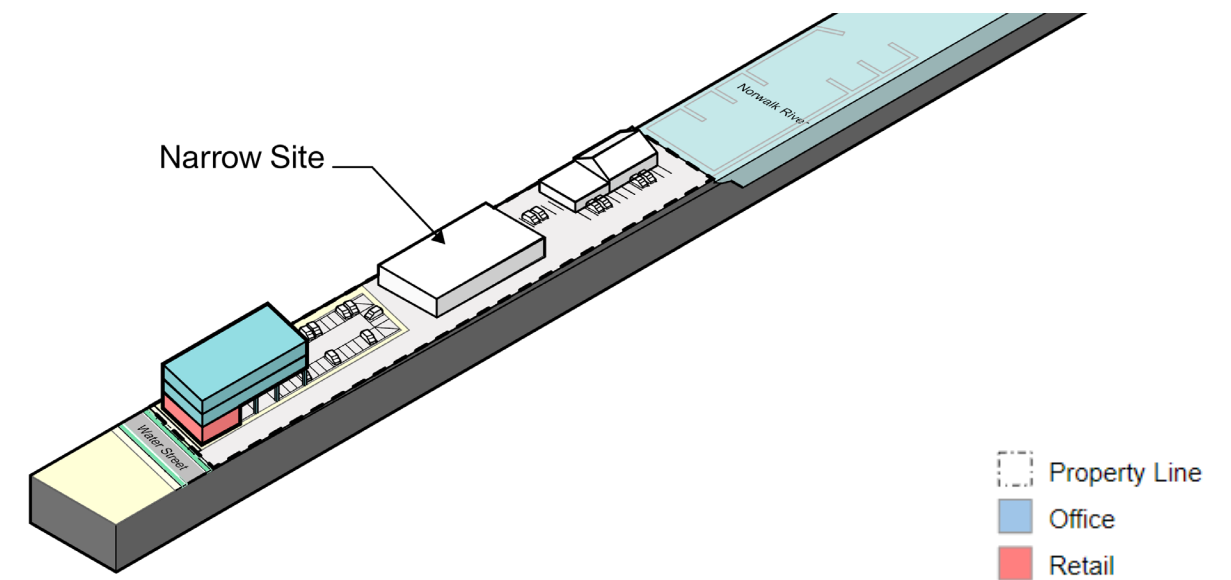
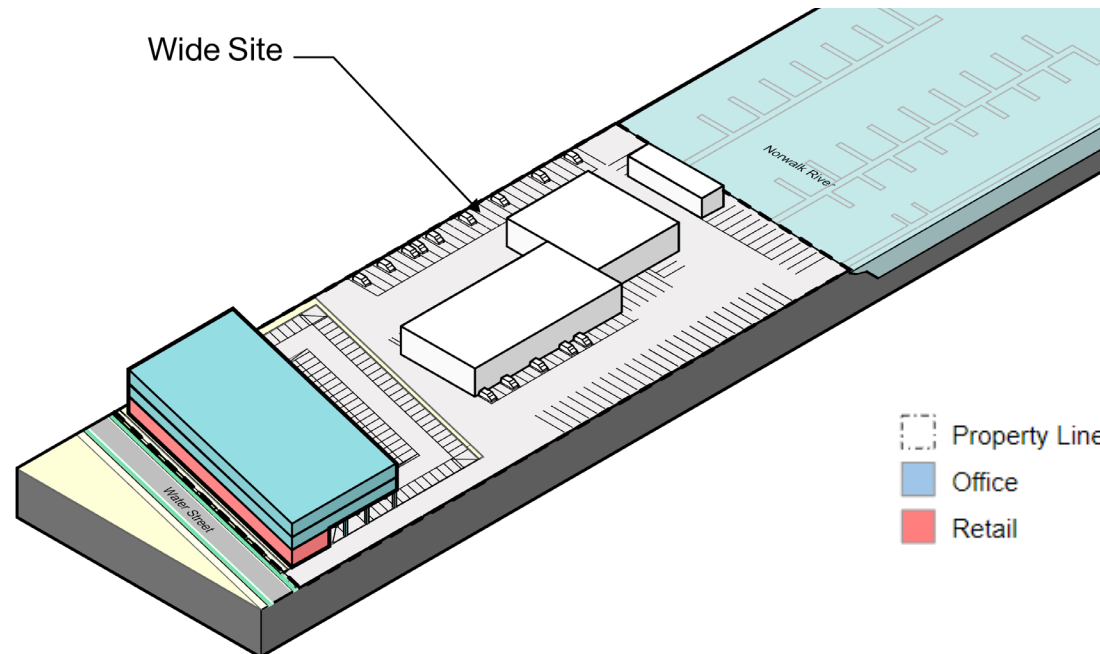


Figure 97. North Marine Commercial District - Wide Site - Test Fit

Figure 98. North Marine Commercial District - Narrow Site - Test Fit

# Northern Marine Commercial Existing



South Marine Commercial - Existing	Count
Industrial	
Parking Required	
Height	
Total Required Parking	
Total Parking Spaces	
FAR	
Building Area	

Figure 99. Aerial Basemap - South Marine Commercial District

# Northern Marine Commercial Residential Test Fit



South Marine Commercial - Test Fit	Count
Residential	50,000 gsf
Parking Required	50
Retail	5,000 gsf
Parking Required	5
Height	4 stories, 50'
Total Gross Floor Area	55,000 gsf
Total Parking Spaces	55
FAR	1.5
Building Area	45% buildings

Note: This shows the maximum market-driven development of this typology. Future development test-fits will explore how to introduce the urban design, resiliency and environmental principles to maximize public benefit from this new hybrid development concept.

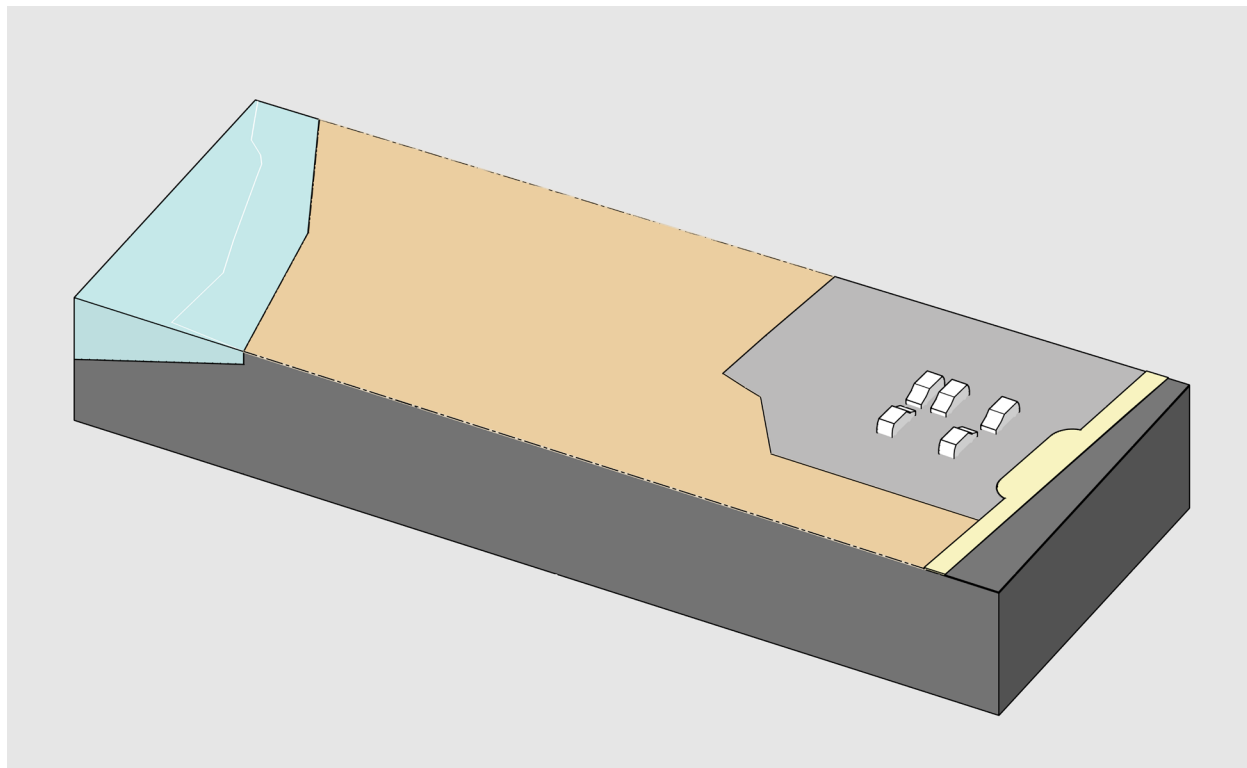


Figure 100. South Marine Commercial District - Existing Conditions

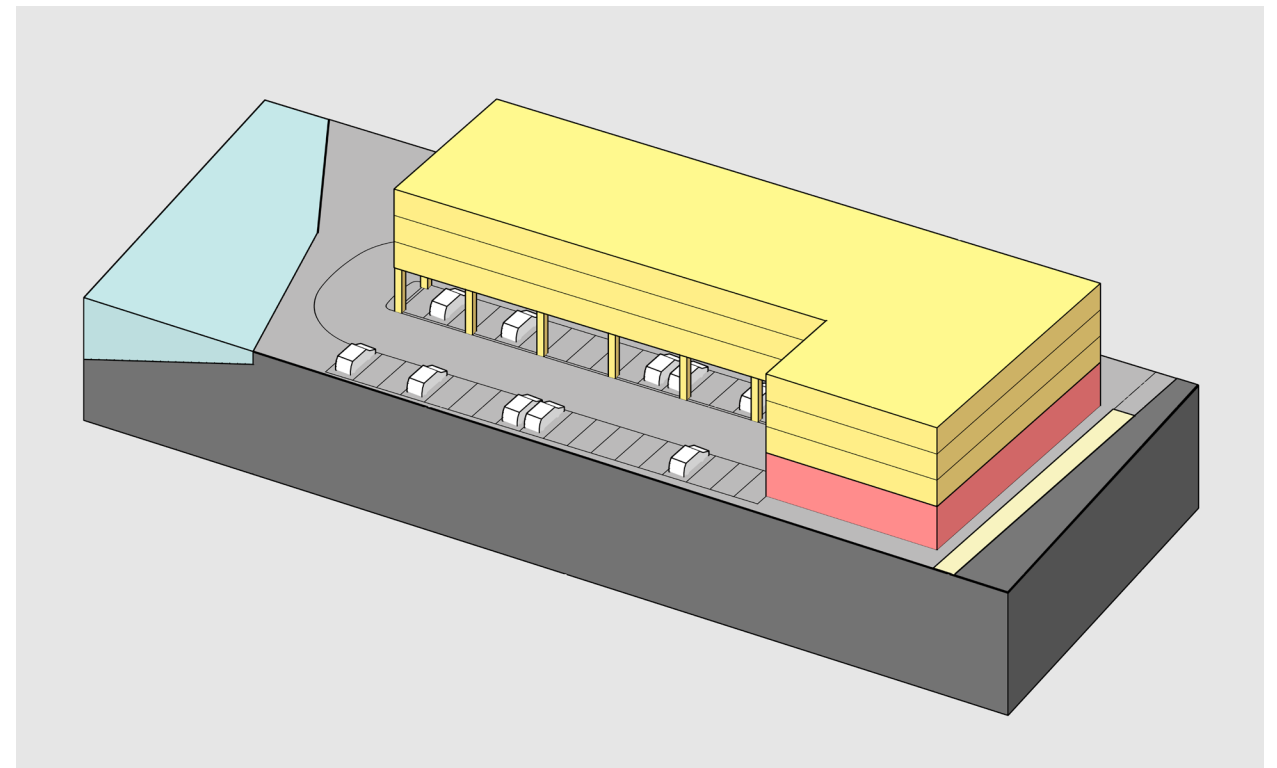


Figure 101. South Marine Commercial District - Test Fit

# Appendix D: DPW Capital Projects in Study Area

ID	Name of Project	Location	Department	Zone Its In	Expected/Estimated		Map Attachments
					Project Start	Project Completion	
1	Eversource Transmission Line Relocation	Underneath the river from Water Street to Veteran's Park	DPW	Study Area & Study Park Area	TBD	TBD	N/A
2	Walk Bridge Replacement Program (301-176)	Norwalk River Rail Road Bridge	DPW	Study Area	TBD	TBD	N/A
2.1	Fort Point Street Alignment and Bridge Replacement	Fort Point Street Bridge	DPW	Other Parcels, however these projects effects the Walk Bridge Project	TBD	TBD	N/A
2.2	Osborne Avenue Bridge Replacement	Osborne Avenue Bridge	DPW		TBD	TBD	N/A
2.2	East Avenue Bridge Replacement	East Avenue Bridge	DPW	TBD	TBD	N/A	
3	NRVT Trail	Along the river behind the aquarium	DPW	Study Area	TBD	TBD	N/A
4	SONO Wharf	North Water Parking Lot	DPW	Study Area	TBD	TBD	N/A
5	East Ave Advanced Utilities	East Ave (Olmstead Place to Gregory)	DPW	Other Parcels Nearby	In Progress	6/1/2022	N/A
6	East Avenue Roadway Improvements	East Ave (Olmstead Place to Gregory)	DPW	Other Parcels Nearby	TBD	3/1/2023	N/A
7	East Wall Street St - Landmark Square	East Wall Street (Main Street to Brook Street)	DPW	Between Study Area & Influence Area	5/1/2022	11/15/2022	Wall Street - Map
8	Veteran's Park Drainage	Veteran's Park	DPW	Study Area Park	2023	2024	N/A
9	Veteran's Park Entrance Realignment	Veteran's Park	DPW	Study Area Park	TBD	TBD	N/A
10	Veteran's Park Doc Project	Veteran's Park	DPW	Study Area Park	2023	2024	N/A
11	Seaview Ave Bike Path	Seaview Ave	TMP	Between Study Area & Study Area Park	TBD	TBD	N/A
12	Washington Street and Monroe/S. Main Intersection Improvements	Washington Street and Monroe/S. Main Intersection	TMP	Study Area & Influence Area	TBD	2023/2024	N/A
13	Sidewalk Project	Beacon Street, West Ave, Leonard, Buckingham, Merwin, Orchard, Quincy	DPW	Influence Area	3/1/2022	To be completed within the next two years	RD-2121-2 Map
14a	Pavement Project (22)	West Ave (Butler to Mott), Buckingham, South Smith	DPW	Varies	3/1/2022	11/1/2023	5 Year Forecast_2021
14b	Pavement Project (23)	Merwin, Orchard, Quincy, Leonard (moved from 22 to 23), East Wall Street, Beacon, Reynolds, Moore, Haviland, South Main, Elizabeth, Hanford, Marshall	DPW	Varies	3/1/2023	11/1/2024	
14c	Pavement Project (24)	Streets listed above potentially will be moved to the 2024 list	DPW	Varies	3/1/2024	11/1/2025	
14d	Pavement Project (Alts)	West Ave (Butler to Ramp), Crescent, Jennings, Lincoln (concord to Burritt), Shorefront park, Goldstein, South Smith, Platt, Pleasant, Reynolds, Laurel, Sherry, Daskams, Isaacs, Burnell	DPW	Varies	TBD	TBD	
15	Crack Seal	Various Collector and Arterial Streets, Osborne, Seaview, North Water are some potentials	DPW	Varies	3/1/2022	11/1/2023	Crack Seal 2021 Priority Map
16	Patches	Various Locations, Locations centered around Wall Street & South Main are some potentials	DPW	Varies	In Progress	2021 into 2022	PM2021-2_Map_10-13-21
17	Bridge Inspections	Seaview over Mill Pond	DPW		2024	2025	N/A
18	Yankee Doodle Bridge (102-348)	Yankee Doodle Bridge (195 portion over water)	DPW (DOT)	Varies	In Progress	9/16/2022	N/A
19	I-95 Median Project	195 South Bound and North Bound from exit 16 to Westport, Commuter Parking lot along Hendricks will be effected	DPW	Varies	2023	2024	N/A
20	Overhigh Vehicle - Washington Street (102-362)	Washington Street near the bridge	TMP	Between Study Area & Influence Area	2023	2024	N/A

